

Brea Looks Back To The Days Of Oil And Oranges

It was oil and oranges in Brea, then Randolph, and many other parts of the county at the turn of the century. There were walnuts, olives, peanuts, grains, too. Once refrigerator railroad cars were available, a national market was opened to the citrus growers, and canneries displaced drying racks for processing apricots and other similar fruits.

In 1900 the county had a population of 19,686 people scattered in communities located within the 782-square-mile boundary. Santa Ana with 4,943 people was followed by Anaheim, Orange, and Fullerton in population. There were several hundred in Randolph.

Government in Orange County acquired a seat in 1901 with the dedication of the red sandstone county court house in Santa Ana, adjacent to the first county jail built in 1895. Its cost \$100,000, including furnishings, was built on land purchased from William H. Spurgeon. Previously the land was a park.

Towns of the Santa Ana valley still had dirt roads along with board walks and small frame stores. Some boasted the little horse drawn trolley cars which came with the boom of the 1880's. The arrival of the mass interurban transit system of the Pacific Electric Railway in the first decade stimulated the creation of new communities and rejuvenated the older ones.

First to feel the effect of the "red cars" or Pacific Electric trolleys was Huntington Beach. Known as Shell Beach as early as the rancho period, it was developed by Philip Ackley Stanton and others as

Pacific City in 1901, and was promoted as a convention center and western counter-part of Atlantic City. Each summer it drew the Grand Army of Republic encampments and the Southern California Methodist Association's tent camps. In fact, the Huntington Beach Tent City Co., was organized to accommodate these annual gatherings. In 1906 the Methodists built an impressive auditorium for their own functions and for use by members of the Epworth League, a church youth group. To interest and flatter Henry E. Huntington into bringing the Pacific Electric to this seaside resort, the Huntington Beach Company, having bought out Stanton and his associates in 1903, changed the name from Pacific City to Huntington Beach a year later.

Seal Beach

Moving on to new fields, Stanton and I. A. Lothian purchased 200 acres near the old Anaheim Landing and subdivided it as Bay City. This development was promoted by their Bayside Land Company. In 1904 Judge John C. Ord, a former Confederate soldier, had a store building hauled by a 30-mule team from Los Alamitos to the new community. He not only became its first resident but also gained the reputation as the "father of Bay City."

Subsequently, Ord and Stanton joined forces and waged a successful campaign to bring the Pacific Electric to the doorsteps of Bay City, which later became known as Seal Beach because of the number of seals on the nearby shore. Seal Beach became a major recreational resort in 1915 when it acquired "Joy Zone," an amusement park which had been a part of the Panama-Pacific International

Exposition held in Golden Gate Park in San Francisco. The roller coaster and other attractions were moved to Seal Beach when the northern exposition closed that year. The Seal Beach amusement park was dismantled in 1937.

Continuing down the coast, the Pacific Electric soon arrived at Newport Beach. In 1904, Huntington bought a half interest in William S. Collins' holdings in Newport Beach.

Balboa

The "red cars" proceeded on to Balboa. It was named by E. J. Louis, then vice-consul of Peru and a member of the syndicate, the Newport Bay Investment Co., which built the Balboa pavilion and filed the Balboa Tract in 1905. These promoters also brought earth fill for the first roads in Balboa from the palisades behind Balboa Island, using lighters and until recently were pavilion floats. John Phillip Greeley, first superintendent of Orange County Schools, also was in the forefront of this group.

Joining with the East Newport Town Company, the Balboa syndicate offered land and a cash bonus of \$10,000 to Huntington to bring the red cars another two miles. On July 4, 1905, the first train arrived at the Balboa Pavilion. To accommodate the tourists, the Hotel Balboa had been built in ten days and officially opened to coincide with the arrival of the first trolley. Balboa rapidly grew as a resort community.

Cypress

Cypress, first called Waterville because of the numerous artesian wells, was built along the route of the Pacific Electric Railway to Santa Ana. It was plotted in 1906 by S. O. Walker and Ralph Mor-

gan for farm lots of 160 acres each. The community became a dairy and poultry raising center. Many of the early oil field workers made their homes in the town in later years because of its proximity to both the Brea and Huntington Beach oil fields. When the Cypress post office was established in 1927 strong consideration was given to renaming it Lindbergh in honor of Charles Lindbergh's historical flight the same year.

Featured Promuts

The people of Santa Ana and vicinity in 1905 acquired the right-of-way to bring the Pacific Electric Railway in a straight line from Watts in Los Angeles County to Santa Ana, for which a consideration of approximately \$22,000 was given to the railway syndicate. The following year the track was laid, and the Pacific Electric's arrival was celebrated in Santa Ana by a "Parade of Products." Proving very popular, it became an annual event until 1910, and was known throughout the county as the "Carnival of Products." It is interesting to note that in the first Parade of Products Tustin's float featured peanuts, which then were grown in that area.

By 1910 the Pacific Electric had developed the Triangle Route, publicized as a sight-seeing excursion. The Triangle Trolley Trip provided a seaside jaunt to San Pedro, Long Beach, and along the rolling surf to Balboa; then doubled back to Huntington Beach and up the inland route to Santa Ana; and ended with a fast ride back to Los Angeles. In later years the Pacific Electric ran a line from Santa Ana to Marlboro Station, north of Orange.

Brea Was Randolph

Under the guidance of Albert Bradford, who was instrumental in building the first bank and other buildings as well as bringing the railroad to the new community, Placentia arose in 1910 out of the old school district of the same name. Concurrently Edwin Hart developed La Habra, with the aid of such land promoters as Willis J. Hole, and Stephen Townsend. In addition, Townsend started the town of Randolph in 1904, but two years later changed the name to Brea. The Pacific Electric also was active in the promotion of Brea, which was included within the stops along the route to Yorba Linda. Yorba Linda was a 1909 promotion of Jacob (Jake) Stern of Fullerton with the Janss brothers of Los Angeles acting as agents and developers. Yorba Linda's most prominent native son is Richard M. Nixon, former Vice President of the United States.

Brea was incorporated in 1917, three years after the Progress firm began publication.

Proposed New Sewer

The city of Anaheim in 1911 proposed the creation of a new sewer farm in a section of countyland lying between it and Anaheim Landing. The outraged farmers of the region resisted this plan to the extent of incorporating their own community. With the aid of Mr. Stanton of Seal Beach, for whom the town was named, they incorporated a 16 square-mile area (the contemplated sewer farm territory) with the sole purpose of preventing Anaheim's encroachment. When the danger was passed, the town of Stanton

was incorporated and was not reincorporated until 1956.

While towns pushed forward, countyans enjoyed variety in their search for entertainment. The first two decades of the twentieth century found residents enjoying regular visits by Wild West shows, Chautauqua programs, and various vaudeville acts. Balloon exhibitions were quite popular, but tragedy struck in the latter part of 1900 when a balloonist fell to his death in Santa Ana.

Both the Santiago Hunt Club and the Orange Country Club had become active organizations within the area. John Phillip Sousa's renowned military band played at French's Opera House in Santa Ana in 1903. District Fairs were held at Spurgeon Hall in the early years but later moved to Huntington Beach.

Torchlight Parades

Torch light parades also were familiar events in 1904. In that year a colorful group known as "Teddy's Terrors," composed of supporters of President Theodore Roosevelt's reelection to office, arrived on the Santa Fe just before the November election. Marching up East Fourth Street Santa Ana, accompanied by the Columbia Marching club and a host of other groups, they descended on French's opera house for a rally on behalf of the former Rough Rider.

Among noteworthy events during the era was the first silent movies shown at Spurgeon Hall in 1906. During the same year Chinatown at Third and Bush streets in Santa Ana was burned.

Big Recreation Area

Destined to become the largest recreational area in the county, the Cleveland National Forest was established

July 1, 1908, by an executive order signed by President Theodore Roosevelt combining Trabuco Canyon and San Jacinto National Forest into one preserve. Highest peaks in the forest are Santiago and Modjeska, which comprise Old Saddleback called by the Indians Kalawpa (place of wood). Known as the Temescal Mountain from the Elsinore side, Santiago Peak was named in 1894 by a geological survey party that mapped the Corona Quadrangle. It was known to the Franciscan Fathers as Trabuco Peak. Modjeska Peak was named by J. B. Stenhouse, a local rafter, following Mme. Modjeska's death in 1890.

Prior in 1918 several artists had come to Laguna Beach seeking new subjects for their canvases and within a few weeks the community had become an artist colony. They early artists hung their work on downtown fences to attract the attention of tourists. Realizing the Laguna Beach Art Association was organized with painter Edgar Payne promoting the creation of the Laguna Beach Art Gallery in July, 1918.

Horse and buggies became expendable during the past World War I years as Orange Countyans readily accepted the mobility of the automobile in their daily lives. Compact farming communities were touched by mechanization but still stood as complacently prosperous island in a sea of change. The orange reigned as much publicized king of agriculture in the Santa Ana Valley. In 1929 the stock market crash brought to an abrupt halt the renewed subdivision activity and the 1930's became a fight of survival as the depression deepened.

Also during the 1920's the Philadelphia Athletics of the American League began to come to La Palma Park in Anaheim for spring training, under the team's owner, baseball's Connie Mack.

Bebe Daniels a Speeder

Bebe Daniels, a silent movie queen was sentenced to five days in the Old County Jail in April, 1921, for speeding 15 miles an hour in a ten mile zone.

The first Halloween Parade was held in Anaheim October 30, 1923. It had become a successor to the 4th of July patriotic celebration started earlier by pioneer German residents. Expanding each year the parade has become one of the largest night years parades west of the New Orleans' Mardi Gras.

During the last week of December, 1923 a heavy rain fell and continued for almost a month. This brought on a pollution of the water supply and in 1924 the Santa Ana area was struck by a serious epidemic.

Quake in 1933

A tremor struck southern California without warning on March 10, 1933 at 5:55 p.m. While Long Beach was the hardest hit damage was severe in various parts of Orange County. Emergency committees were formed and the National Guard was mobilized. The Santa Ana City Hall county court house and high school were found to be badly damaged. The chapel of St. Catherine's Military Academy in Anaheim also was hard hit. In Costa Mesa 90 per cent of the business buildings suffered from the earthquake. People living on Lido Isle had a chilling experience of hearing the tile roofs creak and strain under each shock wave. It is said that bootleggers in Long Beach saved hundreds of lives by donating large quantities of alcohol for medicinal use after the earthquake.

Nature again jarred Orange County when a major flood hit on March 3, 1938. Many acres of land particularly

Huntington Beach and Anaheim areas were undamaged when the Santa Ana River broke its banks. All the stream channel were choked with debris, the deposits of six years of light rainfall. As a result the Orange County Flood Control District since has established a network of dams and drainage ditches throughout the county to prevent recurrence of this event.

Heat Wave

The following year a severe heat wave struck Orange County closing schools, shops, and county buildings. Because of the heat wave most people were caught unaware by the violent winds of a Mexican Chabasco which struck the county suddenly. Balboa's beach was drenched and the popular dance spot the Rendezvous Ballroom was completely flooded. Newport's pier was torn away as was the pier at Huntington Beach.

Several yachts and smaller boats crashed into the jetty, and the wind swept through the coastal area with hurricane force.

Now partly occupied by Orange Coast College and the Orange County Fairgrounds, The Santa Ana Air Corps Replacement Center covered the 409 acres during the war years. Built by the Army Air Corps to process and train future pilots, navigators and bombardiers.

The motion picture "Winged Victory was filmed on the base in 1943, featuring such army personnel as T/Sgt. Peter Lind Hayes and the music of Sgt. David Rose. At its peak the base had a military and civilian population of more than 25,000 people.

Land Sold

In November 1944, it became a redistribution and separation center and also housed a convalescent hospital for Air Corps personnel. The land was abandoned as a military post following the war.

The Santa Ana Army Air Corps Radio network in the early 1940's utilized the Amer-

ican Legion Hall in Santa Ana as a national hook up radio station, where the famous song of the U.S. Army Air Corps introduced by Col. Eddie Dunstedeer's band. In addition during the wartime the county buildings now on East Eight Street in Santa Ana were built by the Army Air Corps Western Air Training Command.

El Toro Marine Station

El Toro Marine Air Station was formally commissioned on March 17, 1943. The government had acquired 2329 acres from the Irvine Company and since its creation the base has almost doubled in size. It has become Orange County's major military post and one of the Marine Corps most advanced cities. Now allied with El Toro is the Marine Corps Air Facility, the home of the helicopters. During World War II the giant hangars were built for blimps which went on anti-submarine patrols along the coast. In May 1951, the station was officially recommissioned to provide a permanent base for the Marine "Whirlybirds."

The County's coastal area was the scene of visible defense preparation - gun emplacements net camouflage barbed wire fences and the constant patrol by Coast Guardsmen accompanied by their ferocious war trained dogs. Anaheim even had a prisoner-of-war camp, mainly for Germans and Italians captured in the North African campaign. It later was used as a bracero camp. Most of the Japanese from this area were processed for resettlement through a temporary processing center on the grounds of the Santa Ana Race Track at Arcadia. After the war many Japanese families returned to their homes in Orange County.

In the fabulous land boom of the fifties stood the quiet communities of Anaheim and Garden Grove. Seemingly overnight entire suburban areas with their housing tracts drive-ins and modern shopp-

ping centers began to spring up around these communities.

Movie Producer Walt Disney opened the gates at Disneyland, which has become the mecca for tourists. Knott's Berry Farm which started as a humble wayside berry stand in 1920 has also become a "must" for sightseers. Then Newport Dunes was added to the entertainment roster and in 1962 the Movieland Wax Museum came into existence.

People, Spoils In The News

REAL COOL hoofin' goes on even in a Missouri midsummer in this cave 300 feet underground at Branson; 50 degrees just right for square dancing.



DISCUS world record owner Fortune Gordien gets off winning heave in Olympic tryouts, a bit short of his 194-6 record.



STACKED with clippings about her is this bushy basket displayed by Marc Valibus, Miss Miami Beach.



THREE LITTLE schoolgirls sip milk from fibre containers during visit to American Can Company's New York plant where millions of the containers are made each year for school milk programs. National Dairy Council estimates that 16 million school children drink some 4.5 million quarts of milk each school day.

BREA WEEK

By CHARLES DeLACY

You live in the Brea rural your mail will be picked up delivered by the Brea post beginning September 8. 1911, rural mail here has handled by the Fullerton Slow-but-sure progress is than none at all. Items we learn, are decided in other councils of the Post Department, not locally.



STOP family will be have quadrennial re-union in Francisco Cow Palace both. As with any large there is bound to be some confusion and it is still a whether the name of recognize the name of branch.

said that because of the a clerk, installation of night at Pomona and Im be delayed for months. highway department accomplish such a double- stopping a stoplight, have always sur- the word STOP has a reform for engineers business it is to keep

and insurance are now at the Brea theater, ac- the legends on its This is a change of or- recall, the theater's are no gems and the arrangements could have insurance.

mashing stream of may have missed a sidelight of the tion of the Swed- Stockholm, and Mr. Andre Doria. quilles came up on the crew sought to members on abandon- A few people may be the want of under- Italian words of direction. There are language has life

to our editorial Secretary Charles Remember, it's are blowing that to get harpooned," Charlie, and don't the harpoon out

August 1 & 6 For Public Hearings Brea School

As published last week the Brea Elementary and High School Boards of Trustees will conduct public hearings on the school district budgets for the fiscal year 1956-57 with the elementary hearing scheduled for tonight (Wednesday) at the Brea Junior High at 7:30.

Monday, August 6, at 7:30, Brea-Olinda High administrative offices, has been set as the time and place for the high school budget public hearing.

Both district budgets were submitted to the county education office early in June for evaluation and approval and were released for publication on July 25.

Before the budgets are officially established as the working budget for the coming school year the public is invited to attend the public hearing for any questions that may be presented.

According to school officials, the turnout of residents and civic and industrial leaders has always been light in past years. All taxpayers are concerned with the budget but only a few appear.

SURVEYORS AT WORK ON BREA FREEWAY PLAN

Recommendations as to highway projects were submitted to the California State Highway Commission by the Southern California Council of the State Chamber of Commerce with the Brea Canyon Freeway listed as number two in numerical priority for preliminary work.

The Brea Canyon priority lists the project as second to the San Diego junction freeway in Orange County for surveys, designs, and advance rights-of-way acquisition.

Surveyors are already on the job for preliminary plotting. The proposed freeway will unite northeast of Brea with a freeway planned from Los Angeles, proposed to run just north of La Habra.

Barbecue, Games Prizes Highlight Employees Picnic

Plant employees of Brea Chemicals, Inc., held their annual company picnic Saturday, July 14, at Stearns Picnic Grounds in Brea. Fine California weather brought out a record breaking attendance of Brea personnel with their families. Lucky winners of the game prizes were Mrs. Mary Davis, wife of Brea's...

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FAITH IN A CANCER SOCIETY PRESIDENT

...purpose of making money, yet that is exactly what most of these fake healers are organized to do," Farwell declared. He pointed out that a favorite trick of the cancer quack is to "Diagnose" a case of cancer when the patient doesn't have cancer at all. Then he effects a "cure" and advertises his alleged success to the world. The testimonial of the hoodwinked patient is used to support the phony claim. Farwell said, the American Cancer Society's free information center at 415 W. 17th St., Santa Ana, serves as a local clearing house for information about legitimate cancer "clinics" in various parts of the country. He cautioned: "If you place your faith in a cancer quack, you may pay for the mistake with your life."

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JOHN HAGN

**Chiksan Texas Plant
Plans Future Growth**

No Money Available But . . .

101 Bypass Route Praised, Further Planning Urged

Frank Burrill, vice-president and assistant to the President of Chiksan Company, spoke in behalf of the Brea U.S. 101 bypass at the meeting of the Orange County Associated Chambers of Commerce at Anaheim Elks Club Tuesday night.

As chairman of the Brea 101 Bypass Committee, Burrill pointed out the urgent need for the widening of Brea Canyon Road between Brea and Pomona and for the completion of the entire bypass from Brea Canyon to the Orange County Hospital. This road would run east of Brea, Fullerton and Anaheim over Associated Road and Cypress Avenue.

Connect U.S. 101

The new road would also be connected with U.S. 101 by an extension of the present U.S. 101 at the corner north of La Habra. Plans call for it to continue east

to join the Brea Canyon Road north of Brea.

Robert McClure of Santa Monica, a new member of the State Highway Commission from this district, was present as the main speaker and informed the group that the Brea 101 bypass suggestion has merits and that money for right-of-way purchases is now available in generous amounts.

However, Ed Telford of the state highway department, in his talk to the group, listed highway project priorities in this area as follows: (1) Santa Ana Freeway to be completed to east county line within five years; (2) Bids will be advertised immediately for a strip of the Orangethorpe freeway between Placentia and the river. (3) Now buying right-of-way on Lincoln through Cypress. (4) Highway 39 will be widened between Buena Park and La Habra. There is also a pro-

ject on the drawing boards to widen U.S. 101 from the county line westward.

"Not In Budget"

Telford was then asked about the possibility of considering U.S. 101 Brea bypass. His answer: "Brea 101 bypass, and I know of no better name for it, has considerable merits but it is not in the budget at this time. It is a worthy project and we will do our best to work it out." He advised the advocates of the proposed highway to keep working out the plans and not wait for the budget. "Be ready when the money is available," he advised.

In addition to Burrill, the Brea group attending the meeting included Mayor Charles McCart and Councilman Leo West, Rex Farmer of the highway department, Mr. and Mrs. Frank Hall, Purl Harding, Joe Neuls, G. R. "Dick" Winder and A. W. Studebaker.

Clarence Wise, Postponed Again! Brea Represented

FREEWAY FACTS...



**A digest of answers to your questions
about California Freeways and what
they mean to you and your community**

STATE OF CALIFORNIA
Department of Public Works

SACRAMENTO

February 13, 1957

PLEASE REFER TO
FILE NO.

100.01

DIVISION OF HIGHWAYS
PUBLIC WORKS BUILDING
P. O. Box 1499
SACRAMENTO 7

City Council

Gentlemen:

Enclosed are copies of a booklet entitled "Freeway Facts" for distribution to each city councilman.

As the text indicates, these booklets primarily are designed for distribution to all interested persons attending public meetings and map displays held by the district officials of the California Division of Highways in connection with freeway route problems. These booklets also are available for distribution to local officials, civic groups and committees as well as individuals.

In order that each individual councilman may be kept informed of pertinent data in connection with freeway routing, sufficient copies of this booklet are enclosed for distribution to the mayor and each councilman. Copies also are being mailed to the city managers, administrators and engineers of each city.

Requests for additional copies, if desired, may be made to the district office of the Division of Highways in the district in which your city is located.

Yours very truly,

G. T. McCoy
State Highway Engineer


By C. E. Bovey
Engineer of City and Cooperative
Projects

Encl.

About This Booklet

Selection of freeway routings is an extremely serious matter. It affects all the people of the State, as highway users and taxpayers, and particularly concerns people of each community through or near which a freeway passes. It would be ideal if freeways could be located so as to avoid all private property, but this is practically impossible.

This meeting is one of many preliminary steps in a long and careful procedure leading up to the final adoption of a freeway routing. It is being held in accordance with the wisely established policy of the California Highway Commission. This policy calls for the Division of Highways, after conferring with local governmental authorities and their engineering staffs, to announce and hold public meetings. The purpose of these meetings is twofold: to acquaint interested persons and groups with the information developed by the division's studies; and to give everyone concerned an opportunity to contribute ideas and information.

No two freeway routing situations are exactly alike.

It would be impossible to include in a short space all of the information people look for on the important subject of freeways; but this booklet is intended to cover some of the general points, supplementing the specific local data presented at this meeting.

Welcome

This is your meeting. The Division of Highways is interested in your comments or suggestions concerning the freeway routing under study. The primary purpose of this meeting is a mutual exchange of information and ideas between all interested persons and the Division of Highways.

The meeting is recorded, either by shorthand reporter or tape recorder, or both, so that after the meeting we may study in detail all data gathered here. When you speak for the record, please give your name and occupation or affiliation before making your remarks.

What Will Be Discussed Here

The division's engineers have spent many months studying various lines over which the new freeway could be routed. These possibilities have been boiled down to what they consider the most suitable choices from the standpoint of traffic service, effect on the community, economic influence, construction costs and right of way costs.

An outline of studies on all alternates will be presented, together with the line considered by the engineers as the one they feel to be the most feasible to build. After the Division of Highways presentation, the meeting will be open for questions, suggestions, and comment by the general public.

What Happens After the Meeting?

First

All information obtained at this meeting, together with engineering studies made to date, will be considered by the Division of Highways in preparing a route recommendation. If this meeting brings out a need for further studies, they will be made before the State Highway Engineer submits his recommendation to the California Highway Commission.

Note: Responsibility for route adoption rests not with the Division of Highways but with the California Highway Commission, a nontechnical nonsalaried board of business and professional men representing the people of the State at large, appointed by the Governor and confirmed by the State Senate. It is a seven-man body, with the State Director of Public Works as ex officio chairman. The other six members serve four-year staggered terms.

Second

After receiving the State Highway Engineer's recommendation, the commission affords local communities further opportunity to be heard. The city council or board of supervisors (or both, in applicable cases) is notified that if they consider it necessary or desirable the Highway Commission will hold a *public hearing* on the matter before final action is taken to adopt a route. Even if no hearing is asked for, the commission will publicize its intention and withhold final action for at least 30 days to allow time for people to submit protests or additional information.

Third

After a route has been adopted and declared a freeway, the Division of Highways works out a *Freeway Agreement* with the city or county (or both). This agreement spells out the location of crossings and interchanges and such other details as local street and road adjustments and connections to the freeway. Meanwhile, aerial and field surveys are begun as the first step in the process of detailed design.

Fourth

Not until the freeway agreement is signed by both state and local authorities can design of the project be completed. Acquisition of rights of way begins as funds become available.

Finally

After construction funds have been budgeted and all parcels of property needed for the freeway are cleared, construction can proceed.

Why Build Freeways?

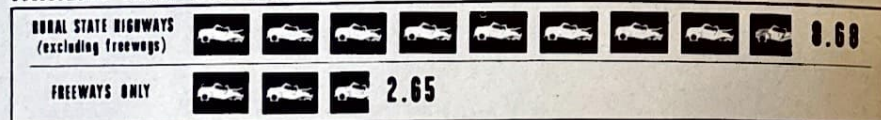
With motor vehicle registration now over 7,000,000 in California, it has been estimated that by 1975 our roads will be used by *more than double* the present number of cars and trucks. So we must build highways not only for the traffic we now have, but we must also anticipate the huge numbers of vehicle movements on our highways in the years ahead of us.

The engineers' answer to the problem of moving all of this traffic is the "FREE-way." That is to say, free of oncoming traffic, free of crossing traffic, free of traffic moving at random onto the highway from the side of the road. A full freeway can do these things because it allows no left turn movements and it limits access to strategic points where traffic can enter it or leave it safely. Intersecting roads are carried over or under the main highway.

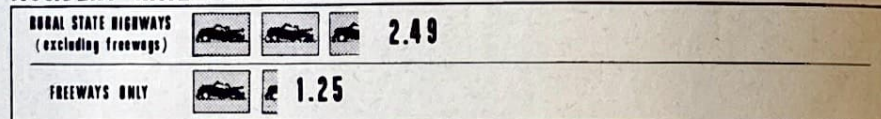
In some cases, the complete full freeway is not built all at once. Funds may not be initially available, in the light of the traffic demand, for the crossing structures. In these cases an expressway may be built first, with some crossings at grade. Plans are usually made for adding the structures later.

The best reason in favor of a freeway is its *safety* record. The freeway accident rate is only about half the overall accident rate on all types of highways. And statistics on fatal accidents show that the life of a motorist on a modern freeway is more than three times as safe per mile of vehicle travel as on conventional highways.

FATALITY RATE PER 100 MILLION VEHICLE MILES



ACCIDENT RATE PER MILLION VEHICLE MILES



Also, while older highways built in the 1920's or before may still be structurally sound, they simply do not have the *capacity* of freeway lanes, which can carry three times the traffic of the normal city street lane.

Motorists find travel on a freeway *cheaper*, as well as easier and safer. Tests made in Southern California showed a saving of more than 1/2 cent a mile on freeways, as compared to ordinary streets, in gasoline and upkeep alone. This benefit does not include the additional saving from lesser exposure to accidents and the saving of the motorist's time.

Control of access is the key to the freeway's success. Unlimited, unplanned access to conventional highways created congestion and slowed traffic as more and more vehicles used the highways. The safety and capacity built into modern freeways is *permanent*.



How Are Routes Selected?

The choice of a route for a freeway is a complicated business involving a great deal of time and a great many considerations. A properly-located freeway will not only provide the best trafficway for motorists, but will also greatly benefit the community through which it passes. For these reasons engineers carefully consider any and all possible alternate routes. Here are some of the factors weighed in judging the merits of one line against another:

Traffic Service

A route that may be the least costly to build may not serve traffic adequately—therefore it could be a wasteful investment of the taxpayer's money and would not relieve congestion and hazard on the existing route.

Distance

A straight line is the shortest distance between two points, although it may not always be the most desirable. Engineers nevertheless will attempt to plot the shortest practical line because that means not only savings in time for motorists, but savings in fuel as well. (Explanation of "benefit ratio" on page 15.)

Effect on Community

Schools, public buildings, hospitals and churches are difficult to replace in favorable locations. They are important controls governing the location of a new freeway and wherever possible these establishments are not disturbed. City and county authorities can plan more intelligently for the community's future when the freeway is permanently fixed. This is another factor that must be considered very carefully when routes are selected.

Economic Influence

The new route should benefit local as well as through traffic. Experience shows that properly located freeways have a healthy effect on real estate, home construction and general business.

Construction Costs

Engineers must consider lengths of the various alternates, numbers and varieties of structures involved in each type of terrain and construction problem.

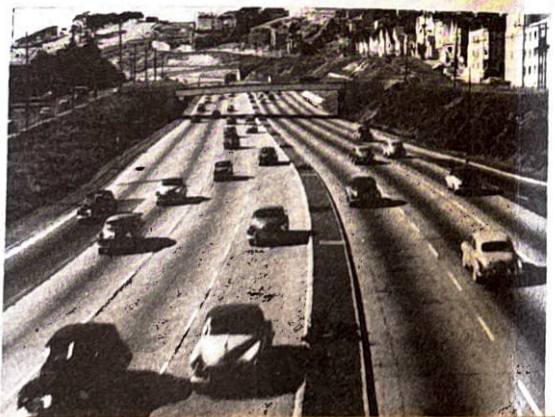
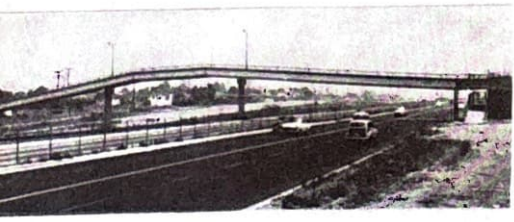
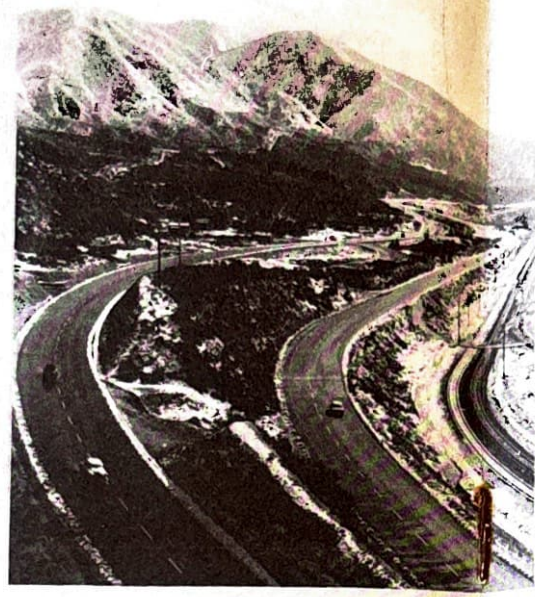
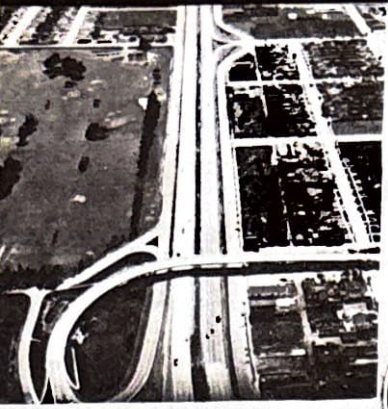
Right-of-Way Costs

In some metropolitan areas this item often approaches or even exceeds construction outlay. A route through the heart of a heavily built-up area will, of course, cost considerably more than a route through open country.

Design Standards

California follows nationally accepted freeway design standards and improves on them wherever possible. These standards apply to width of median, number of lanes, width of shoulders, ease of curves and grades and location and type of crossing structures and interchanges.

What Freeways Look Like



When Do We Drive On the Freeway?

Construction of a freeway is a major project that could take anywhere from 5 to 10 years from public meeting stage to completion. There are many things to be accomplished. Funds must be available and the following time-consuming activities must take place—

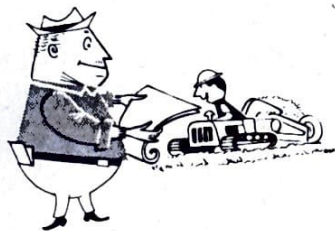


The engineers must locate the route precisely. Depending on its length, it may take a year or more for this operation to be completed. Necessary are aerial surveys, ground surveys, design of the highway and, finally, right of way boundaries to be established.

When right of way boundaries are finally fixed, the State begins to appraise and buy property. And again, depending on the length and the scope of the project, this operation may involve a period of two years or more.



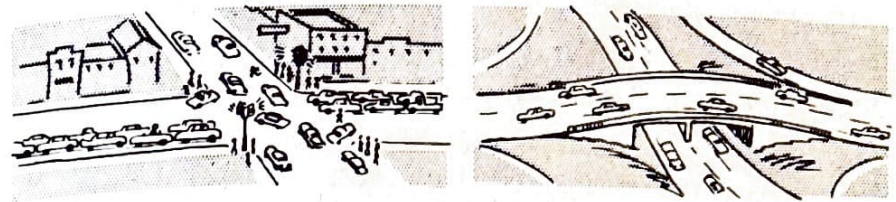
After the right of way is bought, the project is fitted into a State Highway Construction Budget and advertised for bids. The construction contract carries a stipulation that the job must be completed in a certain number of working days. Some freeway projects, involving several contractors, have taken as much as four years to complete, some as little as one year. The average is about two years.



Answers to Some of Your Questions

What will the freeway do to our community? Cut it in two?

Heavy traffic on ordinary streets is a barrier; freeways are not. Experience shows that freeways actually unite communities by eliminating congestion and by permitting traffic to flow freely across town at strategically located crossings over or under the freeway.



Will the freeway hurt business in town?

Experience shows that properly located freeways help local business by removing through traffic from city streets, thus easing the problem of parking for local people who do most of the buying. Freeway connections and interchanges, marked by proper directional signs, make it easy for the through motorist to stop and shop in town if he desires. Control of access further protects local business from new roadside competition, in contrast with the old-style bypass boulevards without access control.

Will the freeway spoil the appearance of the town?

On the contrary, design treatment of structures and treatment of the roadside for erosion control, fire control and traffic delineation by means of planting will enhance the appearance of a community. The freeway also fixes permanently a major transportation factor of the town, thus assisting in long range local planning.

Why a freeway, in a community where most traffic is local?

The State has the responsibility for improving highways on the State Highway System. Highway improvements, to be of permanent value, must be on a freeway basis. Experience has shown that a properly located freeway is the most efficient means of serving both local and through traffic because it relieves congestion and is safer to drive on.

If Your Property Is Likely to Be Affected Or You Have Other Questions . . .

The maps and other exhibits used at this meeting will remain on display after it is over.

You are invited to come up and study the display material in detail. The District Engineer and members of his staff, including a right of way representative, will be on hand to answer your individual questions to the best of their knowledge and ability.

A special booklet is available which explains, for the benefit of interested property owners, how the Division of Highways goes about acquiring property needed for highway purposes.

Later, if you need further information, you are urged to write, telephone or visit the District Office of the Division of Highways at any time.

What Some Technical Terms Mean

SEPARATION . . . Structure designed to carry an intersecting road over or under the freeway.

OVERCROSSING . . . A separation carrying a roadway over the freeway.

UNDERCROSSING . . . A separation carrying a roadway under the freeway.

OVERHEAD . . . A separation carrying a state highway over a railroad.

UNDERPASS . . . A separation carrying the state highway under a railroad.

RAMP . . . A roadway connecting the freeway with an intersecting road.

INTERCHANGE . . . A system of interconnecting roadways and ramps, including a separation or separations, enabling traffic to get on or off a freeway.

CLOVERLEAF INTERCHANGE . . . An interchange designed to eliminate all left turn and cross-traffic conflicts and to accommodate turning movements off or onto the state highway from four directions. Modifications of this type are the two-quadrant and the three-quadrant cloverleaf interchanges.



TRUMPET INTERCHANGE . . . Modification of a simple separation to permit turning movements on and off the highway. It is used when a roadway connects to the state highway from one direction only, forming a "T" connection.



DIAMOND INTERCHANGE . . . A complete interchange with four ramps essentially parallel to the main artery. Left turns are made at grade on the crossroad.



FRONTAGE ROAD . . . A roadway, parallel to the freeway, which serves roadside commercial, residential or farm areas.

SUPERELEVATION . . . Degree of banking of a curve.

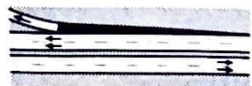
RADIUS OF CURVE . . . Term used in measuring the severity of a curve in a roadway. A 300-foot radius curve would be a sharp curve used on mountain roads, whereas a 2,000-foot radius curve would be a long, gradual curve which is typical of freeway construction.



GRADE . . . Elevation of the roadway. A crossing "at grade" is a crossing of two roads, or a road and a railroad, at the same level.

GRADIENT . . . (Also "grade"). The steepness of a roadway, expressed usually as a percentage. For example, a "6 percent grade" means the roadway will rise six feet over a 100-foot horizontal distance.

ACCELERATION LANE . . . A connecting lane leading from an on-ramp to the freeway and designed to enable the motorist to merge into freeway traffic at freeway speed.



DECELERATION LANE . . . A connecting lane from the freeway to an off-ramp, designed to enable the motorist to pull out of the main traffic stream and slow down to the speed limit of the ramp or roadway he is about to enter.



MEDIAN . . . Area separating opposing traffic lanes, often called "dividing strip." Usually at least 10 feet wide to allow for planting for headlight screening and may be considerably wider, to provide for additional future lanes.

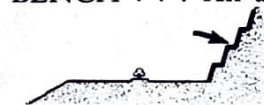
CUT SLOPE . . . Excavated slope above roadway on either side or both sides.



FILL SLOPE . . . Slope below roadway on either side or both sides.



BENCH . . . An area, usually about 20 feet wide, cut into the slope roughly parallel to the roadway. Designed to minimize slide danger and to carry drainage water from the slope away from the roadway.



ACCESS CONTROL . . . Where the right of owners or occupants of abutting land to access to a highway is fully or partially controlled by public authority. Control of access means that authority is exercised to give preference to through traffic by providing access connections with selected public roads only and by prohibiting crossings at grade or direct private driveway connections.

FREEWAY . . . A highway to which public authority controls access. *(Legal term)*

FREEWAY . . . A divided highway with full control of access, with no left turns at grade and with grade separations at intersections. (Sometimes called "full" freeway.) *(General definition)*

EXPRESSWAY . . . A divided highway with most of the features of a full freeway but with some intersections at grade. Usually planned for eventual conversion to full freeway.

ADT . . . Abbreviation for Average Daily Traffic.

MVM . . . Abbreviation for Million Vehicle Miles, a unit used in measuring the accident rate. Fatality rates are expressed in terms of one hundred million vehicle miles.

RIGHT OF WAY . . . Total area needed for highway purposes. This includes the area needed for drainage, planting for erosion and fire control, visibility, future expansion, etc.

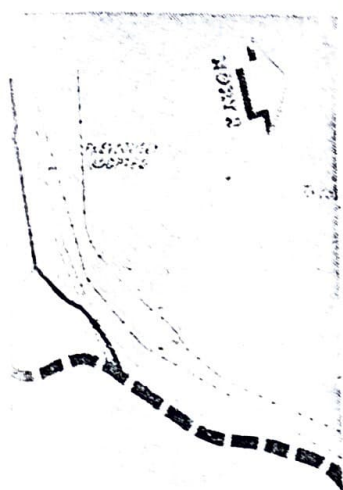
BENEFIT RATIO . . . How the over-all savings to the motoring public for a 20-year period compares with the cost of the highway project. Savings include reduction in fuel cost, vehicle upkeep and driving time on the new route as compared with the old. For example: if 20,000 cars and trucks per day use a new section of freeway and thereby save an average of 10 cents per day in operating cost, the total savings to the public over 20 years would add up to \$14,600,000; if the new freeway costs \$5,000,000 for rights of way and construction, the benefit ratio would be slightly less than 3 to 1.

Freeways Near Brea

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& INDUSTRY

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border Brea on the north
It would be located
replace the Brea Canyon
to connect Hwy. 101
Central Ave. and Puente
with the canyon free-

Meeting on Rights of Way Set by City, Land Owners

A milepost in the long struggle to obtain a major highway through Brea Canyon was passed late last week when the Orange County Road Commission released a map showing a proposed state freeway through the canyon. The map also indicated that the state hopes to build another freeway across the north part of Brea to intersect with Hwy 101.

The next important step will be a meeting of the city council, the planning commission and approximately 40 property owners Tuesday night at 7:30 in the city hall. At this meeting it is hoped that the first general public reaction to the proposed freeway routes can be obtained. Property owners holding land across which

the state hopes to obtain right of ways will be specifically invited to the meeting.

The county and all other cities affected by the proposed freeway routing will be holding similar meetings. These meetings will be designed to bring to the people a fuller understanding of how the freeway would affect their property.

As envisioned by the state engineers, the multi-million dollar project would be a major freeway with no access roads. It would entail the construction of traffic clover leaf interchanges on Central Ave., north of Brea; on Pomona Ave., within the city

limits; and near Deodara, east of Cypress Ave.

The Deodara interchange would be a huge project with the freeway extending from Hwy. 101 intersecting with the freeway through the canyon at this point. The canyon freeway in turn will connect with the Santa Ana Freeway near Santa Ana.

City Administrator A. W. Studebaker said that the state hopes to maintain the proposed route as closely as possible. Every change or variation insisted on by the land owners will cause a delay in the start of the freeway, he said.

Actually, no starting date has been mentioned by the state. It is hoped by local officials involved in the project that it may be underway by 1960. However, they caution much work is still to be done before construction can be considered. The next important step to be accomplished in Sacramento is to have the money appropriated for the freeway right of ways. It is reported that the money will come from a \$30,000,000 state revolving fund.

The two freeways shown on state maps are designated as Routes 2 and 19. Route 2 will be an extension of Hwy. 101 starting at the point near La Habra where the highway turns south and becomes Fullerton Rd. It will cross Central west of Puente St. then will parallel Central on the south side for several hun-

dred feet. Then it will cut generally southeast again, through Brea north of the junior high school and connect with Route 19 (Brea Canyon Freeway) near Cypress and Deodara.

Route 19, according to the state maps, will start near Santa Ana, continue generally northward, and cross Imperial Hwy. about 300 feet west of Associated-Cypress Rd. From this point it will enter the hills north of Brea, finally paralleling the present Brea Canyon Road near the Orange-Los Angeles county border.

The movement for an adequate road to replace the winding, two-lane highway that runs through Brea Canyon was started three years ago in Brea when the Brea 101 By-Pass Committee was formed. This group has worked independently and in conjunction with a sub-committee of the Associated Chambers of Commerce Committee on Highways and Transportation.

Headed by Frank Burrill, this group kept pressure on the state highway planning department for another highway through Brea Canyon to handle the increased traffic which has resulted from the population boom. Everett Reese, A. W. Studebaker, Purl Harding and G. R. Winder aided the county Chambers of Commerce in keeping attention focused on the need for more adequate highways.

Proposes Major Freeways

Brea Progress

A CITY OF SUNSHINE, OIL, & INDUSTRY
 218 S. POMONA AVENUE
 PHONE JASPER 9-2144

BREA, CALIFORNIA, WEDNESDAY, MAY 4, 1955 10 PAGES 7c PER COPY

Meeting Set by

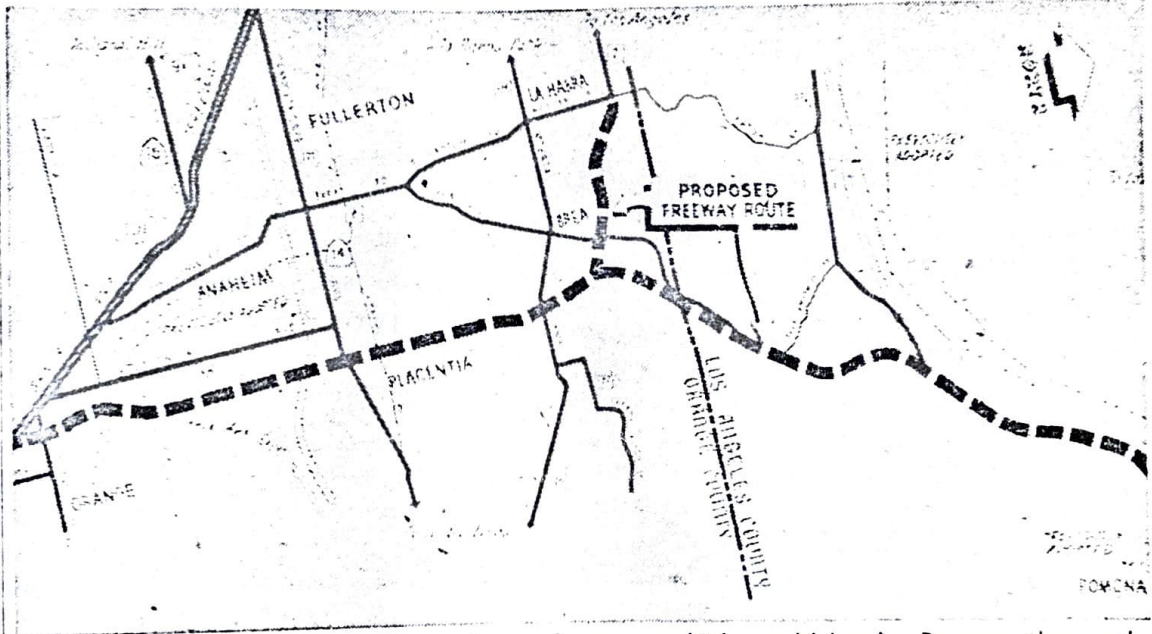
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As envisioned by the state engineers, the multi-million dollar project would be a major highway with no access roads. It would entail the construction of a traffic clover leaf interchange on Central Ave., north of



The map above shows the proposed new freeways which would border Brea on the north and east. The longest freeway would run from Santa Ana to Pomona. It would be located just outside of Brea's eastern limits and would be designed to replace the Brea Canyon Road. The short dotted line indicates the freeway which is proposed to connect Hwy. 101 with the canyon route. It would enter the city limits of Brea near Central Ave. and Puente St., crossing just north of the junior high school, then intersecting with the canyon freeway in a cloverleaf traffic interchange near Dondora St.

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BREA, LA HABRA JOIN TI

Dedication Opens First Freeway Serving Area

Boy

By VERN PERRY

Star-Progress Staff Writer

BREA—This city has officially joined the freeway age.

For the 53 years that it has been in existence Brea has been semi-isolated from other sections of Orange and Los Angeles counties because no major freeway ran through the city. The closest freeway being the Riverside Freeway in Anaheim, approximately five miles to the south.

But on Wednesday, June 3, 1970 all that changed. On that day the first stretch of freeway to pass through the city of Brea was officially dedicated and opened to the public.

The 2.3 miles of the \$4.8 million eight-lane freeway that was opened will extend the new

Orange Freeway from the Riverside Freeway to the main east-west thoroughfare in Brea, Imperial Highway. In June of 1969 the first stretch of the new route was opened and ran from the Riverside Freeway to Nutwood Avenue near the California State College at Fullerton campus. The portion that was opened Wednesday extended the freeway into Brea.

At the dedication ceremonies, held on the southbound lanes of the new freeway, Wayne Wedin, city manager for Brea, told those gathered that for Brea the ceremony was more of a "three-in-one" dedication.

"Today the city of Brea is celebrating, in addition to the opening of the freeway, the widening of Imperial Highway

to four-lanes and the completion of work on State College Boulevard that will connect it with Central Avenue," Wedin explained. He told the audience that it is expected the State College route will be opened to traffic sometime next week.

The dedication ceremonies began at 10:30 a.m. with a band concert by the Brea-Olinda High School Band under the direction of Don Paul. Wedin welcomed the crowd, estimated at 200, on behalf of Brea Mayor Sam Magnus, who was ill. Master of ceremonies for the event was Hubert C. Ferry, district director of the Metropolitan Water District.

Ferry introduced the dignitaries which included city officials from Brea, La Habra, Fullerton, Placentia, Yorba Linda and Anaheim. Also in attendance were officials from the State Division of Highways and the Polk-Benedict Constructors, which built the freeway.

After the posting of colors by the color guard from Brea's Police Department, the invocation was given by the Reverend Loten Wood, president of the Brea Ministerial Association.

The ribbon cutting ceremony took form as a bicycle race on bicycles built for two with the mayors or representatives of the various cities and the beauty queens for the cities participating. Winners of the race were Jerry Christie, the mayor of Fullerton, and Terri La Vargna, representing Miss Fullerton.

Beauty was present in great abundance at the dedication in the form of hostesses. Representing the city of Brea were Sharon Beach and Michele Ann Price. La Habra was represented by Patty Chavez, Anaheim by Dee Dee Osborn, Placentia by Linda McClintock and Fullerton by Miss La Vargna.

Chief speaker at the dedication was Robert B. Carleton, chief deputy director of the Department of Public Works for the state of California. He told the audience of the importance of the Orange Freeway and what it would mean to local residents.

After the dedication ceremonies an auto cavalcade with approximately 150 cars participating was held. It was led by the Brea Police Department and

(Continued on A-2)



A BIG CHECK — A check from the man's Auxiliary of the Boys sent by President Mrs. Av Director Glen Waller, with t

DSP Cited



RECOGNITION — Student Council President Jeff Renely presented the Daily Star-Progress with a special award for "Outstanding School Coverage and Reporting" from the student body of Sierra Vista School. Accepting the award for the Star-Progress is Jim Johnson, Sports Editor.

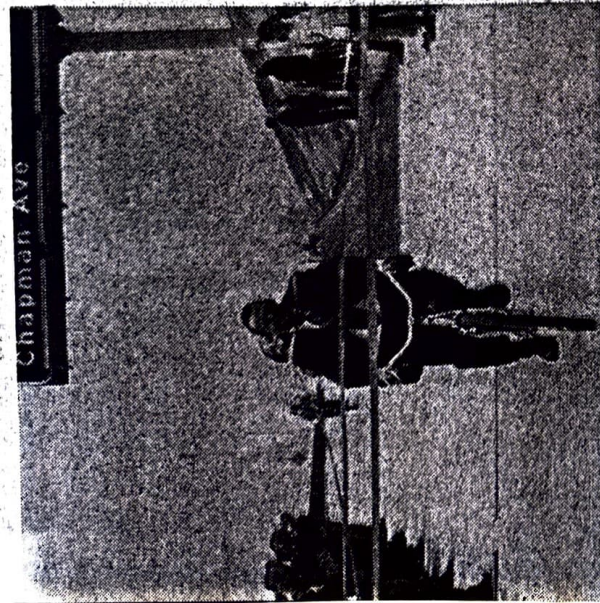
La Habra S

LA HABRA — With 24 out of 26 precincts counted, the La Habra School District tax override of 26 cents has a yes vote of 3568 and a no vote of 3201, giving a yes margin of 367 votes, and apparently guaranteeing passage of the measure to insure continuation of full school programs in La Habra.

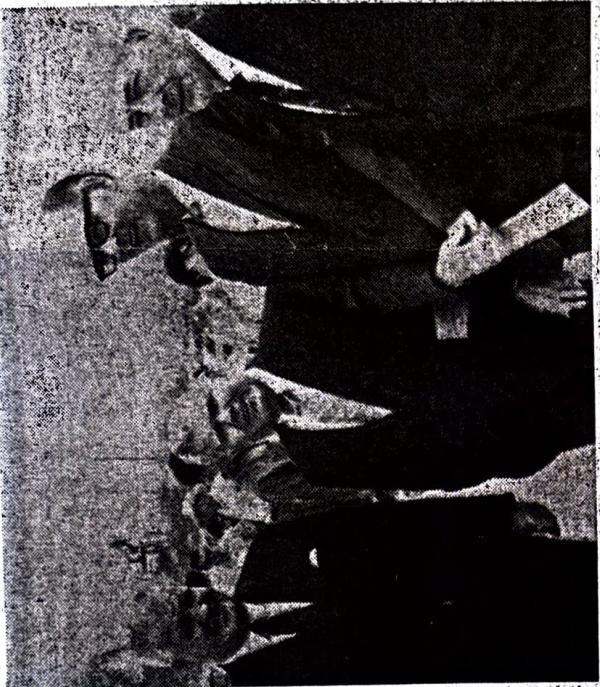
Count of the vote yesterday was so slow that by five o'clock only 10 of 26 precincts had been counted.

The Star-Progress based its estimate yesterday on passage of the tax on the fact that with each additional precinct counted the proportion of yes votes was increasing slightly. With 7 of 26 precincts counted early in the morning, yes votes were 963 to 898. With 10 of 26 precincts counted in the afternoon, yes votes were 1376 to 1206 no.

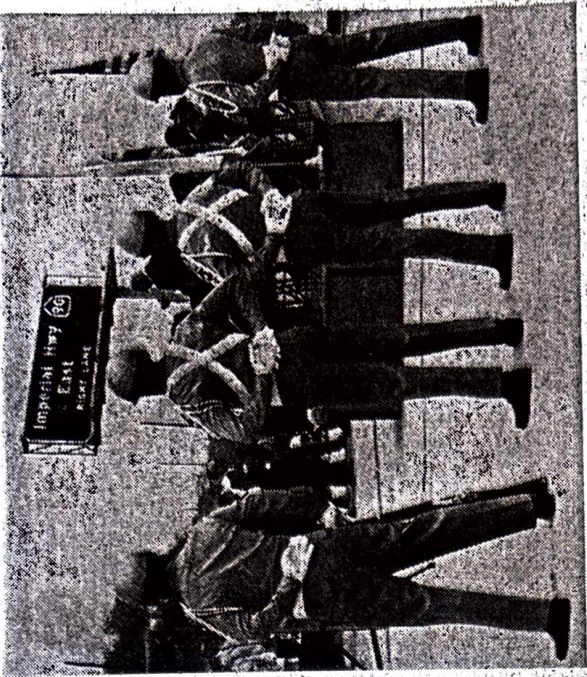
Supt. Hovis Bess, of the La Habra School District, said yes-



WINNERS — Miss Terri La Vargna and Jerry Christie, mayor of Fullerton, were the winners in the bicycle built two race held Wednesday to officially open the new stretch Orange Freeway, the first stretch of freeway to run through the city of Brea. The new freeway connects Brea with Riverside Freeway in Anaheim.



LOCAL DIGNITARIES — Visitors attending Wednesday's dedication of the new Orange Freeway included (left to right) W. J. Haney, president of Kirkhill Rubber Company; Congressman Richard Hanna; Clarence J. Schwartz, chairman of the Brea Industrial Development Committee; and Russ Brooks, manager of the Brea Chamber of Commerce.



PARADE REST — Members of the Brea Police Department Honor Guard stand at parade rest at dedication of the new Orange Freeway. The honor guard had just posted the colors as the dedication ceremonies got underway Wednesday. The police department also led an auto cavalcade on the new freeway. (Daily Star-Progress Photos)

BREA DAILY STAR-PROGRESS



Coach Dick Tucker on their shoulders in traditional fashion after last Friday's game. The local eleven goes after its ninth straight victory Friday at Tustin.

Wolves Football

Valencia, 41-6

The post-mortem for the Brea-Valencia game is an impressive one from the Wildcats' standpoint. They completely dominated the game and had racked up a 21-0 total by half time. In the second half the scoring parade continued with Coach Dick Tucker giving his second and third strikers some seasoning.

Tucker's charges relied equally on ground plays and passes, though all scores came on runs. Most of the passing was done just to keep the defense loose. The reverses were working particularly well for the winners.

Valencia got into the scoring column on a 71 yard pass play late in the fourth period. This was against Brea reserves. Valencia had four pass interceptions and five fumbles which kept them in the hole.

Brea scored as follows: (1) Pat Putnam from the one after a 31-yard drive; (2) Putnam circled end after 50-yard march; (3) Jim Nichols on a reverse from 11; (4) Nichols again on reverse outdistanced defenders around left end; (5) Putnam circled right end from nine yards out; and (6) Jim Coon tallied from two-yard line. Dick Wagoner successfully booted the extra points after the first five touchdowns. He did not attempt the sixth point after touchdown.

50-yard, 2nd period march by skirting end for the score.

Touchdown No. 5 was again attributed to the Wildcat co-captain, who reached pay dirt from the five yard line following the halftime intermission.

His heads-up field generalship further accounted for Putnam's overwhelming choice by a majority of the nine judges to receive the coveted award for the game that determined the Orange League crown for the local eleven. The three-year varsity letterman's expert signal calling has played a major part in his team's repeated successes.

Breans Enjoy Sunny Days at Crestline

The Oisens' big cabin at Crestline was a hive of activity over the weekend. Although down in Brea the rain was falling, the mountaineers enjoyed lovely weather, they said. They hiked around the lake, played horseshoes and had a grand time.

Those making up the crowd with the C. P. Oisens were Mr. and Mrs. C. C. Green, Dwight and Marjorie, Connie Jaster, Mr. and Mrs. John Greenfield and Joan.

Mrs. C. Glenn Curtis returned Monday from a week's visit with relatives in Des Moines, Iowa. Mrs. Curtis had stopped off there enroute home from Chicago where she had attended a medical convention with Dr. Curtis.

EARLY PAPER

Advertisers and readers are being advised that the Brea Progress will be published on Tuesday instead of Wednesday next week. This publication day will prevail during Thanksgiving week only.

The Progress will be mailed Tuesday night and will be received in Brea homes on Wednesday morning, November 25.

Opposition to Proposed Cemetery Voiced by Council; Hot Fight Seen

Opposition of the City of Brea to a proposed cemetery northwest of Brea will be registered with the Orange County Planning Commission by means of a letter which the city council authorized when it met at the city hall Monday night.

The application for the variance first came before the county planners in September, but the hearing was postponed at the request of Brea to give property owners and cities in the area a chance to investigate the proposal. The application is due for hearing December 2.

Monday night's action was the first official reaction on the cemetery to come from the city council, but the Brea Planning Commission had already registered its opposition to the application.

It is expected that both Brea and La Habra will have large

contingents at the December 2 county planning commission meeting to personally argue against the establishment of a cemetery in what has been looked upon as choice residential property. A hot fight is expected to develop.

Playoffs Set

As The Progress went to press today it was learned that Brea-Olinda High School has received a bye for November 27, the first day of the CIF Small School playoffs. This automatically puts Brea into the semi-finals on December 4 when they will play the winner of a quarter-final game between Corona and Chula Vista.

Where the Brea vs. Corona or Chula Vista game will be played has not yet been announced by the small school playoff committee. It is believed it will be at either Brea or Corona since the quarter final game between Corona and Chula Vista is at Chula Vista.

Because of the city's sewage disposal problem, a part bond proposal will be submitted December 1, including

Chemical Plant Head To Talk at Breakfast

What is happening in the way of industrial development to Brea's east will be the topic of discussion when R. S. Ray, manager in charge of production for the Brea Chemical plant, speaks before the Brea Chamber of Commerce Merchants' Division breakfast at the American Legion Hall at 7:30 a.m. Tuesday.

Ray has indicated that he will also have his personnel manager and plant superintendent along to give first hand information concerning the \$13 million ammonia plant.

The monthly breakfast is open to the public and interested persons are urged to attend, according to Chairman Herb Worsham.

The breakfast starts at 7:30 and ends promptly at 8:45 a.m.

Adult Woodshop Class Announced

An adult woodshop class has been opened at Brea-Olinda High School and will be held each Wednesday evening from 7 to 10, it was announced today.

The class is open to everyone in the community and interested persons are invited to come to the class on Wednesday to register, school officials stated. Gil Straw of the high school faculty will be the instructor in charge.

The Melvin Fullers and the M. K. Lashleys are on their way to become connoisseurs of Southern California eating places. Last Saturday night the couples dined at Steak and Stein and the report is good, very good.

New Freeway North of Brea Studied By State Highway Engineers

A new freeway plan, which would eliminate a long section of Highway 101 as a state highway and route traffic from Whittier Boulevard over to the proposed Brea canyon by-pass route, is being considered by state highway planning engineers, it was learned yesterday at a highway committee meeting in Brea.

The plan was disclosed by County Supervisor Ralph McFadden at a meeting of the Highway 101 and Brea canyon by-pass committee at the Dutch cafe in Brea.

The meeting was attended by representatives of the Orange County government and the cities of Brea, La Habra, Fullerton, Anaheim, Placentia and Pomona.

Ease Traffic Situation
The committee was formed more than a year ago to promote the canyon by-pass freeway which would follow approximately the route of Placentia-Cypress Avenue from the Dutch cafe freeway north to Imperial Highway, and then on northwesterly to Brea canyon road, near the

Orange County line. This by-pass would run east of Brea, Fullerton and Anaheim and carry traffic through on an unobstructed rural route.

Under the new plan disclosed yesterday, this by-pass would gain even greater importance by taking traffic off the section of Highway 101 which passes through Fullerton and Anaheim and finally meets the Santa Ana freeway west of Placentia-Cypress Avenue.

State highway engineers are considering a plan to link the by-pass freeway of Highway 101 by running a diagonal road beginning at a point where Highway 101 turns west toward Whittier, north of La Habra. West of the curve, Highway 101 is known as Whittier Boulevard.

Cities Take Over
From this curve on Highway 101, the diagonal road would follow a southeasterly course and connect to the Brea by-pass at a point north of Brea, on a line above Central Avenue.

If this were accomplished, the

portion of Highway 101 which runs from the curve south through Fullerton, Anaheim and county territory, would be turned over to the respective cities and the county.

At yesterday's committee meeting, Fullerton City Administrator Herman Hiltcher was appointed chairman of a committee to consult with state highway engineers and obtain more information about the plan. On the committee will be a representative from each city which has an interest in the over-all highway improvement plan of Northern Orange County.

Already, the cities of Brea and Fullerton have offered to take over portions of Brea Road, through their limits in exchange for sections of the canyon by-pass which the state would develop as a freeway.

The state has adopted a policy of not developing new highways unless portions of old ones under its jurisdiction are "abandoned" by giving them to counties or cities.

JANUARY COMPLETION DATE

New Freeway Construction Changes Idyllic Brea Canyon

BY HOWARD SEELYE

Times Staff Writer

At the southern end of Brea Canyon oil derricks stand silhouetted against the sky.

Cattle can be seen grazing behind white rail fences, pepper trees line what once was a dusty trail and eucalyptus trees rise majestically over a twisting two-lane road.

Rising above the canyon are rolling hills covered with oak trees and underbrush which protect an occasional deer and other wildlife.

A tiny stream trickles down the canyon floor, fed as much by gardeners as by mountain springs.

For decades Brea Canyon had remained pretty much in this picturesque state, mostly unspoiled by progress and the population crunch occurring to the north and to the south.

But, all that has changed now.

First came the subdividers to carve up the charming Diamond Bar ranch into homesites, with split-level homes, shopping centers and other urban developments taking over.

And then comes the freeway to replace the often dangerous two-lane Brea Canyon Road with a modern, high-speed, eight-lane highway.

7-Mile Respite

Soon Brea Canyon will be something more than a 7-mile respite between the urbanization of the Fullerton and Pomona areas.

It will be the vital last link of the Orange Freeway connecting the Riverside Freeway on the south with the Pomona and San Bernardino freeways to the north.

When the Brea Canyon freeway segment is completed next January a second exit from Orange County will be available for motorists heading for the mountains, desert or Las Vegas.

The completion of the Santa Ana Canyon portion of the Riverside

Freeway—scheduled for this fall—will not supply adequate superhighway facilities for the residents of northern Orange County and the Pomona-Covina-West Covina area.

Thus, the Orange Freeway was born of the necessity to ease traffic in a northeasterly direction out of Orange County and provide a direct route from inland areas to the freeway's ultimate terminus at Newport Beach.

Overwhelming Need

So, because of the overwhelming need for more and better traffic arteries, a quiet, pastoral piece of California landscape in Brea Canyon is falling victim to progress.

The new freeway segment is being shaped out of mountains, lifted across a producing oil field and routed through tracts of homes.

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BREA CANYON

Continued from First Page

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Construction of the Orange Freeway was pushed ahead several years ago when the Angels moved to Anaheim Stadium because it was believed that the freeway—which will run near the stadium—would help ease traffic problems in the area.



New Orange Freeway Is Engineering Feat

BREA — Everyone is taught in school that the shortest distance between two points is a straight line.

This still holds true when building a freeway, so Route 57, better known as the Orange Freeway, is taking the straight line route through the hills north of Brea. To do this engineers have to remove entire hills or fill huge canyons.

But engineers remain unperturbed and the eight-lane freeway is proceeding on schedule. This seems highly improbable to most though because of the straight-line route the freeway is taken. To most it seems impossible that the freeway just doesn't follow the route that the Spanish explorer Portola and his band did when they crossed the hills—roughly the route of Brea Canyon Road.

But it makes no difference which way the freeway goes because it is at least being built—a fact that many thought would never happen.

After the project had been postponed seven times a group of residents comprising most of the cities of North Orange County decided on a visit to Sacramento.

Fullerton attorney William Dannemeyer, who was then a state assemblyman, decided to work on the project even though he had been told there was no way the project could be started before 1972. But undaunted, Dannemeyer got a commitment from the Department of Highways that the project would be undertaken as soon as funds were available.

When a project was cancelled in San Francisco the funds became available and the Orange Freeway was begun.

The freeway is now open from the Riverside Freeway to Nutwood Street, the off-ramp for California State College at Fullerton. The next link, to Imperial Highway in Brea, is now scheduled to be opened in June, officials have announced. Concrete for that section has already been poured and it is being used by state vehicles while the on and off ramps are being completed.

A. M. Iwamasa, resident engineer for the section through the mountains to a point north of Tanner Canyon and south of

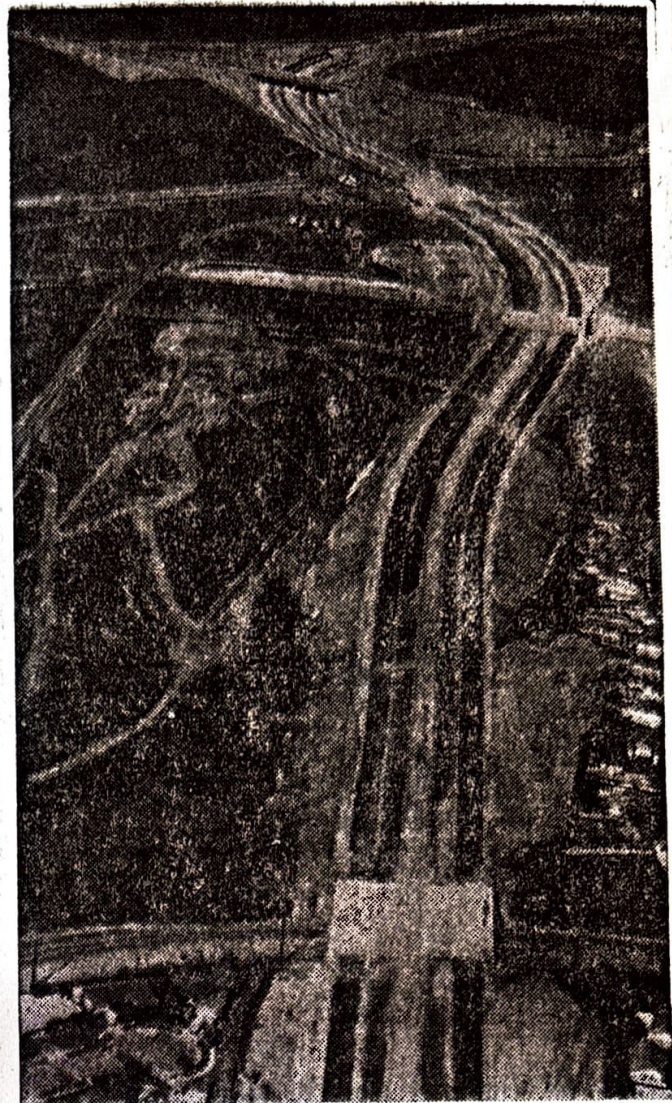
the Los Angeles County Line, said that the project would be completed that far in slightly over another year.

Bids have been opened to continue the route to the south junction of the Pomona Freeway, nearly five miles away. The completion date for that project has been set for the spring of 1972. When the whole project is completed Orange County residents will be able to get on the freeway in Anaheim and travel north to Pomona non-stop.

But the freeway doesn't stop there—it will continue north to a junction planned near Kellogg Avenue in Pomona. Once there an engineering marvel will join the San Bernardino, the 210, the Corona and Orange Freeways. This four-deck junction slated for completion also in 1972.

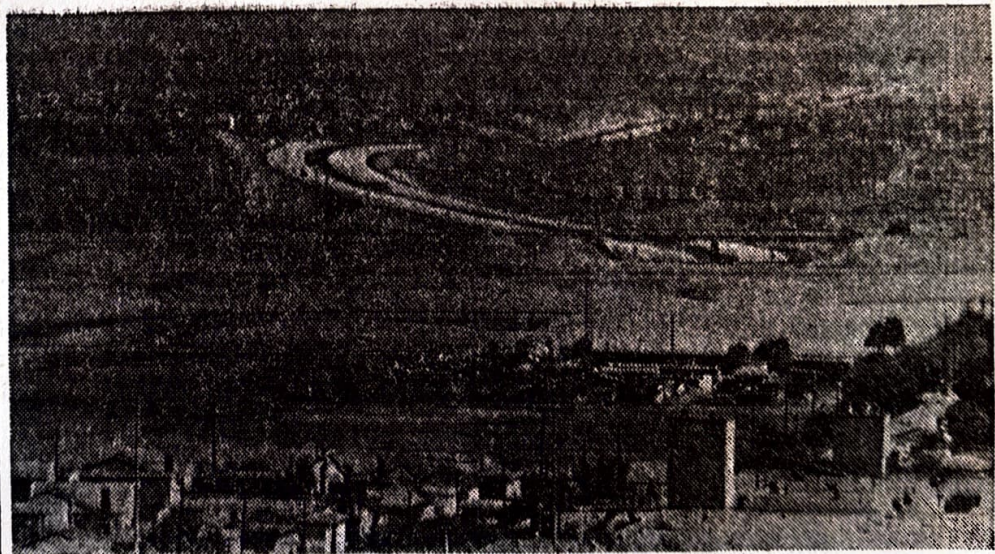
The southern route of the Orange Freeway is still seen as far away as ten years. It is hoped that it eventually will connect with Pacific Coast Highway.

In Brea there will be two interchanges from the freeway to the city and vice-versa — one will be at Imperial Highway and the other at Lambert Road. This means that when the freeway is completed approximately 40,000 vehicles per day will pass through the city via this route, but by 1990 the number is expected to reach 76,000



ORANGE FREEWAY — This aerial photograph gives a good look at the Orange Freeway as it heads north into the City of Brea. A new stretch of the freeway, the first in the city, is scheduled to be opened in June,

(Daily Star-Progress Photo)



RIBBON OF HIGHWAY — The new Freeway stretches like a ribbon over the land as it enters the City of Brea.

It is expected to bring over 40,000 vehicles per day through the city after it opens next month.

(Daily Star-Progress Photo)



ial Highway. The is the area to the hand side of the

(Progress Photo)

Is Citizen

as served as veteran's chairman for the past years.

James is also on the ve board of the Wom-club and is active in the Congregational Church.

James said the award as a complete surprise. In think I had a chance (winning the award). Na- am happy."

named to the single in a list of ten persons he title and becomes in Brea "Citizen of since the award's in 1965. There were as" in each of the years.

Freeway Groundbreaking Held

By JOHN FRANCIS

Star-Progress Staff Writer

BREA — Orange County and Brea officials held groundbreaking ceremonies for the extension of the Orange Freeway to Imperial Highway Thursday.

Due to the recent rain storm most of the activities for Thursday's groundbreaking ceremonies were held inside of the Macco Clubhouse on Greenleaf Lane.

Mayor William Hamilton was master of ceremonies at the

affair, which included Supervisor Bill Phillips, Haig Ayanian, district engineer for the State Division of Highways, Doug Tripp, chamber of commerce vice - president, and many other Brea and Orange County officials.

The extension, which will be 2.3 miles of eight lane freeway will be constructed from Nutwood Avenue in Fullerton to Imperial Highway in Brea.

The contracts for the freeway extension were awarded last January to Polich - Benedict

Constructors, Rosemead. The 2.3 mile freeway extension will cost \$4.5 million.

The Orange Freeway (or route 57) is now under construction from the Riverside Freeway in Anaheim to Nutwood Avenue in Fullerton. Cost of the 2.1 mile extension in that area is \$8.7 million and is expected to open to traffic this spring.

The extension to Imperial Highway in Brea is expected to be open to traffic sometime in 1970 and the entire completion date of the Orange-Freeway is set for 1972.

Advertising for bids for construction north from Imperial Highway to the county line is scheduled for this spring and to the Pomona Freeway at Fifth Avenue in the spring of 1970.

Construction on the Pomona Freeway, which runs concurrently with the Orange Freeway from Fifth Avenue north to Diamond Bar Boulevard will be completed and open to traffic in early 1970, according to Ayanian.

"Orange County is ahead in completed freeways for the

state freeway district system," Ayanian said.

Ayanian added that from Diamond Bar Boulevard to Temple Avenue in West Pomona, work will be under way by mid - 1969 and also on the connection with the San Bernardino, Corona and Interstate 210 Freeways in San Dimas.

"Thus, the full length of the Orange Freeway from the Riverside Freeway to the San Bernardino Freeway, 16.6, is under construction or financed," he said.

BREA EDITION



DAILY STAR-PROGRESS

INTO WHICH IS COMBINED THE LA HABRA STAR AND THE BREA PROGRESS

54TH YEAR—VOLUME 180

PHONE 697-1734 or 529-2144

FRIDAY, FEBRUARY 7, 1969

4 SECTIONS—20 PAGES 10 Cents

Kiwanis Bowl Planned Here On Feb. 19

BREA — Brea-Olinda High will be the site of the first round of competition for the annual



Oil Slick Nears L.A.

Hickel Calls For Oil Companies
To Cease Drilling Operations



BREA EDITION

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1 YEAR—VOLUME 180

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Kiwanis Bowl Planned Here in Feb. 19

BREA — Brea-Olinda High will be the site of the first round competition for the annual Kiwanis Bowl Feb. 19 from 9-11 a.m. in the auditorium.

The Kiwanis Bowl is a competitive academic endeavor between selected students of various schools in the area.

According to Gary Goff, assistant principal, 10 high schools will be participating in the contest.

Winners of the academic contest will advance to the fourth round of competition in San Clemente.

Fifty to seven students from Brea-Olinda will be entered in the contest.

The Kiwanis Bowl, which is similar to the television show "College Bowl", will have an electronic scoreboard in which the referee keeps scoring up to date on the contestants.

Recreation Programs In Progress

BREA — Tony Baca, recreation supervisor, told the parks and recreation commission Tuesday night that many programs are now in progress in the area.

Baca said the pee wee basketball program at Brea-Olinda is very successful. The teams are divided into two categories, A and B.

The B teams play their games



"SLUSH" BREAKING—The groundbreaking ceremonies for the extension of the Orange Freeway were somewhat hindered due to the rain storm in Brea Thursday. Elaine Grammas, Miss Brea 1969, (left), puts her best foot forward to test the mud walk leading to the freeway site

near the Macco Clubhouse on Greenbriar Lane. Judy Humphreys, princess, and Doug Tripp, Brea Chamber vice-president, look on. The extension will be from Nutwood Avenue in Fullerton to Imperial Highway in Brea.

(Daily Star-Progress Photo)

Prosecution Bolsters Claim That Shaw, Oswald Met

NEW ORLEANS (UPI)—The wh

pro-Castro Rouge, and also was chairman

Oil Slick Nears Coast

Hickel Calls For To Cease Drilling

SANTA BARBARA — A slick of oil with thousands of barrels of shore oil drilling platform gusher which has mud on the beaches.

Driven down the coast by northwest winds up to 20 knots, the 800-square mile oil slick moved closer to Los Angeles County.

In Washington, Secretary of the Interior Walter J. Hickel called for oil companies to immediately cease drilling operations off the Southern California coast until it could be determined "with some certainty that we are not risking another blowout in the area by continued drilling."

Fierce winds and stormy seas during the night propelled the huge slick further down the coast, leaving splotches of smelly black crude smeared on the beaches as far away as Ventura, 28 miles by road from Santa Barbara.

The slick moved east toward Los Angeles at a leisurely pace of 1-2 mile an hour, with a main mass of the oil clogging the Santa Barbara Channel, 90 miles by sea from Los Angeles.

Oil lapped into the channels at the harbor in Oxnard, further down the coast, and harbor officials at Los Angeles were readying for possible onslaught of sludge. "We are prepared," said Lionel H. DeSanty, port warden for the city of Los Angeles, "we have booms at most terminals that we can use to keep it from the harbor."

By morning, the seas



RESHAPING OF CANYON—Aerial photo shows how face of Brea Canyon is changing as segment of Orange Freeway is being constructed.

JANUARY COMPLETION DATE

New Freeway Construction Changes Idyllic Brea Canyon

BY HOWARD SEELYE

Times Staff Writer

At the southern end of Brea Canyon oil derricks stand silhouetted against the sky.

Cattle can be seen grazing behind white rail fences, pepper trees line what once was a dusty trail and eucalyptus trees rise majestically over a twisting two-lane road.

Rising above the canyon are rolling hills covered with oak trees and underbrush which protect an occasional deer and other wildlife.

A tiny stream trickles down the canyon floor, fed as much by gardeners as by mountain springs.

For decades Brea Canyon had remained pretty much in this picturesque state, mostly unspoiled by progress and the population crunch occurring to the north and to the south.

But, all that has changed now.

First came the subdividers to carve up the charming Diamond Bar ranch into homesites, with split-level homes, shopping centers and other urban developments taking over.

And then comes the freeway to replace the often dangerous two-lane Brea Canyon Road with a modern, high-speed, eight-lane highway.

7-Mile Respite

Soon Brea Canyon will be something more than a 7-mile respite between the urbanization of the Fullerton and Pomona areas.

It will be the vital last link of the Orange Freeway connecting the Riverside Freeway on the south with the Pomona and San Bernardino freeways to the north.

When the Brea Canyon freeway segment is completed next January a second exit from Orange County will be available for motorists heading for the mountains, desert or Las Vegas.

The completion of the Santa Ana Canyon portion of the Riverside

Freeway—scheduled for this fall—will not supply adequate superhighway facilities for the residents of northern Orange County and the Pomona-Covina-West Covina area.

Thus, the Orange Freeway was born of the necessity to ease traffic in a northeasterly direction out of Orange County and provide a direct route from inland areas to the freeway's ultimate terminus at Newport Beach.

Overwhelming Need

So, because of the overwhelming need for more and better traffic arteries, a quiet, pastoral piece of California landscape in Brea Canyon is falling victim to progress.

The new freeway segment is being shaped out of mountains, lifted across a producing oil field and routed through tracts of homes.

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The streetcars of desire

All together now — boo... hiss! No, for now at least our collective venom is not directed at Mets' manager, Davey Johnson, for finking on Dodger pitcher Jay Howell just because Jay had pine tar on his mitt. At least the stickum isn't all over the dugout floor like Johnson's (ugh!) tobacco juice.

And neither are we upset at whomever clandestinely dug all those dreadful ruts on Brea Boulevard a year ago and then just left them there.

It's the automobile we're mad at. That's right, ancestor of today's gas guzzlers were the main reason why the big red cars stopped running through Brea in the spring of 1961. That, and the cold fact that Pacific Electric's grand old streetcars were losing money.

The company's tracks once stretched from the San Fernando Valley to Redlands and, as the company slogan proudly pointed out, from the mountains to the sea as well. From its Southern California birth in 1902 until its ignominious demise in April 1961, the big red cars were as familiar in these parts as were orange groves and their blossoms' perfume on a summer night. As much a part of the Brea scene as clear, blue skies and freeways.

Actually, the very first electric streetcars date from Richmond, Va. in 1888. The Pacific Electric was the brainchild on Henry E. Huntington, an offshot of the Los Angeles Pacific Railway. Huntington, a well-heeled philanthropist and civic leader, not only fathered the sprawling Pacific Electric but donated his San Marino mansion to the county in 1927. Now, the Huntington Library, a treasure trove of some of the world's coveted art works, houses Thomas Gainsborough's "Blue Boy" and Sir Joshua Reynolds' "Pinkie," both enduring monuments to the white-mustachioed, multi-millionaire.

Following that 1902 launching, Pacific Electric's tentacles embraced rural Brea

Brea beat

By Leslie Stuart Carter

and in 1910 a station was constructed on Pomona Avenue, now Brea Boulevard, on a site adjoining the railroad tracks on North Brea Boulevard and now a vacant lot. All Brea waited for the big red to come rattling through town on tracks laid by laborers who worked 10 hours days for \$1.50.

The following year Brea went Pacific Electric with seven "trains" a day, ranging from one-car, one-man Birney Trolleys to six-car monsters loaded to the hilt with hordes of school children glorying in the thrill of it all. At last the "mantle of sophistication" draped over Brea as it had years earlier over La Habra and Whittier.

You bought your tickets at that spanking new station, and if a Los Angeles shopping spree was your thing, why, one of those noisy, rattling streetcars would take you, from Brea 25 miles along the tracks to downtown Los Angeles in less than an hour. Contemporary photos capture the wonder etched in the eyes of the young about to board one of those rather terrifying juggernauts-on the silver ribbons which, after dark, would produce some of the most impressive sparks from the overhead wires, this side of the Fourth of July.

The Brea line's east-west route terminated on Yorba Linda Boulevard almost 30 miles from its Hill Street launching pad after stops at points now seemingly obliterated by the sands of time: Des Moines, Oleo, Loftus.

The inter-urbans' tasteful interiors had black, leather covered seats on each side of a center aisle down which the swaying conductor passed with his snappy line of repartee. A marked spirit of camaraderie permeated the cars befitting groups of pion-

See BREA BEAT / 11

BREA BEAT:

Continued from page 4

ers sharing the dawn of a new dimension in transportation.

Good humor prevailed particularly among commuters returning home after work or from successful shopping excursions in Broadway's mammoth new department stores. Card games and discussion units sprang up and sing-alongs were a popular feature along the right-of-way in 1911. Somebody would produce a harmonica and woe betide those wall-flowers refusing to join in "I'd Love to Live in Loveland With a Girl Like You" or "Every Little Movement."

Cities along the Pacific Electric routes owe their growth to the arrival of the big red cars and subsequent links with Los Angeles. At it's peak in 1924, the system carried a whopping 109 million passengers.

Cars on the longer runs came equipped with lavories. A day by the sea became reality to thousands hitherto entrapped with the age's transport privations. Bargains in travel lured crowds of Orange Countians onto "Trolleys to the Surf" for a first sight of the Pacific and a first whiff of sea air.

Claimed the Pacific Electric billboards: "One Whole Day for One Dollar." "101 miles for 100 cents including 28 miles along the oceans." "Reserved seats and experienced guide for each car." "Ride the

world's largest rollercoaster, Venice's 'Race Through the Clouds.'"

Then, abruptly it seemed, all of it come to an end and the big red cars followed the dinosaur and the great dodo into oblivion save for the few currently enjoying their museum status and well-earned retirement in Ferris. Ever increasing numbers of automobiles encroached upon the right-of-ways forcing the streetcars to slow to avoid accidents and congestion.

The resultant delays and slower schedules propelled more and more passengers into private transport and the big reds were doomed, trackbound as they were and lacking maneuverability.

Some stations, though, survive to beautify communities they once served so well. La Habra's depot is now a children's museum, its big red atmosphere intact, Yorba Linda station became a restaurant — still is, called Maloney's. But, what may one ask, did another city in this vicinity do with its picturesque little Pacific Electric station? Hacked it down, that's what.

That's no streetcar named desire for them.

Brea Beat is a regular feature of the Brea Highlander. Leslie Stuart Carter is a 23-year resident of Brea. Contributions are welcome. Write or hand deliver to 17566 Yorba Linda Blvd., Yorba Linda, 92686.

SAN DIEGO: TRANSIT THAT WORKS

San Diego trolley

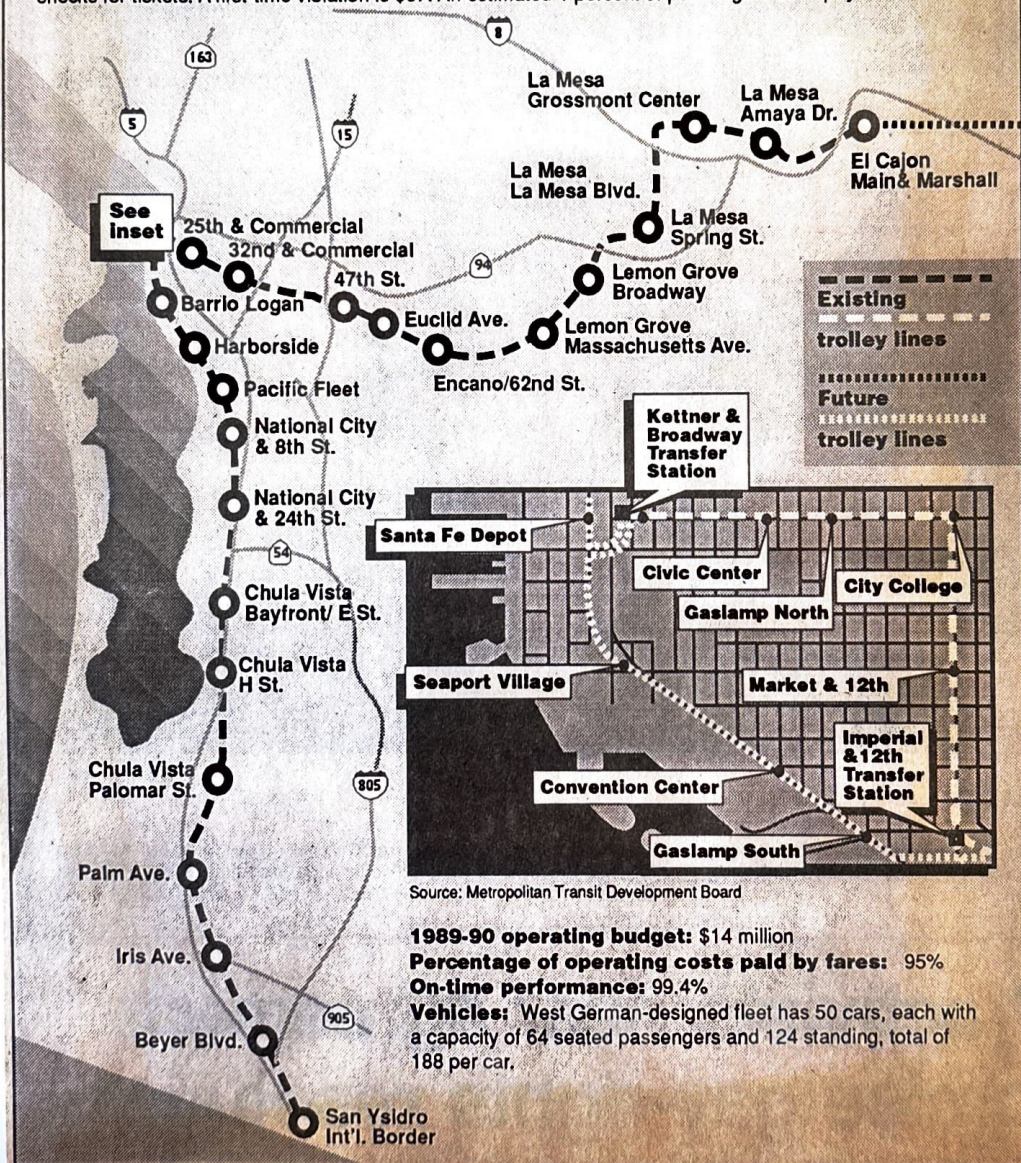
Routes: The 16-mile south line connecting downtown San Diego and the Mexican border opened July 1981. The 16-mile east line from downtown to El Cajon opened in phases from March 1986 to June 1989. Another 3 miles is planned to extend the line to Santee.

Future routes: The 2-mile bayside line is expected to open in June, creating a downtown loop that will add the county administration center, the convention center and Seaport Village to the trolley system. A 37-mile north line is planned, with the first segment going to Old Town and future phases extending the line to Del Mar and Oceanside. A 12-mile Mission Valley line also is planned to link the north and east lines.

Planned size of system: 110 miles

Ridership: 48,000 riders on an average weekday; 13.6 million total riders in 1989.

Fare: A one-way ticket costs from 50 cents to \$2, depending on distance. The fare from downtown San Diego to the Mexican border is \$1.25. Trolley fares are paid on an honor system, with fare inspectors making spot checks for tickets. A first-time violation is \$67. An estimated 1 percent of passengers don't pay the fare.



Source: Metropolitan Transit Development Board

1989-90 operating budget: \$14 million
Percentage of operating costs paid by fares: 95%
On-time performance: 99.4%
Vehicles: West German-designed fleet has 50 cars, each with a capacity of 64 seated passengers and 124 standing, total of 188 per car.



Charlaine Brown/The Register

A San Diego trolley car rolls into a transit center in El Cajon.

San Diego's trolley rolls to success

By Cheryl Downey
The Register

SAN DIEGO — Pat Fisher is a trolley convert.

A legal secretary who had never taken public transit, Fisher sat on the 7:30 a.m. trolley from La Mesa to downtown recently, bag lunch in her lap, a James Clavell novel in her hand.

"I hate driving. And the parking downtown is \$150 (a month)," she said. "If I can give up my car, anyone can give up their car. I was totally

■ **ORANGE COUNTY:** The time is ripe for mass transit/5

■ **TIPS:** San Diego's system can serve as a model for others/7

against public transportation. But now I do it. And I love it."

The San Diego trolley has seduced some motorists out of their automobiles and into distinctive red light-rail cars. In Southern California, a region long skeptical about mass tran-

Please see **TROLLEY/4**

TROLLEY: Riders save parking costs

FROM 1

sit, the trolley has caught on in a big way.

The nation's first new trolley since World War II, the San Diego line was built for less per mile than any other new light-rail line. Its electrically powered cars have been running for 8½ years and now carry 48,000 riders on an average weekday.

Trolley fares pay 95 percent of the system's \$14 million operating budget, an astoundingly high percentage for a mass-transit system. The remaining 5 percent comes from state funds.

In Orange County, where a fast-growing population of 2.3 million people is clogging the freeways, transportation planners and politicians are contemplating commuter trains, monorail lines, and rail down the middle of proposed toll-way roads. They look south to San Diego County, where a population of 2.46 million facing similar freeway congestion has created a rail-transit system that works.

The trolley built its success on cheaply obtained railroad tracks and a route that connects job-rich, parking-poor downtown San Diego at one end and a major tourism and destination point, Tijuana, Mexico, at the other. Orange County has neither a dominant downtown nor a border crossing.

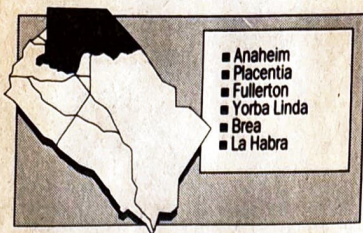
But the San Diego trolley demonstrates how one community can take advantage of its best assets to create a modern, clean transit system that people like to ride.

"For someone looking for the key to unlock gridlock, it's a success story we should try to steal and build on," said Stan Oftelie, executive director of the Orange County Transportation Commission. "There are some clues to what would happen in Orange County."

At 7:15 a.m. on a Wednesday, the parking lot was full at the El Cajon station at the end of the trolley's east line. Under a red-roofed shel-

Please see **TROLLEY/6**

NORTH



PLACENTIA

Second Trolley Might Be Added

It's free, looks and sounds like a cable car and has drawn rave reviews since it appeared in Placentia two months ago.

The city's new red-and-green trolley offers free rides on a 17-mile circuit through town with 31 stops, including most major Placentia shopping centers, the library, civic center, community buildings and schools and parks.

The trolley made its debut during the annual Heritage Days Festival last October, and city officials say the response has been so great that a second trolley is being considered.

"It's doing much better than expected," Mayor Norman Z. Eckenrode said. He said an average of 40 people per day use the vehicle.

"Seniors are elated," said Geoffrey Cabbett, Placentia's maintenance services supervisor. "The trolley stops at mobile home parks where some seniors are shut in, so they're delighted to have transportation all over at no cost.

"Most people ride not to go somewhere, but to tour the city or for a novelty. But then they realize that they can leave the car at home and go to the store on the trolley, so they start using it."

The only complaint has been absence of a timetable. The trolley takes a little over an hour to complete its circuit, with no set time scheduled for arrivals and departures beyond the 9 a.m. to 5 p.m. start and finish times.

"We definitely need to have two trolleys," driver Andres Fenner said. "The main drawback is that people going one way have to ride clear around the city to get back home."

Fenner, who has driven dial-a-ride vehicles and other community transport services, said that most trolley riders are not regular mass-transit users.

"Once they see how easy it is, they may become transit users," he said. "Or they may use the trolley to get to one place and then take the bus or dial-a-ride home after hours."

"I'm still figuring out where the trolley fits in," Fenner said. "It's not really mass transit, and it's more than just a novelty, but it definitely fills a need."

—JULIE ESPY

TOLLWAY: Law Allows 4 to Be Built

Continued from Page 1

Canyon, north of Brea.

- Western San Bernardino County to Orange County through Soquel Canyon, north of Yorba Linda.

- The Temecula-Rancho California area of Riverside County to the planned Foothill tollway and Interstate 5 near San Clemente, through a "non-wilderness" section of the Cleveland National Forest and northern Camp Pendleton.

The advantage of the Tonner and Soquel canyon routes, Oftele said, is that much of the land is owned by oil companies that are already financially capable of finding ways to finance a major highway project, and who in recent years have been seeking to diversify.

Meanwhile, two firms have been studying the possibility of completing the Orange Freeway as a private toll road.

Costa Mesa-based C.J. Segerstrom & Sons, which developed South Coast Plaza and adjacent areas, has held discussions with county officials about completing the Orange Freeway. Malcolm Ross, the firm's director of planning and development, said he welcomed Monday's vote: "It's very good to get it [the concept] off the ground."

Ross cautioned, however, that the Segerstrom firm does not expect to take the lead in putting together a specific proposal.

Pasadena-based Ralph M. Parsons Co., an engineering firm, probably will submit a bid for an upcoming OCTC consulting contract to be awarded soon on the proposed extension of the Orange Freeway, said Dennis Parker, Parsons' manager of planning and development.

Parsons has been studying the Orange Freeway, the Temecula-San Clemente route and other toll-road projects on its own and with several landowners and a French toll-road company, Spie Batignolles.

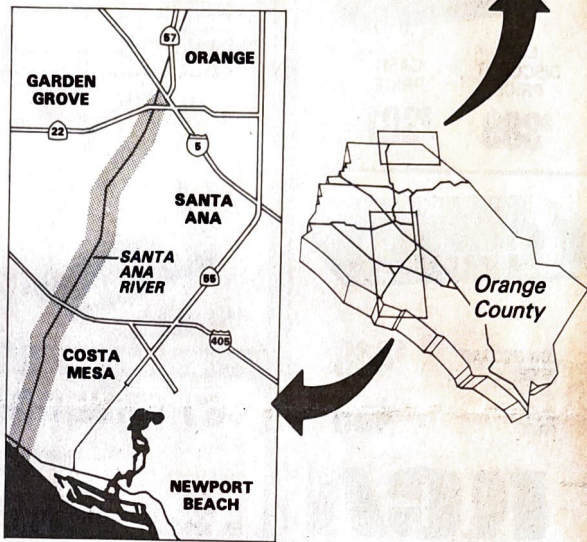
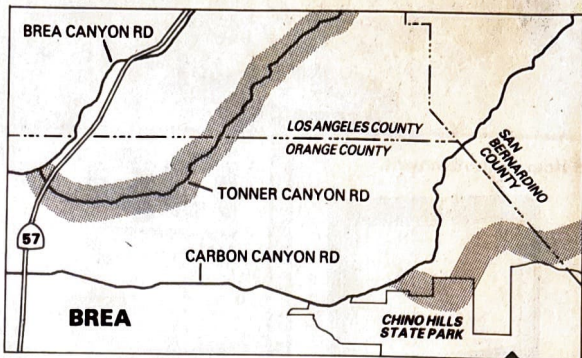
Parker said that no formal presentation of the Temecula-San Clemente route has been made to government agencies, pending the results of a private ridership and revenue study now under way. That route has already generated some controversy among environmental groups and San Clemente residents.

Parker said that all of the toll-road projects his firm is interested in would involve either private donation of rights of way or acquisition by Caltrans prior to construction by private investors.

Officials of the Santa Monica-based Reason Foundation, a fiscally Libertarian-oriented think tank, have been meeting with county officials to promote the concept of private roads, specifically the privatization of the proposed Orange Freeway extension. However, county officials said, the foundation has not suggested any particular

PROPOSED PRIVATE TOLLWAY ROUTES

The Orange County Transportation Commission is seeking proposals for privately financed and constructed toll roads to be built in Orange County. The commission hopes to take advantage of a new state law that approves the construction of as many as four private tollways in California. The grey areas on the maps below show three of the routes under consideration.



Source: Orange County Transportation Commission

Los Angeles Times

firm or consortium as a possible road builder and operator.

County officials say that the proposed Orange Freeway extension along the Santa Ana River is probably a front-runner for toll-road consideration because there was significant public support for extending the freeway in public workshops and surveys connected

with OCTC's 20-year, \$11.6-billion traffic improvement and growth management plan. The freeway extension was not included in the 20-year plan because of its hefty \$1.3-billion price tag.

Instead, the 20-year plan focuses on completing the massive \$1.5-billion effort to double the width of the Santa Ana Freeway.

JUNE 20, 1996

Council green lights Smart Shuttle

By Danielle Benson
Brea Progress

The Brea City Council has approved, 4-1, an agreement with the Orange County Transportation Authority to implement the North Orange County Smart Shuttle.

The shuttle provides van service between Brea, Yorba Linda and Placentia.

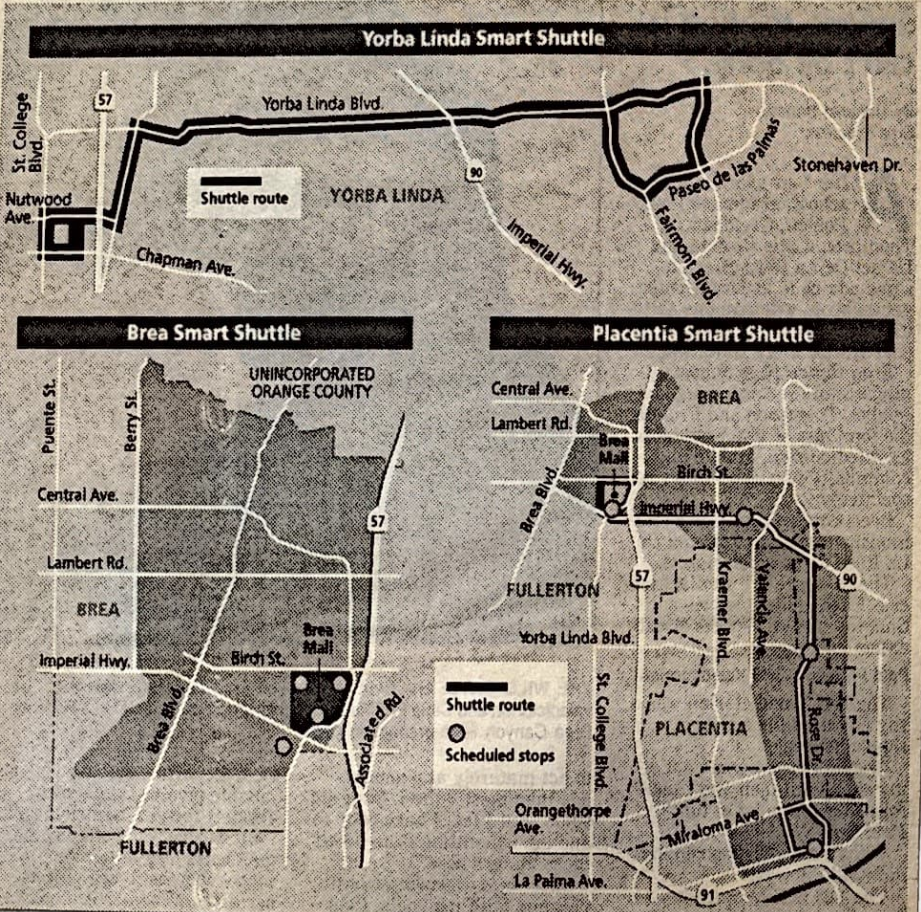
"This will provide significant improvements to the commuter system and will deal substantially with mid-day trips between the cities," Brea Se-

nior Planner Jay Trevino said. Rides cost \$1 each, and in Brea, residents can call for a ride from 10 a.m.-3 p.m.

"The whole goal here is to figure out where the need is and to meet that need," Trevino said.

Brea officials began working on the Smart Shuttle three years ago, when it was called the Brea Neighborhood Circulator. It changed to the Flexi-Shuttle when Yorba Linda and Placentia joined. In 1994, OCTA awarded the program \$175,680 in grants.

The shuttle is scheduled for a July start-up.



SUMMARY OF PRELIMINARY SMART SHUTTLE SERVICE PLAN

	Brea Smart Shuttle	Placentia/Rose Dr. Smart Shuttle	Yorba Linda Blvd. Smart Shuttle
Service characteristics			
Type of service	On-demand Community circulator and activity center shuttle	Point deviation	Fixed-route Supplement of OCTA Route 26
Hours of operation	10:00a.m.-3:00p.m.	6:00 a.m.-7:30 p.m.	6:00 a.m.-10:00 a.m. 3:00 p.m.-7:00 p.m.
Service frequency (at check-points)	Off-peak Peak	30 minute 60 minute	60 minute (effective 30 minute with OCTA Route 26)
Buses required	Off-peak Peak	1 small bus 2 small bus	1 small bus
Market served			
Target market segment	Brea residents wishing access to local activities in/near Brea Mall	Rose Drive corridor residents	Yorba Linda Blvd. corridor residents
Major activity centers served	Check-points On-demand	Brea residents wishing access to local activities in/near Brea Mall	Pacific Center Station, Rosa/Yorba Linda (Placentia-Linda Hospital) Imperial/Valencia Employment area, Brea Mall
	Elm St. Senior Center, Community Hospital, Senior Housing	Capital Group, Lambert Park-and-Ride, Brea East Industrial, NE Anaheim Industrial	CSBF, Nixon Library, Alpha Beta Center, Placentia-Linda Hospital, Placentia Town Center, East Lake Village
			Yorba Linda Senior housing, Community Center

PUTT-PUTTS GO PURR-PURR

Brea enters future of electric cars

By Danielle Benson
Brea Progress

Brea's roots may stem from oil in the ground, but city officials think the city's future is up in the air.

The City Council voted 4-0 to join eight other Orange County cities preparing for the future: electric cars. Councilwoman Lynn Daucher abstained because of a remote interest.

The grant from the Air Quality Management District Mobile Pollution Source Reduction Review Committee gives counties in Southern California about \$150,000 to establish a network of charging stations. The stations will provide the groundwork for residential access to these vehicles.

"Brea is planning for the future," Brea Senior Planner Zai Bakar said. "This is a way of getting air quality benefits and giving something to the city."

The nine cities — Brea, Seal Beach, Anaheim, Newport Beach, La Habra, Placentia, Santa Ana, Buena Park and Fullerton — are banding together to promote the zero emission cars as a means of bringing Southern California into line



with state and federal air quality standards. The south coast basin ranks worst in the nation for air pollution.

Brea is requesting two charging sites, with four stations each, costing \$36,000. One at the Civic Center and one in the yet to be constructed downtown parking structure on Birch and

Ash streets. The stations, which require a parking space and a pedestal charge plate, will boost cars in about three hours for \$1.50.

The new electric cars, scheduled to zoom into General Motors and Saturn dealers this fall with a \$35,000 price tag, can go about 80-120 miles on a full

charge. Without the stations, cars will need to be charged at home.

Applying for the grant requires that Brea make a few concessions for the alternative transportation, including future zoning and building code changes to accommodate in-home charging stations.

Enid Joffe, manager of public charging infrastructure at Edison Electrical Vehicle, said the outlets will add less than \$10 per month to residential utility bills, depending on how long the car needs to charge. The charging units, which can charge a car in three hours on 220 volts and 14 hours on 110 volts, also will be required in all new developments such as Olinda Heights. The new electrical outfits will cost developers about \$40, Joffe estimated. Older houses need to be retrofitted for the new electrical circuits and increased capacity of the charging systems. The retrofitting costs \$600-\$1,500 depending on the work, Joffe said.

Councilwoman Bev Perry said planning for the future is integral to the growth and success of the city.

"We've got to start someplace and putting in the infrastructure so people can use the cars is a good start," she said. "It's like a 'Brave New World.' Somebody's got to take a step off the cliff and get it started."

WHAT'S BREWING IN BREA

VanGo starts service to tri-city area

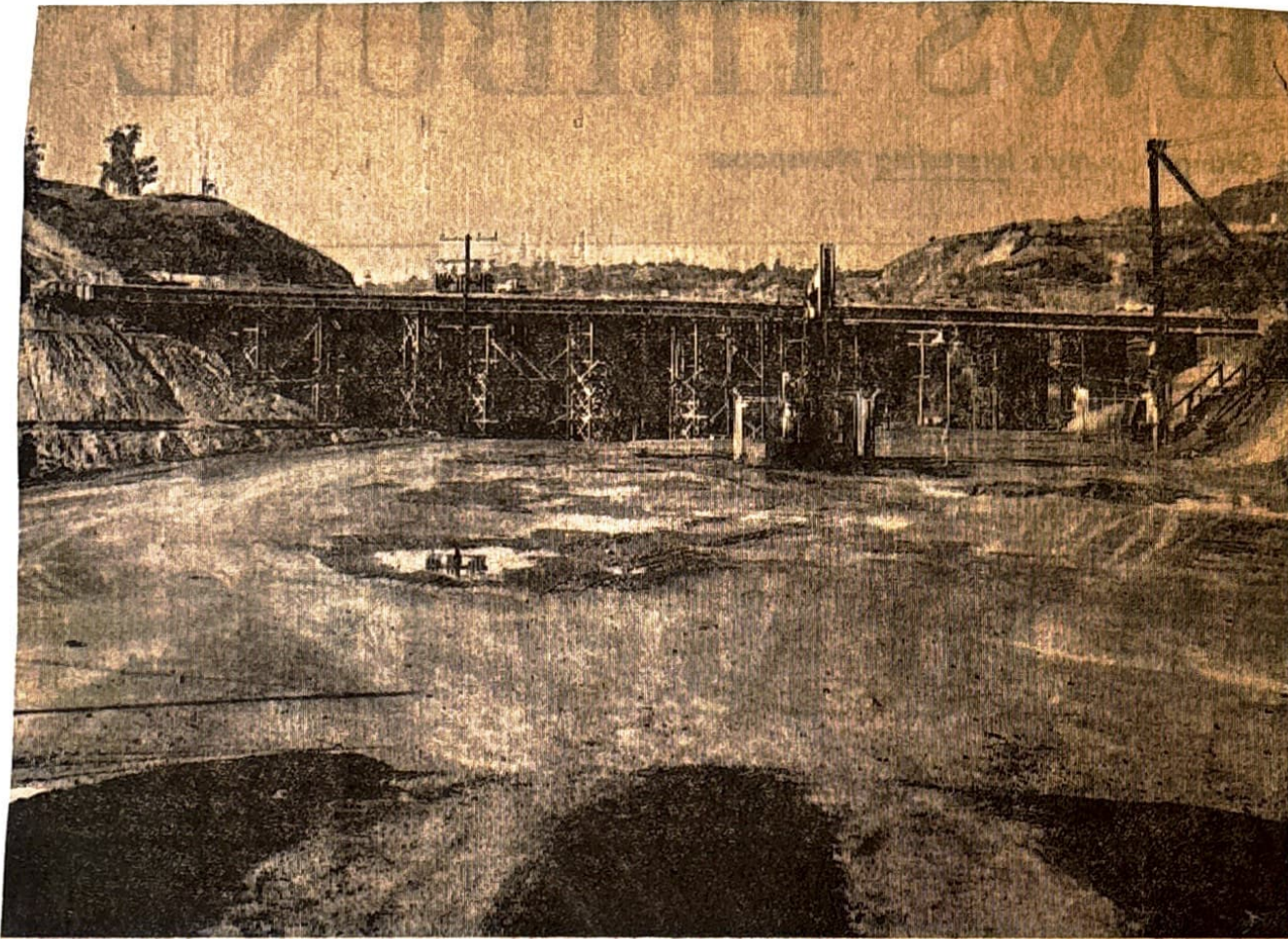
A new computer-dispatched van service designed to meet local transportation needs began last week. Named "VanGo," the service provides customized on-call, curb-to-curb service weekdays between 10 a.m. and 4 p.m. Brea VanGo is part of a one-year demonstration project involving the cities of Brea, Yorba Linda and Placentia.

VanGo focuses on the Brea Mall to the north and west to the city limits, east to Route 57 and south to Craig Regional Park. VanGo will pick up or drop off anywhere in this area. To dispatch a van, call VanGo toll-free, one hour in advance at 1-888-978-2640. To ride VanGo will cost only \$1 and that includes a free transfer to OCTA routes or other VanGo services.



Stan Bird/Brea Progress
Transportation officials unveiled the new VanGo van and program at the Brea Civic Center on Monday.

DECEMBER 29, 1970



News Tribune Photo

TONNER CANYON BRIDGE — Moving toward construction completion is this span across Tonner Canyon, north of Brea which is part of the Orange Freeway. The bridge will be part of the freeway which will be open to traffic into

Los Angeles County this spring or early summer, thus completing the north-south freeway construction through Brea. One more freeway remains to be built through Brea, the east-west facility.

Orange Freeway Through Canyon to Open Today

4.7 Mile Section Is Last Link Connecting Pomona and Riverside Freeways

BY HOWARD SEELYE
 Times Staff Writer

Brea Canyon, once an idyllic pastoral enclave between urban Los Angeles and Orange County areas, will give way to progress this afternoon when an eight-lane freeway opens to traffic.

Dedication ceremonies will be held at 10:30 a.m. on the Orange Freeway for a 4.7-mile link, the last connecting section between the Riverside and Pomona Freeways.

After ceremonies and a luncheon at Diamond Bar Country Club, traffic will be allowed to zip through the canyon, once served by a twisting, dangerous two-lane road.

Completion of the project marks a six-year project to span the gap between northern Orange County and the Pomona and San Gabriel Valley areas.

24-mile Stretch

The increasing traffic of Cal State Fullerton is served by a southern segment of the new freeway and ultimately the highway will extend from an interchange with the Garden Grove and Santa Ana freeways for 24 miles to the Kellogg Hill interchange with the San Bernardino Freeway.

Off-ramps are provided in the new Brea Canyon highway at Pathfinder Road, Diamond Bar Blvd., Tonner Canyon and Lambert Road.

A complex interchange has been constructed at the intersection of the Orange and Pomona Freeways, where the Orange Freeway runs easterly for two miles as part of the Pomona Freeway.

In early May, a two-mile section of the Orange Freeway from the Pomona will be completed to connect with the San Bernardino Freeway.

Cost of the Brea Canyon project was \$14.6 million and the work required two years to complete.

Future plans call for extending the Orange Freeway 4.9 miles south from the Riverside Freeway, to connect with the Garden Grove and Santa Ana freeways.

Funds, amounting to \$24.5 million, already are budgeted for this work, but bids will not be called for until next year, with completion scheduled for summer, 1975.

This section is designed to serve Anaheim Stadium—and was pushed ahead some years ago when major league baseball came to Orange County. However, by the time the anticipated completion date the Angeles will be in their 10th season here.

380-Foot Cut

The transformation of Brea Canyon required massive earth-moving projects and a 1,000-foot bridge to span the oil pipelines of a producing oil field.

The total distance through the canyon is seven freeway miles, with 2.3 miles completed last year.

At one point the new highway rises 70 feet above the old Brea Canyon Road, and the bridge spans Tonner Canyon. In the middle of the canyon, a cut was made 380 feet deep.

The old Brea Canyon road handled about 10,000 vehicles a day in both directions. Highway engineers project that 40,000 vehicles will use the canyon daily now.

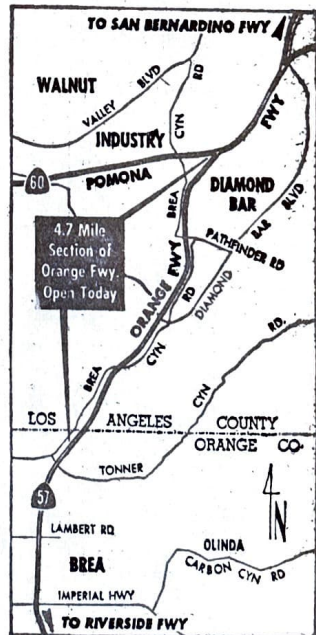
Interjection of the freeway into Brea Canyon changes the landscape of the once peaceful canyon.

Cattle still can be seen grazing behind white rail fences; there are pepper and eucalyptus trees and an occasional deer and a tiny stream still trickles down the canyon floor.

But Brea Canyon will never be the same.

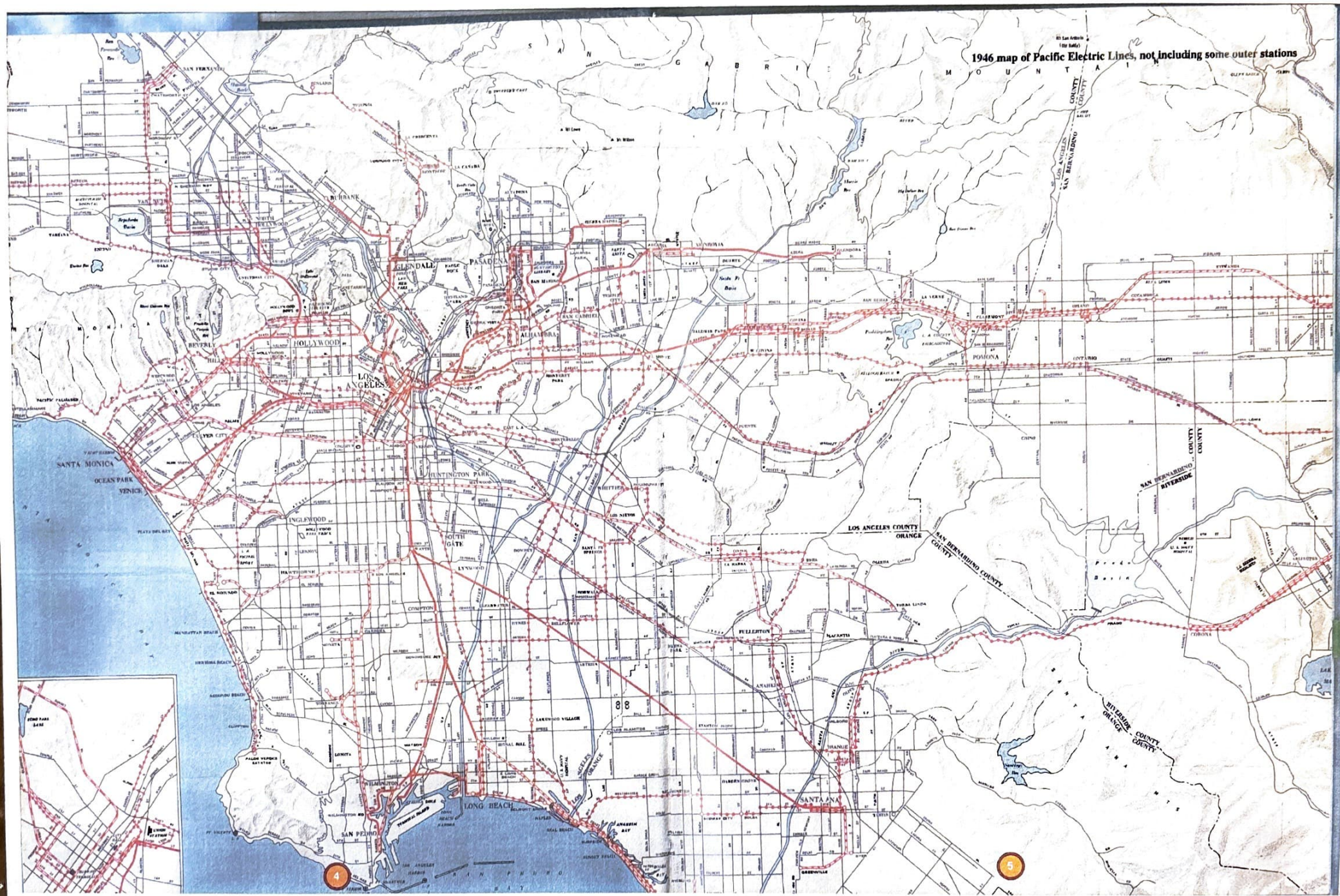
Diamond Bar Ranch, where brand signs on white gates once brought visions of the Old West, has been converted into a massive subdivision.

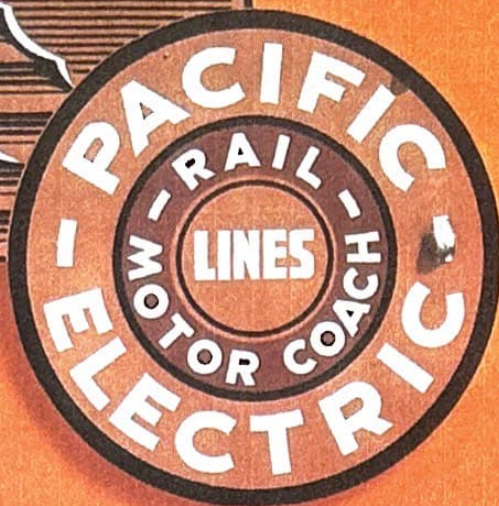
And from the rolling hills overlooking the canyon, where brush and oak trees abound, the view below is that of massive earthworks, concrete and traffic.



Times map by Gus Keller

1946 map of Pacific Electric Lines, not including some outer stations



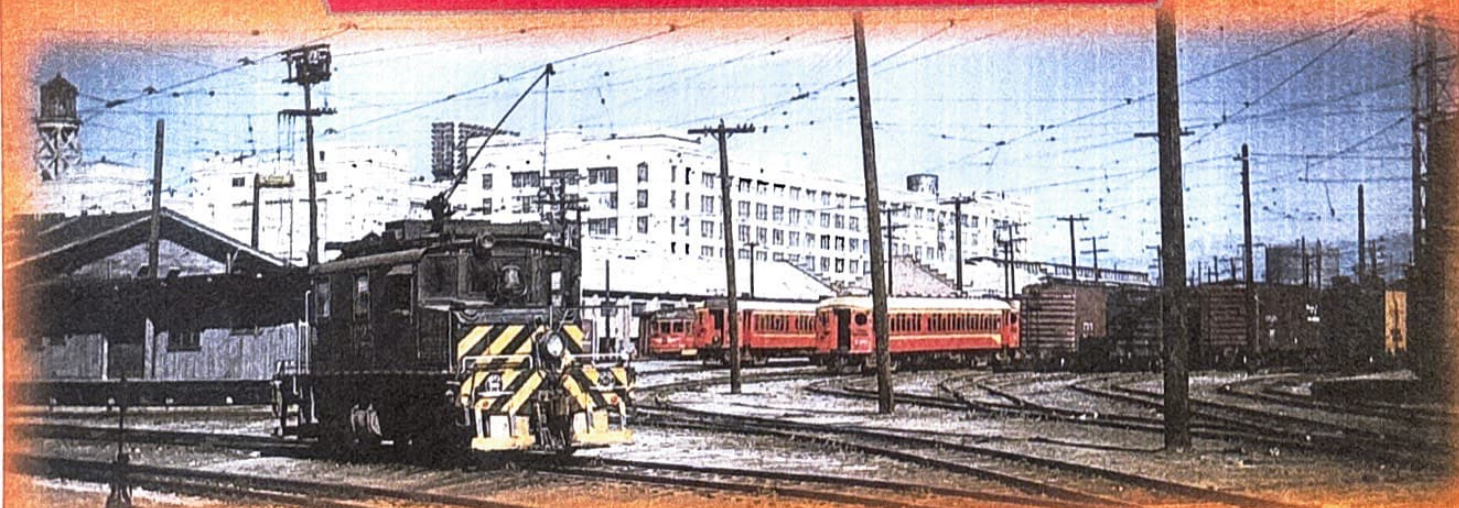


PACIFIC ELECTRIC

In Color

VOLUME II

P. Allen Copeland



MTA, OCTA begin construction ³⁻¹⁴⁻⁹⁶ on Orange Freeway carpool lanes from Brea to Diamond Bar

By Danielle Benson
Brea Progress

Chances are if you traveled the Orange (57) Freeway between Lambert Road and the Pomona (60) Freeway late last night you weren't alone.

Starting March 13, the Los Angeles Metropolitan Transportation Authority (MTA) and the Orange County Transportation Authority (OCTA) joined forces to add carpool lanes in both directions to about 10 miles of the 57 Freeway.

Measure M in 1992 provided funds for carpool lanes from the Santa Ana Freeway (I-5) to Lambert Road. The remaining 1½ miles to the county line are the target of this midnight-to-5 a.m. action.

"We're connecting the whole thing," said OCTA spokesman John Standerford, talking about the freeway network between Los Angeles and Orange Counties. "It'll close the gap in the regional scheme of things."

The OCTA will fund \$4.5 million for the carpool lanes on the remaining Orange County portion of the traffic artery while MTA, who is overseeing the project, kicks in the other \$24 million.

Standerford said no prolonged ramp or lane closures are expected during the 21-month construction period, but median work could alter the schedule.

"They could shift traffic from one side to another in order to work in the center divider," Standerford said. "But lane closures will be minimal."

But Project Manager James Hsu said three ramps are definitely scheduled for closure: Brea Canyon Road — southbound, Pathfinder Road — north and southbound and Golden Springs Road — southbound. Hsu did not know the timing of the ramp shut-downs, but stressed that they will be short in order to inconvenience drivers as little as possible.

The carpool lanes are expected to be finished by November 1997.