THE PAPERS OF THE IMPERIAL HIGHWAY ASSOCIATION

1929 - 1982

Introduction

The papers of the Imperial Highway Association (1929 - 1982) are composed of materials from two sources. One source is the minutes, annual reports, etc. generated by George Kellogg of Yorba Linda, California in his work as secretary of the Association (1929 - 1975). The other source is the material (histories, Fiftieth Anniversary celebration papers, copies of the Bulletin, clippings, etc.) collected over time by a member of the group, Virginia Carpenter of Fullerton, California.

The papers are shelved in three storage boxes. They appear in the California State University, Fullerton library, Special Collections section Local History Ephemera Computer Index under: Calif. (So.) Imperial Highway Association (490-16-1).

Imperial Highway Association

History

On October 30, 1929 a group of Chamber of Commerce officials met in Olsen and Dyers Cafe in Brea "for a luncheon meeting at the invitation of the Chamber of Commerce in Lynwood."

The purpose of the meeting was to discuss the proposed "Riverside to Los Angeles Highway." Chamber of Commerce members from La Habra, Placentia, Yorba Linda, Fullerton, Brea and Lynwood attended as well as officials from county and state governments.

At this meeting an association was formed "to carry on the work" and officers were elected. The next meeting was scheduled for November 14, 1929 in Lynwood. The name "Imperial Highway" was adopted at this time. There was a change in officers; E.H. Peterkin was elected chairman, and George Kellogg was elected secretary, a job which he would hold for over forty years. His was the mailing address for the Association. After Mr. Kellogg's retirement in 1975, the job was carried on by Kenneth and Nellie Howell.

The Imperial Highway was called "The Cannonball Road" and eventually ran from El Segundo in Los Angeles County, through Orange, Riverside and San Diego Counties to El Centro in Imperial County. The route of the Butterfield Stage line was research by Mr. Kellogg and the Rev. Mr. Howe and used where possible in planning the new highway. This was in keeping with the Association's motto: "Wide for safety, straight for speed."

In the beginning, meetings of the Association's membership were held monthly in a different location somewhere along the route. During the war the meetings were changed to approximately every other month; later they became quarterly. Annual meetings of the membership were scheduled for January of each year, and the Board of Directors generally met both before and after the annual

meeting. The Association celebrated its Fiftieth Anniversary in 1979 with a meeting in Brea arranged by Virginia Carpenter. At the present time, semi-annual meetings of the membership are held.

According to the Fiftieth Anniversary keepsake, "The only section (of the road) bearing the name, Imperial Highway, is that between El Segundo and the Riverside Freeway, beyond Yorba Linda. The rest of the highway has various names."

The object of the Imperial Highway Association (as set forth in its Constitution) was to "promote and advance the best interests of the Imperial Highway" and to "promote the opening and improvement of other main arteries of travel entering into the Imperial Highway." This was to be accomplished by "cooperation with County Officials" and other "official bodies."

The diversity of the membership and the custom of meeting in a variety of places along the route of the highway put the Association in a unique position to accomplish these goals.

Note: All quotations in this history not credited to the Fiftieth Anniversary keepsake or the Constitution of the Imperial Highway Association are taken from George Kellogg's Imperial Highway Association typed manuscript (Box 1: Folder 2)

Scope and Content Note

The Imperial Highway Association papers (1929 - 1982) detail the activities of a group composed of citizens from many Southern California cities and several counties who came together in a common effort to develop a fine and fast highway across the area.

The minutes (membership and Board of Directors), annual reports, general reports, announcements, etc. generated by George Kellogg in his long work for the Association as well as letters, a speech, histories, etc. (some in his own handwriting), form a vital part of the collection. The minutes run from 1929 - 1968 and the annual reports from 1931 - 1967 (lacking 1939).

The minutes of the Association, its Board of Directors, its annual reports, and other materials (1929 - 1968) were loaned by George Kellogg and put on microfilm at the CSU Fullerton library on August 1, 1969. A second copy of the microfilm and "copyflow and cut" were made in September, 1981 and were funded by the Patrons of the Library. The "copyflow" is generally quite readable; some copies are fuzzy, however.

Virginia Carpenter's contribution of histories, maps, letters, additional annual reports (1968 - 1973), additional minutes (January, 1974), copies of the Bulletin sent out by the Howells (1975 - 1978), Fiftieth Anniversary materials, clippings, etc. add to the richness of the collection.. An inventory of these materials (often with helpful descriptions) may be found in Box 3, Folder 10.

The collection is strong in minutes (membership and Board of Directors), annual reports, histories, clippings. There is a lack of formal financial records; there are, however, financial reports in the body of each of the minutes and in the annual reports. Very few letters have survived; these are letters sent out by various officers; there are no letters received. There are three small maps

in the collection, but only one shows the route of the Imperial Highway (undated).

An Association letterhead with a map of the Highway and a listing of officers was developed early on; it seems to show up first in the minutes for June 27, 1930. George Kellogg used these letterheads for his minutes over the years; but be warned: the dates on the minutes and the year on the letterhead do not always correspond!

Resolutions, minutes of Board of Directors' meeting, reports, financial statements, clippings are occasionally attached to or included in the body of the minutes of the membership meetings. These types of materials occur separately in the collection as well.

Types of Materials Found in the Papers of the Imperial Highway Association

1. Announcements
   Imperial Highway Association Bulletin, 1975 - 1978
   Postcards sent, 1950, 1956, 1968 - 1975
   Announcements sent, 1978 - 1982

   Three folders, Boxes 2 and 3

Correspondence
   See: Letters Sent

2. Clippings
   1934, 1961, 1962
   1968 - 1971
   1972 - 1977, 1979
   1953 - 1974 (scrapbook pages)

   Four folders, Box 3

3. Ephemera
   Undated, 1978

   One folder, Box 3

4. Financial Records
   Miscellaneous financial records, 1933, 1934, 1941, 1974

   One folder, Box 3

5. Historical Materials (including Fiftieth Anniversary papers)
   Undated, 1929, 1933, 1961, 1979

   Nine folders, Box 1

6. Letters Sent
   By Presidents of the Association: 1967, 1979, 1981
   By Secretaries of the Association: 1932, 1938, 1944, 1956, 1976 (postcard), 1982
   By a member of the Association: 1976

   Five folders, Box 1

7. Lists
   1975, 1981

   One folder, Box 3

8. Maps
   Undated, 1975, 1979

   One folder, Box 3

9. Microfilm
1969, 1981

Two folders, Box 3

10. Minutes
Minutes of meetings of the Board of Directors: 1932 - 1946, 1948 - 1968 (including a special meeting, May 25, 1963)

One folder, Box 1

Minutes of the meetings of the membership: 1929 - 1968, 1974 (with one agendum dated June 30, 1939)

Twenty eight folders, Boxes 1 and 2

11. Miscellany
Undated, 1977

Two folders, Box 3

12. News Releases
Press releases, 1963, 1972

One folder, Box 3

13. Notes
Undated

One folder, Box 3

14. Photographs
1976

One folder, Box 3

15. Reports
Annual Reports: 1931 - 1938, 1940 - 1968, 1970 - 1973

Two folders, Box 3

General Reports: 1937, 1941, 1946, 1948, 1963, 1965

One folder, Box 3

16. Resolutions
Imperial Highway Association: 1930, 1938, 1951, 1955
Cities along the route: 1930 (?), 1938

Two folders, Box 3

. Speech

Text for speech (handwritten) given by George Kellogg, undated

One folder, Box 3

Box Listings for the Imperial Highway Association Papers

Box 1

Historical Papers

Folder 1 — Constitution and Bylaws of the Imperial Highway Association
No date Two copies

Folder 2 — Histories of the Imperial Highway Association
-Kellogg, George. "Imperial Highway Association," undated. Four copies
-Kellogg, George. "The History of the Imperial Highway," 1933
-Carpenter, Virginia. "Imperial Highway Association," 1979

For reports of historical interest, see: Box 3, Folder 6

Folder 3 — Brea Chamber of Commerce
-Papers relating to the meeting of October 30, 1929. Three copies of minutes

Folder 4 — San Diego County Surveyor-Road Department
-Program. "Dedication of the Imperial Highway, December 2, 1961."

For minutes of the meeting of December 1 and 2, 1961, see: Box 2, Folder 16

Folder 5 — Keepsake
-Carpenter, Virginia. "Imperial Highway Association 1929 - 1979"
Developed for the Fiftieth Anniversary of the Association
Three copies

Folder 6 — Mock-up of Keepsake for Fiftieth Anniversary celebration with notes

Folder 7 — Letters sent and received by Virginia Carpenter relating to the Fiftieth Anniversary celebration of the Association

Folder 8 — Guest List and Menu for the Fiftieth Anniversary celebration

Folder 9 — Clippings and Press Release relating to Fiftieth Anniversary celebration

Letters Sent

Folder 10 — Letters sent: President of the Imperial Highway Association
-Beers, Lawrence, 1967
-Wilson, Keith, 1979, 1981

Folder 11 — Letters sent: Secretary of the Imperial Highway Association
-Kellogg, George, 1932, 1938, 1944, 1956

Folder 12 — Postcard sent: Secretary of the Imperial Highway Association
-Howell, Nellie, 1976

Listing for Box 1 (continued):

Folder 13	Letter sent (with resolution): Secretary of the Imperial Highway Association -Rempert, John, 1982
Folder 14	Letter sent: Member of the Imperial Highway Association -Carpenter, Virginia, 1976

Minutes

Folder 15	Minutes of the meetings of the Board of Directors of the Imperial Highway Association held both before and after the January membership meetings 1932 - 1946, 1948 - 1968 (including a special meeting, May 25, 1963)
Folder 16	Agenda for meeting of June 30, 1939
Folder 17	Minutes of the membership meetings October 30, 1929 - December, 1930
Folder 18	Minutes of the membership meetings 1931
Folder 19	Minutes of the membership meetings 1932
Folder 20	Minutes of the membership meetings 1933
Folder 21	Minutes of the membership meetings 1934
Folder 22	Minutes of the membership meetings 1935
Folder 23	Minutes of the membership meetings 1936

Box Listings for the Imperial Highway Association Papers

Box 2

Minutes (continued from Box 1):

Folder 1	Minutes of the membership meetings 1937
Folder 2	Minutes of the membership meetings 1938
Folder 3	Minutes of the membership meetings 1939
Folder 4	Minutes of the membership meetings 1940
Folder 5	Minutes of the membership meetings 1941
Folder 6	Minutes of the membership meetings 1942
Folder 7	Minutes of the membership meetings 1943
Folder 8	Minutes of the membership meetings 1944, 1945
Folder 9	Minutes of the membership meetings 1946, 1947
Folder 10	Minutes of the membership meetings 1948, 1949
Folder 11	Minutes of the membership meetings 1950, 1951
Folder 12	Minutes of the membership meetings 1952, 1953
Folder 13	Minutes of the membership meetings 1954, 1955
Folder 14	Minutes of the membership meetings 1956, 1957
Folder 15	Minutes of the membership meetings 1958, 1959
Folder 16	Minutes of the membership meetings 1960, 1961
Folder 17	Minutes of the membership meetings 1962, 1963
Folder 18	Minutes of the membership meetings 1964, 1965
Folder 19	Minutes of the membership meetings 1966, 1967
Folder 20	Minutes of the membership meetings 1968, January 19, 1974

See also: Reports Box 3, Folder 6
See also: Brea Box 1, Folder 3

Announcements

Folder 21	Imperial Highway Association "Bulletin" 1975 - 1978

Box Listings for the Imperial Highway Association Papers

Box 3

Announcements (continued from Box 2):

Folder 1 Postcards sent, 1950, 1956, 1968 - 1975

Folder 2 Announcements sent, 1978 - 1982

Financial Records

Folder 3 Miscellaneous financial records, 1933, 1934, 1941, 1974

Reports

Folder 4 Annual Reports, 1931 - 1938, 1940 - 1949

Folder 5 Annual Reports, 1950 - 1968, 1970 - 1973

Folder 6 General Reports, 1937, 1941, 1946, 1948, 1963, 1965

Speeches

Folder 7 Speech
-Kellogg, George No date, handwritten Two copies

Resolutions

Folder 8 Resolutions, Imperial Highway Association: 1930, 1938, 1951, 1955

Folder 9 Resolutions, Cities along the Route: Yorba Linda, 1930 (?)
South Gate, 1938

Lists

Folder 10 Miscellaneous lists
-Carpenter, Virginia. Inventory of Imperial Highway Association Material
-Membership list, 1975
-Addresses, 1981

Maps

Folder 11 Miscellaneous maps
Undated, 1975, 1979

Notes

Folder 12 Miscellaneous notes
Undated

News Releases

Folder 13 Press releases
1963, 1972

Listing for Box 3 (continued):

News Releases (continued):

For Fiftieth Anniversary press release, see: Box 1, Folder 9

Clippings

Folder 14 Clippings: 1934, 1961, 1962

Folder 15 Clippings: 1968 - 1971

Folder 16 Clippings: 1972 - 1977, 1979

Folder 17 Clippings from scrapbook and typed newspaper stories with note
-MacPherson, Don Riverside Daily Enterprise 1953 - 1974

For Fiftieth Anniversary clippings, see: Box 1, Folder 9

Photographs

Folder 18 Snapshots, 1976

Ephemera

Folder 19 Ephemera: undated, 1978

Miscellany

Folder 20 Inter-County Airport Authority Site/Location Analysis for the Inter-County Airport No date
Attached:
-Wild, Fred J. Chino Hills Airport June, 1972
-Davis, Don Proposed Chino Hills Airport June, 1972
-Cale, R.E. Weather Conditions in the Telegraph Canyon Area---
No date

Folder 21 Southern California Transportation Action Committee
-Folder. "Quit Stalling Governor. We need the Century Freeway NOW."
1977 Two copies

Microfilm

Folder 22 Notes and Correspondence relating to the microfilm of the papers of the Imperial Highway Association, 1981

Folder 23 Microfilm: "Minutes and Annual Reports of the Imperial Highway Association 1929 - 1968. Filmed 8/1/69. Counter: 0 - 1184
Copy two

Index to Locations in the Imperial Highway Association Papers

Brea, California	Box 1, Folder 3
Butterfield Stage Trail	Box 1, Folder 2 Box 1, Folder 20 Box 3, Folder 16
El Centro, California	Box 1, Folder 7
South Gate, California	Box 3, Folder 9
Yorba Linda, California	Box 3, Folder 3 Box 3, Folder 9

The above is a partial listing. Locations of monthly meeting places may be ascertained by scanning the minutes of the membership meetings. Another listing of meeting places may be found in Virginia Carpenter's history of the Association (Box 1, Folder 2)

Index to Names in the Imperial Highway Association Papers

Names in the Inter-County Airport Authority Report in Box 3, Folder 20:
Cale, R.E.
Davis, Don
Wild, Fred J.

Many more names of members and officers may be obtained from the minutes and letterheads of the Association.

Index to Organizations in the Imperial Highway Association Papers

Virginia Carpenter 714-526-3194
204 N. Princeton Ave.
Fullerton, Ca. 92631

Imperial Highway

History will have a day on October 27 1979 when the Imperial Highway Association will meet in Brea for its 50th anniversary. It all began in Brea on October 30, 1929, when a group of men from several Chambers of Commerce decided to form an organization to promote a direct route from Los Angeles to Riverside. The plan was soon extended for a highway from El Segundo to El Centro, to be called Imperial Highway.

Most of the route was through undeveloped country; the cooperation of the State Highway Commission and Department, the State Legislature, the supervisors of five counties, state and county engineers, as well as the efforts of the Association and many thousands of dollars, were required before there was a continuous ribbon of paving. The opening of the last section was celebrated in December 1961, after 32 years; there is a monument where S2 crosses the San Diego-Imperial Counties line.

George Kellogg of Yorba Linda was secretary for 45 years, 1929 to 1975; it was he who sparked the organization, and saw the completion of 225 miles of paving. The name Imperial Highway, however, is only on the first portion, from El Segundo to the Riverside Freeway. The Association has continued to work for improvements since 1961. The president now is Keith Wilson, of Montebello and the secretary-treasurer is Mrs. Nellie Howell, Wildomar.

The meeting will be in the Pot-Belly Pizza House, 131 E. Alder St. Brea, at noon. No host luncheon. For reservations call 526-3194. Close Oct. 24.

Virginia Carpenter 714-526-3194
204 N. Princeton Ave.
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DMJ

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ANNUAL REPORT of the

IMPERIAL HIGHWAY ASSOCIATION

For the Year 1973

TO ALL MEMBERS AND FRIENDS:

In the second year of our existence as an Association, 1930, we had as our President, a Minister, and he gave us our motto which we have endeavored to follow throughout our 44 years of activity, by way of a quotation from the admonition of Isaiah: "Prepare ye the way . . . make straight, in the desert a highway . . . every valley shall be exalted and every hill shall be made low and the crooked shall be made straight and the rough plain . . . and all shall see it together."

We have added to that our motto: "Wide for safety, straight for speed, and second to none in Southern California," and it has been our endeavor to be guided in all our work; however, it is conceded that the year, 1973, has not been conducive to progress in highway development -- first, because of lack of funds, and second, by environmental opposition.

During the year 1973, our meetings were as follows:

January 20	First Methodist Church, Elsinore, Attendance 40
March 17	Yorba Linda Masonic Hall, Attendance 25
May 19	First Methodist Church, Elsinore, Attendance 21
July 21	Mayor Zimmerman's Home, Norwalk, Attendance 39
September 15	Alpha's Cafe, Corona, Attendance 25
October 20	In a false endeavor to believe it was our 44th birthday, at the place of our birth on October 30, 1929, at Brea, Attendance 16
December 8	At the California Ranch, Temecula, with the smallest attendance in our 44 years, Attendance only 11

Under progress along our highway which starts at the Pacific Ocean, just south of the International Airport, running thence easterly to the intersection of Highway #605, north of Norwalk, formerly planned for a freeway some two years ago, and for which land had been purchased by the State, but which had been held up by a court suit, we recently learned that the suit had been dismissed and the freeway construction might be possible in one or two years.

In that section of our present route through the City of Norwalk, we had recognized the justification of the City Council's wishes that we not consider constructing a freeway bisecting their City north and south because some years previously when the Santa Ana Freeway was constructed, it going east and west, it had subdivided their City.

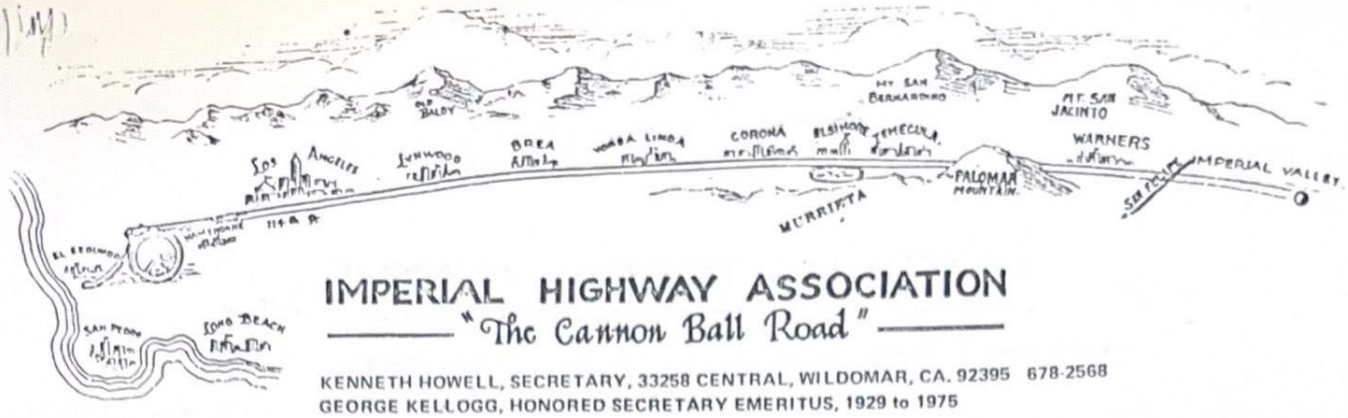
Because of this objection, we had considered that our future freeway might leave Highway #605 and follow the boundary line between Norwalk and Downey to a connection with Downey Avenue, and thence southeastward to the City of Brea. In the year 1971, we had contacted the State Highway Department in Sacramento and Los Angeles, requesting a survey and ultimate preparation for a freeway northeasterly from Brea to Telegraph Canyon, thence to a connection with the Riverside Freeway in the vicinity of the Prado Dam for the following reasons: First, it was a much more direct route, being approximately two or more miles shorter than our present route through the Santa Ana Canyon; secondly, in years of heavy rainfall, i.e., 1916, 1929 and 1948, this road had been completely washed out and in 1968, the high water had delayed the traffic through the Canyon for several days; thirdly, it had come to our observation that District #8 of the State Highway Department in San Bernardino had made surveys for a connection with Orange County as far as the County line; and fourthly, those who had projected and planned a Southern California Airport in the vicinity of Chino Hills, approximately five miles west of the Prado Dam, have informed us that ours could be tunnelled under this Airport in a similar manner as traffic is tunnelled under the west side of the International Airport in Los Angeles.

This Chino Hills Airport has become quite a very controversial subject throughout Southern California and until it does become a reality, we will be compelled to follow our present route through the Santa Ana Canyon.

Incidentally, we have lost quite a few of our older members because of our attitude in this matter but they all should have remembered our original motto of 1929: "Wide for safety, straight for speed, and second to none in Southern California."

East of Corona our route follows a new Freeway #15, which when completed westerly will connect with the Riverside Freeway where we will eventually make our contact not bisecting the City of Corona. Highway #15 going eastward has many crooks and turns and until it reaches the San Diego-Imperial Valley Freeway, the admonition of Isaiah may be followed to its fullest extent and for our ultimate benefit.

George Kellogg, Secretary



IMPERIAL HIGHWAY ASSOCIATION

"The Cannon Ball Road"

KENNETH HOWELL, SECRETARY, 33258 CENTRAL, WILDOMAR, CA. 92395 678-2568
GEORGE KELLOGG, HONORED SECRETARY EMERITUS, 1929 to 1975

OFFICERS FOR 1978

PRESIDENT
Margaret Worden
San Clemente

PAST PRESIDENTS
1929-30 Ed Peterkin
Orange
1935 LeRoy Lyon
Fullerton
1937 Robert Hays
El Cajon
1940 Philip Ton
Fullerton
1947 John Anson Ford
Los Angeles
1948 Carl J. Hoffman
Los Angeles
1949 Del R. Crane
Lake Elsinore
1950 E. G. Paddison
Norwalk
1954-55 William E. Jones
Arlington
1956-57 W. H. Barton
Yorba Linda
1958 Hoyt Corbit
Yorba Linda
1959-60 Clarence Shults
Leisure World
1961-62 L. L. Black
Lake Elsinore
1963-64 Wm. M. Jones
Arlington
1968-69 Kenneth Howell
Wildomar
1970-71 Tom Bartlett
Lake Elsinore
1972-73 Larry Beers
Lake Elsinore
1974-75-76 Keith Wilson
Montebello
1977-78 Margaret Worden
San Clemente
1979 Keith Wilson
Montebello

50th ANNIVERSARY OF THE IMPERIAL HIGHWAY ASSOCIATION

SATURDAY, OCTOBER 20, 1979 AT 12 NOON

POT-BELLY PIZZA HOUSE - 131 ALDER ST., BREA

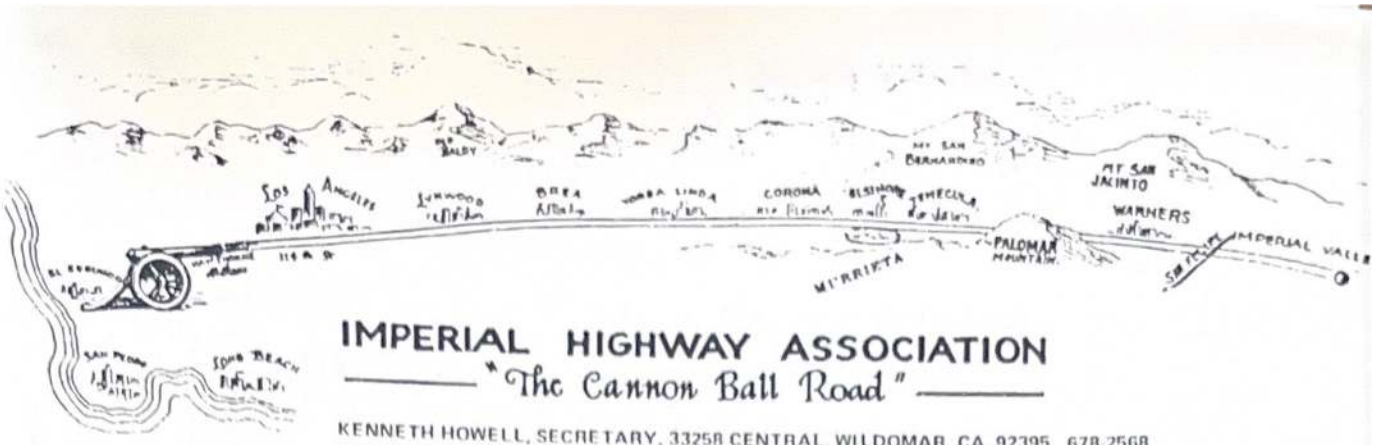
Fifty years ago a group of interested people met in Brea and organized the Imperial Highway Association. Ed Peterkin from Orange was the first President. George Kellogg was elected Secretary and served as Secretary from 1929 to 1975. (A total of 46 years)

Virginia Carpenter has arranged for the Association to meet at the Pot-Belly Pizza House at 131 Alder St. in Brea. Take Imperial Highway to Brea Blvd, then South about 3 blocks to Alder St. Turn left on Alder to 131 which is diagnonally across the street from Winchell's Donut Shop.

When you arrive select your lunch from the menu so it will be ready when we assemble.

If you know any former members or friends, please invite them to attend the 50th Anniversary and hear some of the accomplishments.

Nellie J Howell, Treasurer



IMPERIAL HIGHWAY ASSOCIATION

"The Cannon Ball Road"

KENNETH HOWELL, SECRETARY, 33258 CENTRAL, WILDOMAR, CA. 92395 678-2568
GEORGE KELLOGG, HONORED SECRETARY EMERITUS, 1929 to 1975

John E. Rempert, Secretary
Imperial Highway Association
18359 Van Ness Avenue
Torrance, CA 90504
(213) 327-0127

May 18, 1983

TO: All Members

FROM: John E. Rempert, Secretary

SUBJECT: Imperial Highway Association Future Meetings

On Saturday, April 30, 1983, the Imperial Highway Association met at Rancho, California.

It was determined by those in attendance that the Association will continue in existence. Future meetings will be held as required and at the call of President Keith Wilson. It is anticipated that this will occur approximately once a year.

Consideration was given to our treasury balance of $141.11. The Automobile Club has offered to continue to publish and mail our meeting notices. It was decided, therefore, that there is no need to continue to maintain a treasury. The ideas of those present and the suggestions received by mail from members who could not attend were discussed. It was moved, seconded and carried to donate the treasury to the Methodist Church in Lake Elsinore. Members will recall the many meetings of this Association hosted by the church in their facilities, as well as the assistance in preparation of meeting notices and minutes on the church equipment.

The Secretary will continue to maintain the mailing list. Changes of address, as well as other information, should be sent to him.

Best wishes for a pleasant journey on life's highway until our next meeting!

bk

MAY 1983

Return Address:

John E. Rempert, Secretary
Imperial Highway Association
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Torrance, CA 90504

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San Marcos, CA 92069

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Mr. & Mrs. Keith Wilson
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Montebello, CA 90640

Mr. & Mrs. Reg Wood
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Carlsbad, CA 92008

Margaret Worden
1008 Buena Vista #2
San Clemente, CA 92672

22 Mr. & Mrs. John Zimmerman
11960 East Sproul
Norwalk, CA 90650

Imperial Highway origins recalled

OC historian says highway planned as road from Los Angeles to Riverside

By Joe Buchanan Sept 3, 1985
Bulletin Staff Writer
Anaheim Bulletin

FULLERTON — The controversy over the proposed extension of Imperial Highway from its dead-end south of Nohl Ranch Road to Loma Street in Orange brings back fond memories for Virginia Carpenter.

"When you read about plans for Imperial Highway now, you would never believe that it originally started in 1929 as a project to get a better road from Los Angeles to Riverside," Carpenter said.

Later planning called for the highway to follow the old Butterfield Stage route, she said.

A former reference librarian at the Placentia District Library who wrote several books and pamphlets on north Orange County history, Carpenter lived on West Imperial Highway in Los Angeles from 1934 through 1946 after 114th Street was renamed.

"It was called the Imperial Highway after the Nov. 14, 1929, meeting of the Imperial Highway Association when members chose the name for the proposed highway from El Segundo on the coast to El Centro in Imperial County," she said. "The first meeting was a luncheon held at Olsen and Dyers Cafe in Brea at the invitation of the Lynwood Chamber of Commerce and the decision was made to form a highway organization."

La Habra, Brea, Fullerton, Placentia, Yorba Linda and Riverside chambers were represented at the original meeting.

The association's motto was "Wide for safety, straight for speed and second to none in Southern California."

"The letterhead carried a drawing of a cannon at El Segundo firing a cannonball through Los Angeles, Lynwood, Brea, Yorba Linda, Corona, Elsinore, Temecula, Warner's Hot Springs and on to El Centro in the Imperial Valley," she said. "Under the name of the association were the words 'The Cannonball Road.'"

Although Carpenter and her mother didn't join the association until 1936, they were interested in the project and made some lasting friendships with some association members.

"We joined at the invitation of man named Shoemaker, who ran a dump at the corner of Imperial and Normandy. We had no real interest in road development at the time, but we found the members friendly and the meetings interesting, so we continued to attend.

"I suppose it would best be described as sort of a lobbyist organization," she said. "The group met monthly at some town along the route. During World War II the meetings were scheduled every other month and later were held on a quarterly basis."

The association's constitution said its objective was to "promote and advance the best interests of the Imperial Highway" and to "promote the opening and improvement of other main arteries of travel entering into the Imperial

Please see ORIGINS — A3

ORIGINS: Imperial Highway c

From A1

Highway." This was to be accomplished by "cooperation with county officials and other official bodies."

The Carpenters originally lived on a ranch in Chino, which they lost during the depression in the late 1920s. They moved to Los Angeles where they were in the pottery business for a number of years.

Business was good, she said, especially during World War II. However, after the war, the foreign competition cut the domestic market and reduced the number of potters in Southern California, she said.

"At one time I guess there were about 60 or 70 potters in Orange County alone," she said.

The Carpenters moved to Yorba Linda in 1946 and continued their interest in the association.

George Kellogg, a Yorba Linda resident and member of a pioneer Orange County family, was the association's secretary for 40 years, Carpenter said. Kellogg died in 1979.

"He was always talking to us about Yorba Linda, saying that what we needed to do was get out of the city and into the country again." she said. "So we finally made the move.

"Mr. Kellogg was very interested in the project and joined with the Rev. Loren Howe of Hawthorne to search out the old Butterfield Stage trail as the shortest distance from Los Angeles to El Centro."

In his account covering the history of the Imperial Highway Association, Kellogg wrote that Robert Hays, secretary of the El Centro Chamber of Commerce suggested in a letter that the route follow the Butterfield Stage trail to El Centro.

"None of those present ever heard of the Butterfield Trail and Howe and I were designated to ascertain what route we might recommend to be adopted," Kellogg said. "Mr. Hargrave, president of the Chamber of Commerce of Yorba Linda, suggested that instead of going through Los Angeles, that our route should go eastward toward the Imperial Valley, along the Butterfield route if we could locate it, and if so we should reopen it and urge its improvement."

For two months they covered "every road between Orange County and the Imperial Valley" and at the January meeting urged improving and reopening of the route.

Kellogg said their studies showed President James Buchanan, Secretary of War Jefferson Davis and John Butterfield considered the Butterfield Stage route the shortest distance from the Imperial Valley to Los Angeles in 1858.

In a report to the association, Kellogg concluded that "whereas distances have not varied with the years, therefore it is still the shortest distance and we should reopen it to the public and urge its improvement."

Their investgation found a plan for a stage line from the end of the railroad at Tipton, Mo., to San Francisco that would be funded by the federal government.

In 1857, Butterfield, an experienced stage owner, signed a government contract to carry mail and passengers from the end of the rail line to the Pacific Coast and make the trip in not more than 28 days and to provide at least one stage each way per week for $50,000 a month or $600,000 a year.

"In our study of the history of the Butterfield Stage route, we found that prior to 1858, mail from the East Coast to California had to go via boat around the Horn of South America or

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›nce planned as better road to Riverside

"Previously there had been six right angle turns and for many years there were two divided road signs," Kellogg said. "They were not over 200 yards apart and one said eight miles to Yorba Linda and the other said five miles to Yorba Linda. Both were correct when erected."

over the Isthmus of Panama and up the Pacific Coast," Kellogg said.

Butterfield organized the stageline, built stations about 25 miles apart and operated it from September, 1858, to January, 1860, when the southern route was closed during the Civil War. Until that time, there was a stage on the line every day and the fastest time was 21 days and 23 hours.

"Possibly the reason we knew nothing of this epic in California history is because the idea had been conceived by a Southern administration, which desired to add two or more slave states, New Mexico and Arizona, to their representation in Congress," Kellogg said. "Thus, for a long time after the War Between the States, there were no writers courageous enough to extoll a Southern project.

"In searching Brancroft's 31-volume history of the early days of California, I found only one paragraph of about three inches relative to the Butterfield Stage, yet it cost the government $600,000 a year for three years."

Kellogg said that an Orange County supervisor, William Schumacher, was instrumental in getting $115,000 from the State Highway Commission for the realignment of the road between Brea and Yorba Linda.

"Previously there had been six right angle turns and for many years there were two divided road signs," Kellogg said. "They were not over 200 yards apart and one said eight miles to Yorba Linda and the other said five miles to Yorba Linda. Both were correct when erected."

The Yorba Linda Chamber of Commerce celebrated the highway's completion in that city in August, 1937. Gov. Frank Merriam and Robert Hayes, secretary of the El Centro Chamber of Commerce and president of the Imperial Highway Association, were present.

It was not the first appearance by the governor at an association function — he once met with the group at Warner's Hot Springs.

"Sometime later, as a past governor, he officiated at pouring the coffee at one of our celebrated dove-and-quail breakfasts in Mexicali, Mexico," Kellogg said.

Four trips to the old Barbara Worth Hotel in El Centro were among the association's trips that also included excursions to the Santa Claus Parade and a quail and dove breakfast in Mexicali.

There was a Halloween dance at Murietta Hot Springs, a trip to the Indian reservation near Agunga and one to Carl Hoffmann's "Do Little, Rest More Ranch," where they rode horses and ate dollar-size pancakes.

Other meeting sites were a member's ranch at Carrizo Springs, Palomar Mountain when the telescope was installed and the group was allowed to tour the observatory and look through the telescope, San Pedro Harbor for a boat trip, Los Angeles International Airport when the entrance was on Imperial, the Mission Inn in Riverside for lunch and guided tour, Rancho California, the Masonic Hall in Yorba Linda and the Methodist Church in Elsinore.

"The varying locations of the meetings gave one a chance to see more of Southern California," Carpenter said. "I often drove with Kellogg and he would tell me of the historical events along the route."

She said the association has not been formally dissolved, but appears to have "run out of steam."

"There was only one meeting last year and none so far this year," she said.

Today, the association is more history than an active organization, she said. It can no longer influence the highway's future as what happens to it is in other hands.

In his annual report to the association membership in 1973, Kellogg recalled that a minister was the association's first president and gave the group its motto drawn from the scriptures in a quotation from the admonition of Isaiah.

Kellogg records Isaiah's admonition in part as follows:

"Prepare ye the way ... make straight in the desert a highway ... every valley shall be exalted and every hill shall be made low and the crooked shall be made straight and the rough plain ... all shall see it together."

An hour with...Virginia Carpenter

What cars have wrought

Daily Star Progress

By Mike Kilroy
DSP Staff Writer aug 8, 1989

FULLERTON — During the Depression era, Virginia Carpenter remembers counting cars on Imperial Highway for the government and nearly falling asleep for a lack of traffic.

The 83-year-old historian and Fullerton resident is amazed now at the changes wrought by the once two-lane country road.

As a longtime member of the Imperial Highway Association, Carpenter says she is happy to see Imperial being named a superstreet by the Orange County Transportation Commission.

The designation means Imperial could receive roughly $7 million worth of improvements on a 12-mile stretch of the road between Beach Boulevard in La Habra and the 91 Freeway.

While it won't make Imperial the main artery between Los Angeles and San Diego that association members dreamed of it being, Carpenter said she enjoys knowing the street is still an important thoroughfare.

Most of Carpenter's adult life has been centered around Imperial and nearby communities. She and her mother lived on 114th Street in Los Angeles in the '30s before it was renamed Imperial.

Carpenter said the association was formed by a group of Brea and Yorba Linda businessmen to get better access to the area.

They later expanded their goals, calling for a through highway, "wide for safety, straight for speed," from the ocean at El Segundo to the

(Continued on Page 2)

(Star-Progress photo by James S. Lim)

IMPERIAL HISTORIAN — Virginia Carpenter, 83, of Fullerton, sits with a few of the books she has written on Orange County history. Carpenter is also a longtime member of the Imperial Highway Association, a group originally dedicated to extending the street from Los Angeles to El Centro.

An hour with...

(Continued from Page 1)
desert at El Centro along the old Butterfield stagecoach routes.

"It would have been so nice to have that clear to San Diego," Carpenter said. "It would be such a good supplement to the freeway."

Carpenter explained the association did try, but "they never did really get it past Yorba Linda."

The association would meet every month at interesting spots in Southern California — from Lake Elsinore to the San Diego County line, where a marker still stands at the spot the association expected Imperial to travel.

"I wasn't intense about the highway so much," Carpenter admitted. "I enjoyed the meetings."

Carpenter said she and her mother would often ride with George Kellogg, one of the original founders of the association, to the various meetings sites. He would point out historical sites along the lengthy car trips.

Perhaps Kellogg's influence set Carpenter on the path to her present occupation as an Orange County historian with several well-respected books about early county life.

Raised on a ranch in Chino, in the Depression she earned a living selling homemade clay buttons and salt and pepper shakers. After World War II, imports pushed the cottage industry out in the U.S., she said.

She later moved to Fullerton and became a librarian, first in Yorba Linda and later in Placentia, where she worked for 19 years.

It was during her tenure at Placentia that Carpenter saw a need for schoolchildren to have a book that told the city's story.

In 1969 she finished "A Child's History of Placentia." She later wrote an adult version titled "Placentia, A Pleasant Place." About 5,000 copies of each were sold and the books went into a second printing.

She has written several more books about local history and is a well-known member of the Orange County Historical Society. Carpenter is currently working on a book about the great "ranchos" in early county life.

Carpenter said the recent Orange County Centennial celebration has "made it a great year for historians," though she added they probably are breathing a sigh of relief to see it end last week.

After seeing the Southland turn from a slow-moving farming community to its present-day congestion, Carpenter said the area needs transportation improvements.

"We need plenty of roads so everyone won't have to use the same one," she laughed.

Virginia L. Carpenter
Fullerton

Jane M Trowell
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DMP

IMPERIAL HIGHWAY ASSOCIATION 1979

I lived at 114 West Imperial Highway, Los Angeles from 1934 to 1946. 114th Street had been renamed Imperial. My mother and I jpined the Association in 1936 at the invitation of Mr. Shoemaker who ran a dump at Imperial and ~~Yorba Linda~~ Bonnady? Although we had no real interest in road development, we found the members friendly and the meetings interesting, so we continued to attend. We moved to Yorba Linda in 1946.

The Associationwas formed by a group of Brea and Yorba Linda business men to get better access to the area, but they soon began to work for a through highway, "wide for safety, straight for speed", from the ocean at El Segundo to the desert at El Centro. I suppose it would be classed as a lobbyist organization. They met monthly at some town along the route.

The first meeting was in a cafe in Brea at the end of October 1929. George Kellogg of Yorba Linda served as secretary from the beginning to ~~1976~~ or 1975?, he died in September 1979, at the age of ~~90~~ 89. Attendance averaged 60 and up. During the last war, (I think it was), meetings were changed to every other month and still later to quarterly. The smallest attendance, just a few years ago was 9 or 11; now it averages 12 to 18. The agenda has remained about the same: roll-call of communities represented, then reports on progress of improvements along the highway and highway matters in general. Sometimes a bit of history, many of the first members were pioneers, or an entertaining story. Several of the early members competed in story-telling. The varying locations of meetings gave one a chance to see more of Southern California. I often drove with George Kellogg and he would tell me about historical events all along the route.

I remember all the presidents except the first three and must have seen them in my first meetings, as they were still attending then.

Attached is a list of meeting places as well as I can remember them, it is neither complete or in chronological order, or dated.

IMPERIAL HIGHWAY ASSOCIATION MEETINGS

Not in chronological order; just as I can remember them--

I did not attend the overnight meetings in--

El Centro, the old Barbara Worth Hotel, in December to see the Santa Claus parade, followed by a quail and dove breakfast in Mexicali the next morning. Every year for years.

Carl Hoffman's "Do Little, Rest More Ranch". Dollar-size pancakes and riding.

Halloween dance at, I think, Murietta Hot Springs.

Indian Reservation near Aguanga.

Did attend--

El Centro bus trip. in ~~1959 or 60?~~ DEC 61 a new member furnished a free bus when the last link ~~ins~~ the highway opened near Ocotillo, San diego County. We stayed in the Barbara Worth, saw the parade and had the regular meeting. A collection bought a gift for the Kelloggs in appreciation of their support of the association. It was a phonograph and delayed the bus for its purchase. We had lunch in Ocotillo, put on by the volunteer fire department and women of the little community. Then to the opening of the road ceremony, in a light rain, and home that evening. George narrated historical events all the way, most enjoyable.

I also attended, with George and Mrs. ~~Rose~~ Leslie Williams the last El Centro meeting years later. Mrs. Kellogg was ill and George would not leave her overnight, so we left about 5 a.m. in a driving rain, but the desert weather was clear and hot. Only a few came, the smallest meeting. Coming back there was sleet in Beaumont and rain the rest of the way.

Carriso Springs? another overnight meeting was in the desert beyond Warners with members who owned a ranch there, they also had a spider monkey named Heliotrope? We had lunch, dinner and breakfast the next morning.

Palomar Mountain when the telescope was installed, but not open to the public, however we were allowed in the observatory and to look through the telescope. It was very cold for the picnic dinner outside. Our old car stalled on the way up, but someone noticed, came back and took us up, so we did not miss the meeting.

San Pedro Harbor with a boat trip around it.

Los Angeles Airport, (International) between Imperial and Century. The entrance then was on Imperial. We were to have had a tour of the airport but it had to be cancelled for some reason.

Bergman's on the Palms to Pines highway. Every year in May? They had a fresh corn feed and potluck lunch on their ranch and the Bergman Museum of Natural History opened with Mr. Bergman explaining the exhibits.

San Clemente, with a bus tour of the nuclear plant, San Onofre, Los Christianitos? canyon, (scene of the first baptism in California) and those who stayed overnight attended the Los Christianitos pageant.

Riverside with a guided tour of the Mission Inn, where we had lunch.

Rancho California-in an old camp ground near Dripping Springs. Mr. Bergman gave a long talk on the history of the area. His parents came in stage coach days and he had used the camp when hauling supplies.(Wish we had had a tape recorder.)

The last few years there have been several meetings at Rancho California, in the golf course restaurant, then in the Homestead Restaurant across from Temecula.

Paddison's- He lived all his life in the house his pioneer parents built and he kept the big barns with all the machinery and the fully equipped blacksmith shop. Also an early electric auto. Picnic lunches under eucalyptus for several years. On Imperial Highway in Norwalk.

Norwalk- Our first meeting was in a clubhouse or cafe. There were many meetings here- the Masonic Hall? a cafe, at Bob Lingo's and thelast few years in the Zimmerman's fine patio. Elks and Elk?

Yorba Linda- many meetings in the Masonic Hall, the Woman's clubhouse, the Kellogg's, lastly in the small cafe on Main Street.

Brea- the first meeting of all in a cafe here. Many others in various cafes including Love's Barbecue and a Spanish restaurant.

Elsinore- Many meetings, the annual meeting for election of officers held here in the Methodist Church, put on by the Howells. Others in a member's place on the other side of the lake.

Glen Ivy Hot Springs- the last one just before the hotel was closed.

Warner's Hot Springs

Cafe the other side of Warner's Tidps

Cafe this side of Warner's

Mrs. McMahan's beyond Warner's

Murietta Hot Springs

Corona restaurant

Keith Wilson's in Montebello

Other places where there may have been meetings that I can't remember are- Los Angeles, Lynwood, Inglewood, Buena Park, Ramona, Perris. None in El Segundo?

IMPERIAL HIGHWAY ASSOCIATION

History

Virginia L. Carpenter

On October 30, 1929 a group of Chamber of Commerce officials met in Olsen and Dyers Cafe in Brea "for a luncheon meeting at the invitation of the Chamber of Commerce in Lynwood."

The purpose of the meeting was to discuss the proposed "Riverside to Los Angeles Highway." Chamber of Commerce members from La Habra, Placentia, Yorba Linda, Fullerton, Brea and Lynwood attended as well as officials from county and state governments.

At this meeting an association was formed "to carry on the work" and officers were elected. The next meeting was scheduled for November 14, 1929 in Lynwood. The name "Imperial Highway" was adopted at this time. There was a change in officers; E.H. Peterkin was elected chairman, and George Kellogg was elected secretary, a job which he would hold for over forty years. His was the mailing address for the Association. After Mr. Kellogg's retirement in 1975, the job was carried on by Kenneth and Nellie Howell.

The Imperial Highway was called "The Cannonball Road" and eventually ran from El Segundo in Los Angeles County, through Orange, Riverside and San Diego Counties to El Centro in Imperial County. The route of the Butterfield Stage line was research by Mr. Kellogg and the Rev. Mr. Howe and used where possible in planning the new highway. This was in keeping with the Association's motto: "Wide for safety, straight for speed."

In the beginning, meetings of the Association's membership were held monthly in a different location somewhere along the route. During the war the meetings were changed to approximately every other month; later they became quarterly. Annual meetings of the membership were scheduled for January of each year, and the Board of Directors generally met both before and after the annual

meeting. The Association celebrated its Fiftieth Anniversary in 1979 with a meeting in Brea arranged by Virginia Carpenter. At the present time, semi-annual meetings of the membership are held.

According to the Fiftieth Anniversary keepsake, "The only section (of the road) bearing the name, Imperial Highway, is that between El Segundo and the Riverside Freeway, beyond Yorba Linda. The rest of the highway has various names."

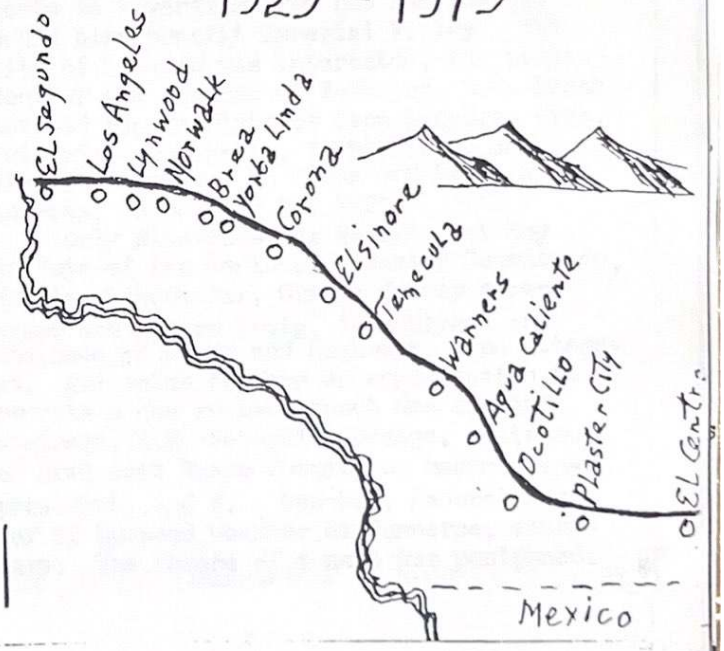
The object of the Imperial Highway Association (as set forth in its Constitution) was to "promote and advance the best interests of the Imperial Highway" and to "promote the opening and improvement of other main arteries of travel entering into the Imperial Highway." This was to be accomplished by "cooperation with County Officials" and other "official bodies."

The diversity of the membership and the custom of meeting in a variety of places along the route of the highway put the Association in a unique position to accomplish these goals.

Note: All quotations in this history not credited to the Fiftieth Anniversary keepsake or the Constitution of the Imperial Highway Association are taken from George Kellogg's Imperial Highway Association typed manuscript (Box 1: Folder 2)

IMPERIAL HIGHWAY ASSOCIATION

1929 - 1979



IMPERIAL HIGHWAY ASSOCIATION

1929 - 1979

Among all the road plans of the late 1920s, was a proposal for a more direct route to Riverside from Los Angeles. It would also benefit Imperial Valley. The city of Lynwood was interested, the president of the Chamber of Commerce, E.T. Enoch, invited representatives from LaHabra, Brea, Fullerton, Placentia, Yorba Linda, and Riverside to meet in Olson and Dyers Cafe in Brea, on October 30, 1929.

Only Riverside was absent, but Roy Baldwin of the Regional Planning Commission, William Schumacher, Orange County supervisor and Edward Craig, Assemblyman and chairman of Roads and Highways, also attended. All voted to form an organization to promote a new route. Enoch was elected chairman, E.H. Peterkin, Orange, chairman of Brea Good Roads Committee, became vice-president, and F.A. Daughan, general manager of Lynwood Chamber of Commerce, secretary. The choice of a name was postponed.

The next, the first real meeting of the new organization was held in Lynwood on November 14th. Several changes were made, Peterkin became president, and George Kellogg of Yorba Linda, secretary-treasurer. They chose the name IMPERIAL HIGHWAY ASSOCIATION and soon planned to extend the highway from El Segundo on the coast in Los Angeles County, to El Centro in Imperial County.

Later they adopted the motto- "Wide for safety, straight for speed, and second to none in Southern California." The letterhead carried a drawing of a cannon at El Segundo shooting a ball through Los Angeles, Lynwood, Brea, Yorba Linda, Corona, Elsinore, Temecula, Warners Hot Spring to Imperial Valley. Under the name of the association, the words- "The Cannonball Road."

George Kellogg had missed the first meeting, but from the time of his election as secretary, he was the mainspring of the organization, his enthusiasm and efforts kept it going and sparked meetings

The first business was to decide on the route. Robert Hays of El Centro Chamber of Commerce suggested following the old Butterfield Stage Trail. So Kellogg and the Rev. Loren Howe spent two months driving the roads from Orange County to El Centro.

As finally decided, the highway from El Segundo passes through Hawthorne, Los Angeles, Lynwood, Downey, Norwalk, LaHabra, Brea, Yorba Linda, Corona, Elsinore, Rancho California, Temecula, Aguanga, Oak Grove, Warner's, Vallecito, Ocotillo, (formerly Coyote Springs,) and Plaster City to El Centro. From Corona for 120 miles it follows the Butterfield Stage Trail. All these cities, counties and the state highway department cooperated constructing and improving roads.

However, the only section bearing the name, Imperial Highway, is that between El Segundo and the Riverside Freeway, beyond Yorba Linda. The rest of the highway has various names. There is also an "Imperial Highway" monument on S2, where it crosses

the San Diego-Imperial County line.

Some of the more important accomplishments were-- Changing the name of Los Angeles' 114th street to Imperial Highway and extending it to the Orange County line.

Lynwood Boulevard changed to Imperial Highway.

Right-of-way through the grounds of the State Hospital at Norwalk, obtained in 1942 after 13 years and legislative action.

One of the crookedest sections was that between Brea and Yorba Linda, where six right-angle turns were eliminated and the distance reduced from eight to five miles. finished in 1937.

Another part was between Yorba Linda and the Santa Ana Canyon, where in three miles there were seven right-angle turns, eight curves, three stoplights, a railroad crossing and an old wooden bridge. Efforts to improve this strip began in 1937, the work was completed in 1963. Meanwhile a new freeway, Riverside, was built in 1951 and a new bridge in 1953. Governor Frank Merriam attended the celebration in Yorba Linda in '37.

1942 saw a beginning of work between

Corona and Elsinore. By 1956 11 miles were paved, and another strip two years later; in 1966 part of a freeway between Corona and Glen Ivy opened, it is still not completed after 24 years.

In San Diego and Imperial there was much less activity as most of the way was in undeveloped country. In 1933 a group from the El Centro American Legion under Commander Hugh Osborne brushed out a road from Coyote Wells, (Ocotilla) to and beyond the San Diego County line.

Everett Campbell of the San Diego Road Department cleared a route from the old Vallecitos Stage Station to connect with the Imperial Highway project. Little else was done in this area for 20 years. But finally, after 32 years and millions of dollars and an uncountable amount of work, the last bit of paving was finished in 1961, making it "The Year of Realization.

In 1968 the membership was 300, but it has dropped, so that average attendance at the quarterly meetings is 15, When ther were 60 to 75 for a monthly dinner meeting these were held at various places along the route.

The regular agenda, after the flag salute and prayer, began with an address of welcome by someone in the community where the meeting was held. Then a response by another member and a roll-call of communities. Minutes and treasurer's report and lengthy correspondence by the secretary. Finally reports on the progress of the highway in various sections and a general discussion.

George Kellogg arranged special as well as annual events and these made membership and attendance well worth while.

For years the officers were elected at the January meeting in Elsinore: president, secretary-treasurer, (always George Kellogg), four vice presidents and 20 directors from the different areas.

In May there was a corn feed at Bergman's Aguanga ranch with a visit to his natural history museum. In December an overnight affair at El Centro to watch the Santa Claus parade and to have a quail and dove breakfast the next morning. Others were at Carl Hoffman's Do-Little-Rest-More ranch in the desert and at Carrizo and between towns, Paddison's ranch with a great barn in Norwalk; and Zimmerman's. A tour of Palomar telescope just before it opened; boats around Los Angeles Harbor; the Riverside Inn and a visit to the site of the first baptism in California, in San Clemente, wit a pageant that night. And many more.

Perhaps the two greatest events were the occasion held at Warner's Hot Springs to celebrate the centennial of the first Butterfield stage in October 1858, a cavalcade came from Missouri for this. The other was to celebrate the completion of paving. A bus, donated by a member, took them to El Centro for dinner and a meeting. The next day, December 2, 1961 the monument at the county line was dedicated and the ribbon cut. They stayed the night before in the old Barbara Worth Hotel.

In 50 years there have been 20 presidents, only one of them a woman, Margaret Worden, San Clemente, 1977-78; but only two secretaries. After 45 years, George Kellogg resigned in 1975, he died two years later, at the age of 89. Kenneth Howell, Wildomar, a past president, took over as secretary, with Mrs. Howell as treasurer.

Mr. Howell died in the early part of 1979 and Mrs. Howell carried on both offices.

The Association has cooperated through the years with the State Highway Commission and Department, (their old names), the State Legislature, the supervisors of five counties, and state and county engineers to build the Highway. Work is continuing on improvements as it will continue to do. Many prominent men have been members, presidents and directors, and the meetings have always been gatherings of old and new friends.

The 50th Anniversary meeting will be held in Brea on October 27, 1979. While none of the original members will be present, there is still a group of friends of the Imperial Highway Association, which did what it set out to do-- build a 225 mile road from the ocean to the desert across Southern California.

IMPERIAL HIGHWAY ASSOCIATION MATERIAL

~~HISTORIES~~

George Kellogg, 6 hand printed pages, 2 trypescript of the 6.

Kellogg, clippings- Imperial Highway History Traced, Fullerton Tribune Oct. 9, 1969. Kellogg'd Files Trace Associatio's History, Tribune Oct. 2, 1972.

Evaline Morrison, After 38 Years a Ribbon of Pavement Reaching From Ocean to Desert Valley. Riverside Daily Enterprise, Jan. 31, 1968. clipping.

Erickson, Eugene R. Imperial Highway is an "Association", Rancho Los Amigos, Review, 1973. 1 page, xerox.

Virginia Carpenter, Personal Reminiscences of Imperial Highway Association. 3 pp. Press release, Oct. 1979 and Booklet for 50th anniversary.

DOCUMENTS

Minutes of First Meeting to Organize Association, Oct. 30, 1929. xerox. 4 pp.

Constitutioon and By-laws. xerox. 4 pp.

Membership list in 1975. xerox. 6 double column pp.

George Kellogg Honored. Presentation of plaque, Jan. 15, 1972. carbon, 1 p.

Map of Imperial Highway. small.

Page of letter paper with names of presidents and route.

~~MISCELLANEOUS PAPERS~~

Howells, Ken and Nellie, secretaries, Minutes of Meetings May 1975 to Jan 1979. nearly complete.

San Diego County Surveyor-Road Dept. Dedication of Imperial Highway Dec. 2, 1961; (at Imperial Monument near San Diego-Imperial County boundary.) date on program Nov. 1, 1961. 2 pp. booklet

Press release, Feb. 4, 1963, for dedication of first completed section of Yorba Linda Freeway, on Feb. 8, 1963. 2 pp.

Annual Reports, from 1968 to 1973, not complete. 5 pp.
Minutes Jan. 19, 1974.
Bulletin March 1975.
Notices of meetings from July 1979 to April 1981; 5 notices.
2 letters from Keith Wilson, president to Taylor Smith, Norco, and J.E. Peddy, San Bernardino, about highway matters.

Virginia Carpenter, letter to the Howells about George Kellogg, July 20, 1976.

Kellogg, letter to the Carpenters, Aug. 2, 1944, about widening Imperial in Los Angeles. (Their street.)

2 maps- El Segundo Freeway Transitway, Route 105, 1979
Reg Wood Co., Inc, Traffic Flow Pattern to By-pass Carbon Canyon Road.

History, con't

Open letter to Gov. Brown, "Quit stalling, Governor, we need the Century Freeway NOW". no date. 1 p.

Postcard notices of meetings. 30.

Membership cards. blank

Dues receipt, 1974.

Postcard, Kellogg running for State Assembly. (He lost)

Address of Kellogg's Conservator.

Photographs, 3, very poor, of members.

CLIPPINGS

Don MacPherson, Scrapbook of clippings from Riverside Daily Enterprise, 1953-1974. Feb.9, 1953- 17 pp. Dec. 2, 1961- typed copy. 17 pp.

Miscellaneous clippings, 37 pieces. Mostly Orange County papers May 1941- Oct. 1979.

50th ANNIVERSARY

Meeting arranged by Virginia Carpenter

Keepsake booklet

Notice of meeting, giving wrong date of Oct. 20th. correspondance and correction to Oct. 27.

Signatures of those attending meeting. 1 p.

Letter to El Centro Chamber of Commerce and their reply. carbon. 1 p.
Letter to Lynwood Chamber of Commerce. carbon. 1 p.

Clippings about meeting. 4.

Menu of Pot-belly Pizza House where meeting was held.

Virginia Carpenter, Expenses and thanks.

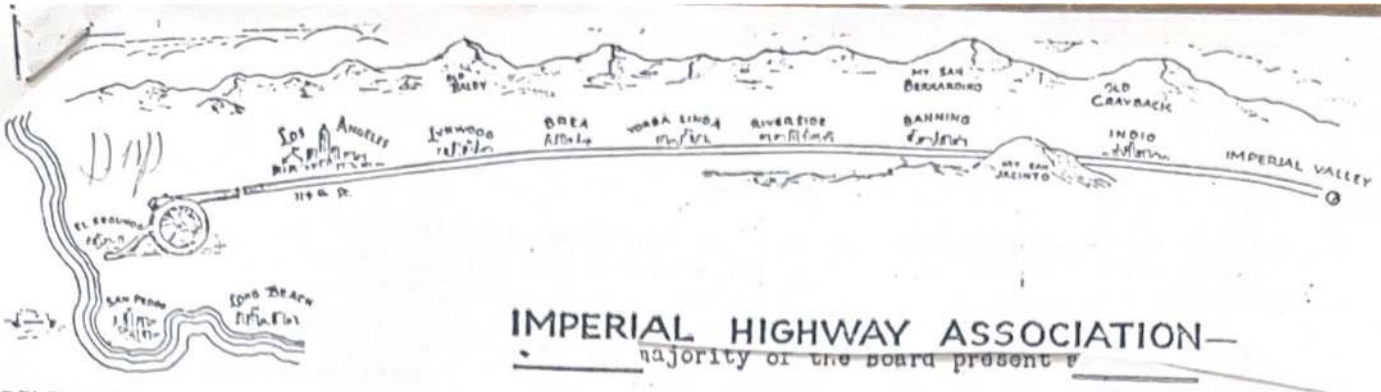
Drafts of material for booklet. 9 pp.

REPORT Don Davis, ?Inter-County Airport Authority. Site/Location Analysis, For The Inter-County Airport. Davis is Chief, Airspace and Procedures Branch, Air Traffic Division. no date, 16 pp.

Airport District Office, About Chino Hills Airport Complex. Signed by Fred J. Wild. 2 pp. Exhibit A

Davis, Proposed Chino Hills Airport, June 8, 1972. 5 pp.

R.E. Cale, Environmental Research Associates Corporation, Weather Conditions in the Telegraph Canyon Area, Near the Boundary of Orange and San Bernardino Counties. Exhibit B. 6 pp.



IMPERIAL HIGHWAY ASSOCIATION—

majority of the board present

DELEGATES

- Brea Chamber of Commerce — Ted Craig
- El Centro Chamber of Commerce — Robert Hayes, Sec'y
- El Segundo Business Men's Ass'n — B. McAllister
- Geo. Washington Chamber of Commerce — E. P. Shoshiaken
- Hawthorne Chamber of Commerce — Loren Howe
- La Habra Chamber of Commerce — Ray Frante
- Lennox Business Men's Ass'n — G. A. Snell
- Lynwood Chamber of Commerce — W. J. Coulter
- Norwalk Chamber of Commerce — Walter Greening
- Orange Co. Board of Supervisors — Wm. Schumacher
- South Gate Chamber of Commerce — Lou Griley
- Yorba Linda Chamber of Commerce — J. W. Hargrave
- Yorba Linda Farm Center — R. K. Culver

CONSTITUTION AND BY-LAWS 1958

of the

IMPERIAL HIGHWAY ASSOCIATION

ARTICLE I.

NAME AND OBJECT

Section 1. The name of this association shall be the Imperial Highway Association.

Section 2. Its object shall be to promote and advance the best interests of Imperial Highway, and the territory adjacent thereto from El Segundo to the Imperial Valley; to promote the widening of Imperial Highway to an ultimate width of one hundred (100) feet, with not less than a seventy (70) foot pavement from curb to curb; to promote the construction of sidewalks and the installation of an ornamental lighting system; to beautify the Imperial Highway by promoting parking, lighting and other scenic embellishments and the removal of unsightly wires, signs, poles and shacks.

To promote the opening and improvement of other main arteries of travel entering into the Imperial Highway.

COUNTY CO-OPERATION: To co-operate with the County Officials in the improvement of the Imperial Highway; to work for proper representation in the county and other official bodies.

PUBLICITY: To make a careful and scientific study of the Imperial Highway territory to determine its potentialities for development and to exploit them through proper publicity and otherwise so as to attract capital, business and population to this district.

ARTICLE II.

MEMBERSHIP

Section 1. Citizens, corporations, firms and associations of the Imperial Highway Association district of good standing, who sympathize with the object of this association, shall be eligible for membership, upon making satisfactory written application to the Imperial Highway Association. Candidates for membership may be elected by the majority of the Board present at any regular or special meeting.

Section 2. The annual dues for members shall be $1.00 per individual, payable in advance. The annual dues for corporations, associations and civic groups shall be $5.00 payable annually, in advance.

Members may in addition to membership dues subscribe to the engineering, publicity and advertising funds in any amount they desire.

Such subscriptions are payable annually, semi-annually, quarterly or monthly in advance.

Section 3. Delinquency: Membership dues and subscriptions shall be considered delinquent if not paid within three months of the date due, and delinquent members may (after due notification) be dropped from the roll by order of the Board of Directors.

Section 4. Resignation: Resignation shall be accepted by the Board of Directors only when presented in writing to the Secretary by a member in good standing.

Section 5. Expulsion: Any member may be expelled for cause by a two-thirds vote of the Board of Directors, but not until he has had a hearing, if requested, before the Board, with or without counsel, as he may elect.

ARTICLE III.

BOARD OF DIRECTORS

Twenty-Five ~~Twenty~~ Section 1. The power of this association shall be vested in a Board of ~~Twenty~~ Directors, consisting of a President, four Vice Presidents and ~~fifteen~~ Twenty others, elected by the membership at a regular meeting, who shall be members in good standing of this association. Amended 3-27-58 Twenty Amended 3-27-58

Section 2. The Directors shall be elected to serve without compensation, for one year, or until their successors are elected. Their term of office shall begin immediately after election.

Section 3. Vacancies by resignation or otherwise in the Board of Directors shall be filled by the Board.

Section 4. The Directors shall have power to call special meetings of members when they deem it necessary; and they shall call a meeting at any time upon the written request of five members in good standing. Five members shall constitute a quorum for a meeting of the Board of Directors.

Section 5. The Directors shall have power to appoint all officers, agents and employees of the association, prescribe their duties and fix their compensation, if any. They shall have the power to remove from office by a two-thirds vote any of the officers, agents and employees of this association. The Board may require any officer, agent or employee to carry a Surety Bond in a sum to be determined by the Board, the cost of the same to be paid by the association.

Section 6. The Board of Directors shall have power to conduct, manage and control the affairs and business of the association, and to make rules and regulations, not inconsistent with the laws of the State of California, or the By-Laws of the Association for the guidance of the officers and management of the affairs of the association.

Section 7. Duties of Directors: It shall be the duty of the Directors to cause to be kept a complete record of all their minutes and acts, and of the proceedings of the Board and the Association, and present a full statement at the regular meetings of the members, showing in detail the receipts and disbursements of the association, and generally the condition of its affairs.

ARTICLE IV.

OFFICERS

Section 1. The Board of Directors shall elect from their number a Treasurer, who shall serve without compensation. They shall elect a Secretary, who shall serve without compensation until such time as the Directors may determine his salary, if any. All officers shall hold office at the pleasure of the Board of Directors for a term of one year and until their successors are elected.

ARTICLE V.

INDEBTEDNESS AND LIABILITY

Section 1. No indebtedness shall be created, and no money shall be appropriated or disbursed by the Board of Directors, unless the amount is at the time in the general fund of the association, and no assessment shall be made against any member beyond the dues provided for in these By-Laws.

ARTICLE VI.

COMMITTEES

Section 1. The Board of Directors shall authorize and define the powers of all Committees. They shall appoint a committee of four of their members, who, together with the President of the Association, shall constitute an Executive Committee. The Board of Directors may delegate to the Executive Committee any powers that it may see fit or deem necessary.

Section 2. The President shall have the authority to appoint all special committees.

Section 3. At all committee meetings a majority shall constitute a quorum.

ARTICLE VII.

MEETINGS

Section 1. The place and hour of the meetings of the association shall be designated by the Board of Directors. Written notice shall be deposited in the mail to each member at his last known address not less than five days prior to the date of such meeting.

Section 2. A special meeting of the Board of Directors may be called at any time by the President or five Directors, provided that notices shall be given to each member or sent to his residence or place of business, stating the time, place and purpose of the meeting, not less than three days preceding the hour of the meeting.

Section 3. The annual meeting for the election of officers will be the first meeting in the calendar year.

Section 4. All questions of parliamentary procedure shall be determined according to Robert's Rules of Order, and in the absence of a specially prepared program, the order of business recommended in said manuel shall be followed.

ARTICLE VIII.

FUNDS

Section 1. No disbursements of the funds of the association shall be made unless the same have been approved and ordered by the membership or the Board of Directors. All disbursements shall be made by check as directed by the Board of Directors. Checks shall be signed by the Secretary and counter-signed by the President or Treasurer. In the absence of any of these three, checks may be signed by an duly authorized Vice-President or member of the Board.

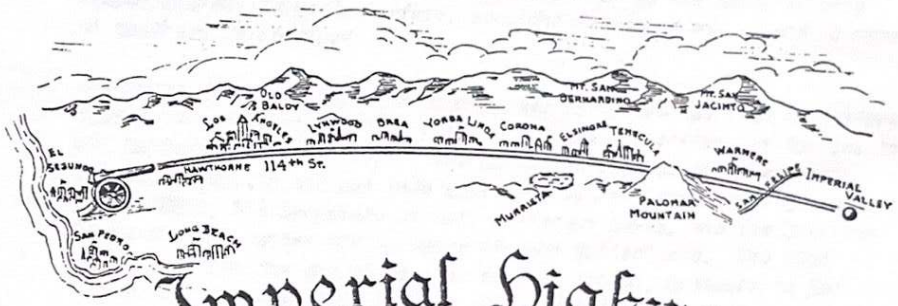
ARTICLE IX.

AMENDMENT

Section 1. These By-Laws may be amended or altered by a majority vote of the members present at any regular or special meeting, provided notice of the proposed amendments shall have been mailed to each member five days prior to such meeting.

* * * * * *

Dedication of



Imperial Highway

December 2, 1961

The Imperial Highway

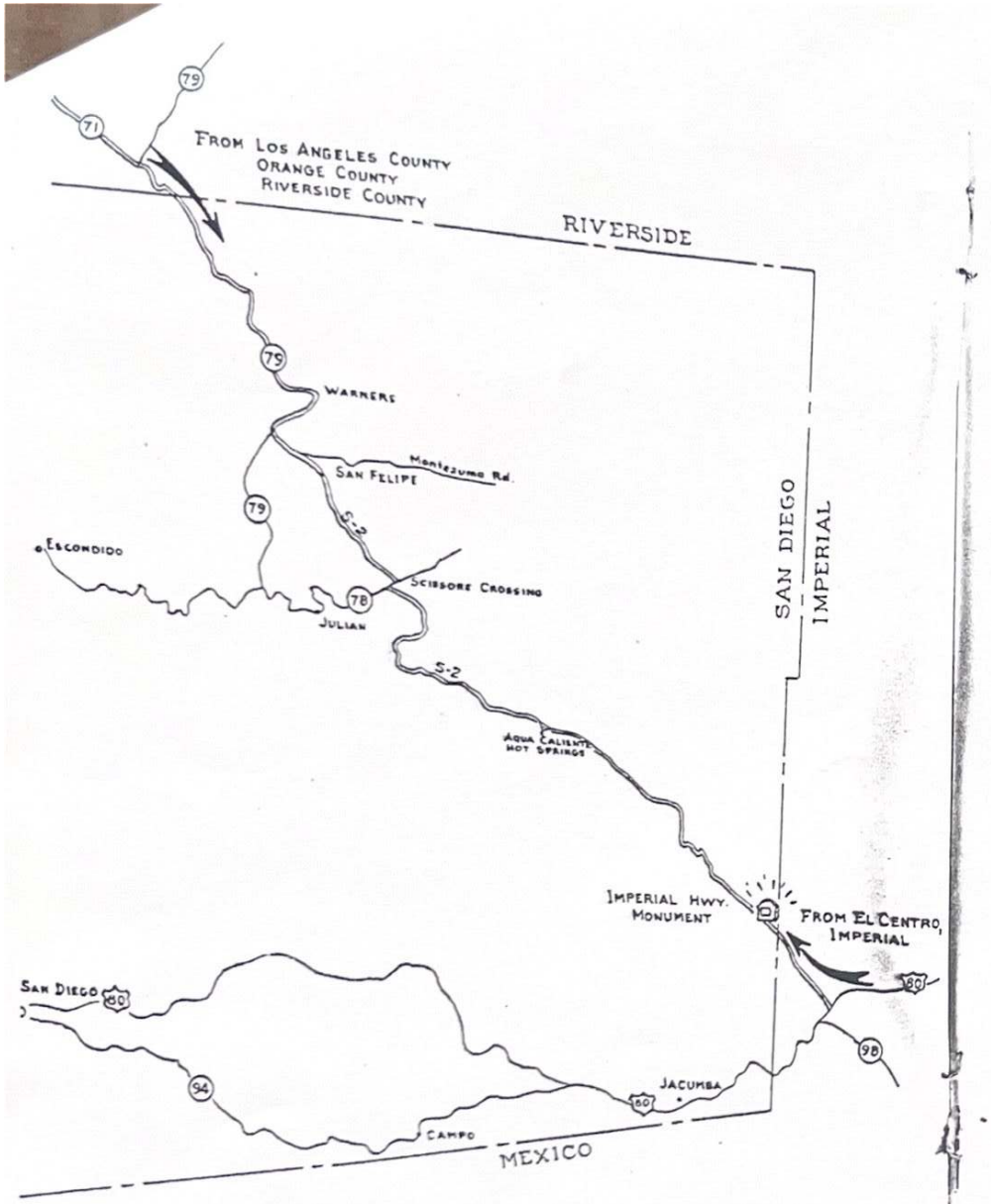
On October 30, 1929, at the invitation of the Lynwood Chamber of Commerce, representatives of several other Chambers of Commerce met for a luncheon meeting in Brea (Orange County), California. The purpose of the meeting was to discuss the improvement of a road runnin east from El Segundo to the Imperial Valley. To accomplish this goal the Imperial Highway Association was formed. At the next meeting of the Association, held in Lynwood on November 14, 1929, the name "Imperial Highway" was adopted for the proposed road. The name made it known that the Imperial Valley was the road's destination and that the road was to be of an imperial quality - or as the Association's slogan stated, "Wide for safety, straight for speed and second to none in Southern California".

The route which the Imperial Highway was to follow was rich in history. Except for the distance from Plaster City to Vallecitos, it follows th old Butterfield Stage trail. The Butterfield Stage route was conceived, organized and put into operation by President James Buchanan (1857-1861), his Secretary of War, Jefferson Davis, and the Overland Stage Company, under the guidance of John Butterfield. The line, which ran from the end of the railroad at Tipton, Missouri to San Francisco, operated from October 1858 until the Civil War caused its removal to a more northern route in 1861. The route follows the Caliente fault line and, consequently, there are springs every twenty to thirty miles. This fact has become less important with the coming of speedier means of transportation; however, the fact that a good portion of the route lies between two mountain ranges and thus normall provides an excellent wind-free, all-weather route is still important.

To insure that the Imperial Highway became a reality, the Imperial Highway Association immediately set out to urge and assist officials of cities, counties and the state to obtain rights of way for the route. Whenever possible, 100-foot widths were obtained to take care of future needs. Cooperation was exceptionally fine and rights of way were obtained throughout Los Angeles, Orange and Riverside Counties within a few months.

In 1933 Imperial County veterans assisted in roughing out a desert road from Ocotillo (then known as Coyote Wells) to the San Diego County line. Later the San Diego County Road Department constructed a completely new alignment from the vicinity of the old Vallecitos Stage Station to the Imperial County Line, where it met the road cleared by the Imperial County veterans. Paving operations continued slowly but surely, until now, after more than thirty-one years of continued effort on the part of the Association, and the expenditure of more than sixteen million dollars by various governmental jurisdictions, the goal of the Imperial Highway Association has been achieved - the Imperial Highway is completely paved from El Segundo to the Imperial Valley.

Program Prepared by: San Diego County Surveyor-Road Department
November 1, 1961


79
71
From Los Angeles County
Orange County
Riverside County
RIVERSIDE
79
Warners
Montezuma Rd.
San Felipe
S-3
79
Escondido
Scissors Crossing
78
Julian
S-2
Aqua Caliente
Hot Springs
SAN DIEGO
IMPERIAL
Imperial Hwy.
Monument
From El Centro,
Imperial
80
San Diego
80
94
Jacumba
80
98
Campo
MEXICO

I.D. Co Rd Commission
David Green

Program

Date: Saturday, December 2, 1961

Time: 10:00 a.m.

Place: Imperial Highway Monument near
San Diego-Imperial County boundary
(See map on inside front cover for
directions)

Master of Ceremonies:

~~Mr. Robert C. Cozens, Supervisor~~
5th District, Board of Supervisors
County of San Diego

Dedication Address:

Mr. DeGraff Austin, Supervisor
4th District, Board of Supervisors
County of San Diego

1st Speaker:

Mr. Charles Kilgore
2nd District, Board of Supervisors
County of Imperial

2nd Speaker:

Mr. George Kellogg, Secretary
Imperial Highway Association

Dep

Top O' the County

News of North Orange County

News Tribune Photo

LONG TERM OVER — George Kellogg (center) ends his "term" of 45 years as secretary of the Imperial Highway Association with a luncheon and gifts from associates (from left) O. D. Beck and John Anson Ford.

Kellogg Ends 45-Year 'Term' On Imperial Highway Group

By DORIS LEE
News Tribune Writer

YORBA LINDA — "I'm going to stay right here in the middle of Yorba Linda and not do a darn thing that I don't have to do," long-time Yorba Lindan George Kellogg declares like a man who isn't going to do that at all.

The energetic old-timer has just retired from his favorite organization — the Imperial Highway Association — after serving for 45 straight years as secretary, and was honored with a luncheon in Brea where he received "all manner of nice gifts" as a parting tribute to his devotion to the association.

Kellogg, a resident of Yorba Linda since 1921 when he settled along Kellogg Drive to grow lemons, was elected secretary of the association at its initial meeting in 1929, and became its "perennial secretary" until his retirement.

The purpose of the group in those days was to build a highway "from the ocean to the desert," first to Riverside and then to Imperial Valley, a task Kellogg tackled with gusto, designing the road to follow part of the old Butterfield stage line. The job has been long finished, and since then the association has concentrated on improvements of the highway and converting parts of it into freeways.

Kellogg kept all his minutes, collecting some 300 of them through the years.

"The whole story's there," he says, "if anybody wants to read it."

Kellogg's busy life included other things besides the Imperial Highway Association. He served 12 years in the National Guard as a young man, then many years as city assessor for Los Angeles while cultivating avocados and lemons on the land he bought in Yorba Linda in 1914.

He moved here in 1921 to devote his full time to his groves, a career he pursued until last year when he sold his property to developers, who took his old home with it.

"They just pushed it over and buried it," he says, "and I'll never forgive them for that."

He lives now on one of Yorba Linda's oldest thoroughfares, Olinda Street, "across from the library and right next to Dr. Cochran" (the city's oldest practicing physician).

And he lives alone. "That way I don't bother anyone and they don't bother me."

But he's not by any means out of circulation, he'll have you know. He belongs to American Legion and Eastern Star, "and I can point my finger in any direction to something in Yorba Linda from where I live."

And he has a telephone which he answers before the third ring, spieling off his number instead of the usual "hello" and asking, "Who do you wish to speak to?"

George Kellogg may be launched on a new career of "doing as little as possible," but he's still willing to socialize.

"Call [illegible] sometime," he

Brea Progress
Fri., Nov. 13, 1936

HOW ED PETERKIN BECAME FIRST PRESIDENT of Imperial Hwy. Assoc.

Much activity is in progress right now in connection with further work along Imperial highway, soon to become Brea's most important highway. Work began this week on the construction east of Brea, between Carolina avenue and Yorba Linda.

Eminent domain proceedings against the Associated Oil company of California have been started by the state public works department for condemnation of property as right-of-way for completion of the Imperial highway between Yorba Linda and Brea.

All parcels, about 20, named in the condemnation proceedings, are located between Carolina avenue and North Ohio street.

Discussion of the use of $534.11 due the city of Brea from the gas tax fund featured talk of constructing a new bridge on West Imperial highway, just west of Sievers, when the council met recently. No action was taken as to allocation of the money however. This is work which the council conceded must be done in the near future.

Ed Peterkin was not elected the first president of the Imperial Highway association, seven years ago when the organization was started, nor was George Kellogg of Yorba Linda chosen the first secretary, but Ed was the first vice-president to be elected. This was all admitted by Kellogg recently, in outlining something of the highway's history at the October dinner here.

Became First President

But, notwithstanding, Peterkin did become the first president, because the Los Angeles county man selected, didn't have time to serve, and Ed was promoted at once to the presidency, while Kellogg was then named secretary.

Nor, according to Kellogg, was the first routing of the Imperial Highway by Yorba Linda. Rather it was laid out from Brea through Carbon canyon, thence on some route, then unknown, to the Imperial valley. Not long afterward, however, Yorba Linda got into the game, attended the next meeting en masse and without opposition had the route made by their home town.

A story of that meeting of the organization got into the papers, where it was seen by Bob Hayes of El Centro. Immediately he sent twenty dollars for memberships and suggested that the route follow the old Butterfield trail, through Santa Ana canyon, from Corona south to Elsinore and thence on south and east to El Centro. A committee of Kellogg and one other was named to investigate. At the next meeting the committee reported favorably to the old Butterfield route, and it was so designated.

The Butterfield Route

The Butterfield route, according to Kellogg, was established in 1847 by the war department at Washington, when Jefferson Davis was secretary, as the official stage coach route from St. Louis to San Francisco.

The South was in the saddle in Washington then and demanded the route to the coast be southern. The government also subsidized Butterfield, by giving him a large amount of money monthly to continue the stage coaches. When the Civil war started, this ended the Butterfield route. Kellogg states that it is estimated more than 200,000 people came into California over that route during the Butterfield stage coach era.

To All Members and Friends of the Imperial Highway Association

Mr. and Mrs. Bob Lingo, 11174 Imperial Highway, Norwalk, will again be the host and hostess for the annual July meeting of our Association on the last Saturday, the 25th.

They have invited us to be there promptly at Five (5) in the afternoon to partake of a fried chicken dinner; $1.75.

Their home is at the corner of Woods and Imperial, but because of the traffic on Imperial you are asked to park on Woods Ave.

There has been some prospect of an improvement contract in the near future; Orange County; Beach Blvd. to Harbor Blvd., La Habra; Widen to four (4) lanes, a much needed improvement; estimated cost $400,000.00; to be completed in 1965 (we hope).

Come out to the spacious lawn and dinner in Norwalk, of Mr. and Mrs. Bob Lingo. Woods Avenue near Imperial. Saturday, July 25th, 1964. Dinner 5 p.m., business 6 p.m.

Wm. W. Jones, President (They will come all the way from San Marcos, San Diego Co.) How about the rest of us? Geo. Kellogg, Secretary.

Oct. 27, 1981

Imperial Highway Association Addresses-- (at this date)

President, Keith Wilson, 229 Maiden Lane, Montebello, Ca. 90640. 213-721-2654

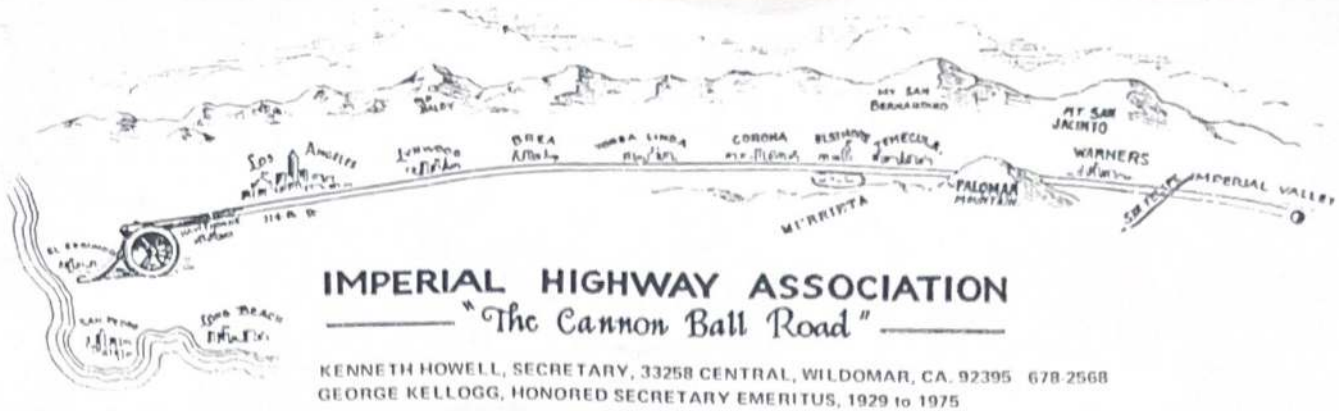
Past secretary, Mrs. Kenneth, (Nellie) Howells, P.O. Box 68, Wildomar, Ca. 92395
714-678-2568

Arranging meetings etc. much interested; worked for S. Cal. Automobile Club-
John Rempert, 18359 Van Ness, Torrance, Ca. 90504. 213-327-0127. Bus: 213-570-3314

Conservator for George Kellogg, (who had all the records, he died Sept. 1, 1977),
Frank Crooke, 3460 N. Harbor Blvd., Fullerton, Ca.92632. 714-879-5033.

Long-time member- Virginia Carpenter, 204 N. Princeton, Fullerton. 526-3194

All available Association records in Special Collections, the Library, SCUF.



IMPERIAL HIGHWAY ASSOCIATION

"The Cannon Ball Road"

KENNETH HOWELL, SECRETARY, 33258 CENTRAL, WILDOMAR, CA. 92395 678-2568
GEORGE KELLOGG, HONORED SECRETARY EMERITUS, 1929 to 1975

Keith Wilson, President
Imperial Highway Association
229 Maiden Lane
Montebello, CA 90640
(213) 721-2654

LUNCHEON MEETING
Saturday, October 23, 1982
1:00 p.m.
POT-BELLY PIZZA HOUSE
131 East Alder Street
Brea, California 92621
(714) 529-6616

* * * * *

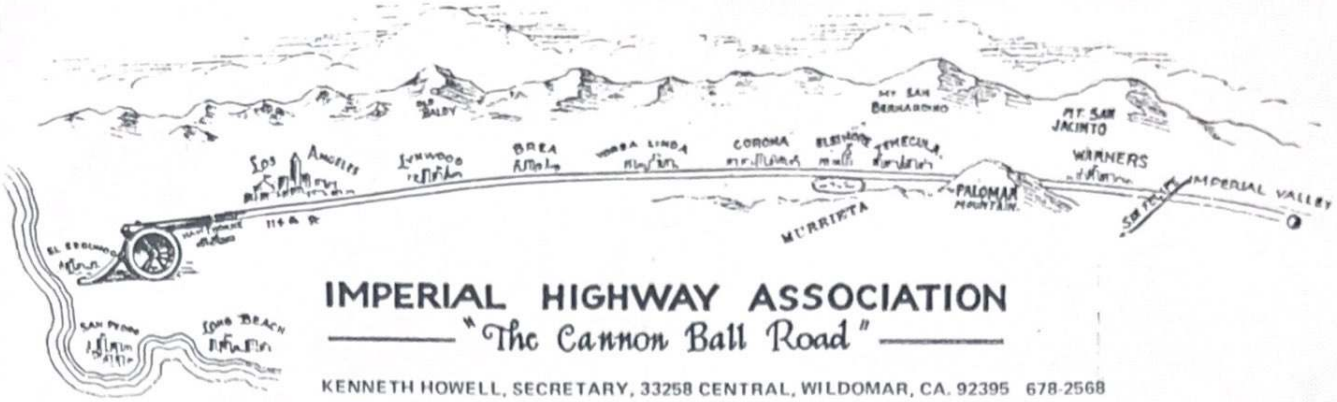
It's time for our semi-annual meeting! Reservations have been made at the Pot-Belly Pizza House. We will celebrate the 53rd Anniversary of the Imperial Highway Association, founded in 1929.

To reach the Pot-Belly Pizza House take Imperial Highway to Brea Boulevard and turn south about three blocks to Alder Street. Turn (east) on Alder to 131 on the north side which is diagonally across the street from Winchell's Doughnut Shop.

We will order from the menu, and Rick, the Manager, has promised us the use of the private upstairs dining room.

"Progress along the highway" will include the latest news of the Century Freeway and I-15.

Let's have a big turn-out as we get together again!



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Keith Wilson, President
Imperial Highway Association
229 Maiden Lane
Montebello, CA 90640
(213) 721-2654

LUNCHEON MEETING

Saturday, April 30, 1983
1:00 p.m.
HOMESTEAD RESTAURANT
Rancho California Plaza
Temecula, CA 92390
(714) 676-5786

I did not go.

* * * * * * *

Time again for our semi-annual meeting! Reservations have been made at the Homestead Restaurant where we will order from the menu.

Should the Imperial Highway Association continue to meet on a regular basis? The dwindling attendance at our recent meetings forces us to look at this question. Those who attend our meeting will decide--but, if you can't attend, drop President Keith a note with your thoughts. That way, everyone's ideas can be considered when we decide.

If, after more than 53 years, the Association disbands, a necessary item of business would be the disposal of the Association's assets--approximately $140. Any ideas?

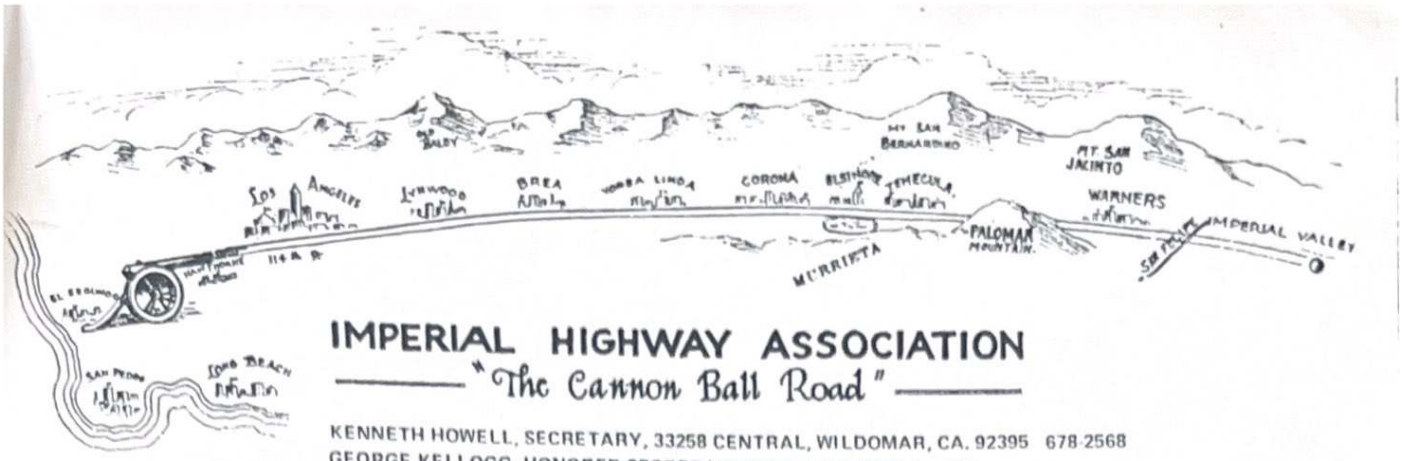
Brea Progress
April 2, 1937

WORK ON IMPERIAL HIGHWAY TO START

Ed Peterkin and Joe Witten attended the monthly meeting, Saturday evening, of the Imperial Highway association at Yorba Linda. Reports were made by association officers and representatives of the state and Los Angeles county highway departments, which indicate that everything is ready for work to go ahead both east and west of Brea.

For some time the progress westward across the Los Angeles county line, several miles west of Brea, has been held up because of difficulties encountered in getting through the grounds of the state asylum at Norwalk. These difficulties are now out of the way, it is understood, and Los Angeles county has the money appropriated to build the highway.

Eastward from Brea the contract has been let for some time for the road construction to Yorba Linda but work has been held up by rainy weather. Everything is now about ready to resume work.



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We will order from the menu, and Rick, the Manager, has promised us the use of the private upstairs dining room.

"Progress along the highway" will include the latest news of the Century Freeway and I-15.

Let's have a big turn-out as we get together again!

3P Mon Mar 7, 1933

Through the efforts of the Imperial Highway Association, who planned a shorter route from the coast at El Segundo through Brea, Yorba Linda Corona to El Centro and Yuma via Warner's Hot Springs, a five mile stretch between Brea & Yorba Linda was opened to the public in 1938.

B.P.

Fri Oct 11, 1940

A Page From Brea's History

One of the interesting sidelights of the 11th annual birthday party of the Imperial Highway association at Brea Woman's club recently, was the reading of the minutes of the first association meet here on Oct 30, 1929.,

The meeting was held at Olson + Dyers cafe with 67 persons present

While it was a regular meeting of the Brea chamber of commerce, it was also the official beginning of the I_____H__ assoc_____,

Men were present from many cities listed from Brea were, H. M. Massey, president; W. E. Hurst, Glenn Curtis, J. H. Gragg, B. H. Sutton O. S. Crowell, C. E Hubbard, W. G. Oldfield,

Dup typescript of has hand printed

IMPERIAL HIGHWAY ASSOCIATION

by George Kellogg

On Oct. 30, 1929 a group of highway minded Chamber of Commerce officials met at Olsen and Dyers Cafe in Brea, for a luncheon meeting at the invitation of the Chamber of Commerce in Lynwood.

They proposed that a road could be improved from El Segundo eastward along what was then 114th street in Los Angeles, through Lynwood where the City Council had connected up five different streets, widened it to 100 feet, improved it and taxed the adjacent property owners for the cost, for which street bonds were issued, named the new thorofare Lynwood Blvd. and thence eastward through practically undeveloped territory to Brea abd thence up Carbon Canyon towards Riverside.

Out of this meeting, which I did not attend, came the decision to form a highway organization and the date for the next meeting was set for Nov. 14, 1929 at Lynwood which I did attend. There Ed Peterkin of Brea was elected chairman and I was chosen as secretary. The name Imperial Highway was adopted.

Robert Hays, secretary of the C of C of El Centro, wrote us and wanted to know what route we had anticipated to follow to El Centro. He suggested that we follow the Butterfield Stage trail to El Centro.

None of those present had ever heard of the Butterfield trail and Loren Howe of Hawthorne and I were designated to ascertain what route we might recommend to be adopted. Mr. Hargrave, president of the C of C of Yorba Linda suggested that instead of going through Los Angeles, that our route should go eastward toward the Imperial Valley, along the Butterfield if we could locate it, and if so we should reopen it and urge its improvement.

During the next two months Loren Howe and I covered every road between Orange County and the Imperial Valley and at our January meeting 1930 we reported that "Whereas in 1858 President Buchanan, Secy. of War Jefferson Davis and John Butterfield had considered that was known as the Butterfield Stage Route was the shortest distance from Imperial Valley to Los Angeles, and whereas distances have not varied with the years, therefore it was still the shortest distance and we should reopen it to the public and urge its improvement." In our study of the history of the Butterfield Stage Route we found that prior to 1858 mail from the East coast to California had to go via boat around the Horn of South America, or over the Isthmus of Panama and up the Pacific coast.

President Buchanan and the secy. of War, Jefferson Davis conceived the idea that a stage line from the end of the railroad at Tipton, Missouri, to San Francisco could be made possible with the proper Federal subsidy.

In 1857 a contract was entered into with John Butterfield and experienced stage owner to carry the mail and passengers from the R.R. to the Pacific Coast; to make the trip in not more that 28 days; to provide at least a stage both ways per week for the same for $50,000 per month, or $600,000 per year.

John Butterfield organized this stageline, constructed the stage stations about 25 miles apart and ran the stage from September 1858 to January 1860 when the Civil War closed the Southern Route and the Pony Express took its place. The fastest time made took 21 days and 23 hours and it is said that before the closing of this route there was a stage over this line every day.

Possibly the reason we knew nothing of this epic in California history is because the idea had been conceived by a Southern Administration, which desired to add two or

more slave states; New Mexico and Arizona, to their representation in Congress, thus for a long time after the War Between the States there were no writers courageous enough to extoll a Southern project.

In searching Bancroft's 31 volume history of the early days in California, I found only one paragraph of about 3 inches in length relative to the Butterfield Stage, yet it cost the U.S. Government $600,000 per year for three years.

This route crossed the Colorado River at Yuma, skirted the sand hills and evidently going into Mexico to do so, reentered California near Plaster City, west of El Centro; proceeded across the desert country to the Carriso Wash and then up the Wash to Vallecitos, where the San Diego Supervisors had made a County Park and reconstructed the old stage station, thence what were once described as three precipices to Warner's Ranch, Temecula, Lake Elsinore; then known as Laguna Grande; past what is now known as Corona, El Monte, San Gabriel, Los Angeles, San Fernando, San Franscito Canyon to Elizabeth Lake, Tejon Pass, through the Tehachapi Mountains, a short distance to the east of the present freeway; to Porterville, North-westerly to Gilroy and thence to the peninsula to San Francisco.

The Imperial Highway Association was mainly interested in that section from Corona to below Vallecitos, a distance of about 120 miles.

From Vallecitos to Plaster City, the old route was mainly in the Carriso Creek bed and crossed the desert barrancas, totally unacceptable to highway engineers, so that a new route had to be developed on the higher land to the west of the old route, coming upon the San Diego-El Centro Highway #80 near Coyote Wells, now called Ocotillo.

In January 1933 a group of men from the Boyce Aten Post of the El Centro American Legion, under their Commander, Hugh Osborne, brushed out a road from Coyote Wells to and beyond the County line. In San Diego County, Everett Campbell ~~is~~ of the San Diego Road Department cleared out a route from the old stage station at Vallecitos to connect up the Imperial County project.

Aside from a monument at the San Diego-Imperial County line, commemorating the work of the American Legion Post, constructed in 1933, very little was done on this portion of Imperial Highway for over 20 years.

However, on the western end progress has been quite rapid. Throughout Los Angeles County set-back lines have been established, making it ultimately 100 feet in width and the cities of El Segundo, Inglewood, Hawthorne, Los Angeles, Lynwood and Norwalk and the County of Los Angeles cooperated whole heartedly to make this a major highway.

In Orange County, Supervisor William Schumacher was instrumental in securing an allocation of $115,000 from the State Highway Commission for the realignment of the road between Brea and Yorba Linda. Previously there had been six right-angle turns and for many years there were in Brea two divided road signs, not over 200 yards apart, one saying 8 miles to Yorba Linda and the other 5 miles to Yorba Linda. Both were correct when erected. In August 1937 the Yorba Linda C of C celebrated the completion of the highway into Yorba Linda. Honored guests were Robert Hays, secy. of the El Centro C of C and President of the Imperial Highway Association and California Governor Frank Merriam.

This was not the Governor's first appearance; he had met with us once before at Warner's Hot Springs. Sometime later, as a past Governor, at one of our celebrated dove-and-quail breakfasts in Mexicali, Mexico, he officiated in pouring the coffee. And during World War II at a barbeque at Harry and Alice Bergman's.

CHAMBER OF COMMERCE

BREA, ORANGE COUNTY, CALIF.

Cypress & Brea Blvd opposite Chicksan

MINUTES OF A MEETING OF THE BREA CHAMBER OF COMMERCE, HELD WEDNESDAY NOON, OCTOBER 30th, 1929, AT OLSON & DYERS CAFE, BREA, CALIFORNIA:

Meeting called to order by President H. M. Massey, in the chair:-

DIRECTORS PRESENT:--- H. M. Massey- B.H. Sutton- E.H. Peterkin- O. S. Crowell- C.E. Hubbard- W.E. Hurst- J. H. Gnagy- W.G. Oldfield- Dr. Glenn Curtis- W. J. Carmichael:

DIRECTORS ABSENT:-- Walker C. Davis.

TOTAL PRESENT------ 67------

Minutes of the meeting of October 23rd, 1929, were read and approved as read:

Letter read from Calif. State Chamber of Commerce, inviting us to be the guest of the Co-ordination Committee at a dinner to be held at the Alexandria Hotel, Los Angeles, Thursday evening, 6:30, October 31st.--- Those intending to go, asked to make reservations with Secretary:

Letter from Chamber of Commerce, Chula Vista, Calif., asking information concerning the cost and operation of our Municipal Swimming Pool:-- Matter referred to City Clerk:

At this time, President Massey called attention to the large number of visitors present, and asked that all visitors stand, and in turn introduce themselves: This was done, the following being a list of the visitors present:--

FROM PLACENTIA CHAMBER OF COMMERCE:--

Thos. E. Pickerill, Secretary, Office in Bank of Itlay Bldg, Placentia:
Chas. E. Lee, (Secy. Orange County Fair)-144 Orange Grove, " "
H. H. Hale, R.D. #1- Box 223---- - - - - - - - - - - " "

FROM FULLERTON CHAMBER OF COMMERCE:--

W. J. Carmichael, 107 N. Spadra Ave.,- - - - - - - - - - -- Fullerton,
(Representing Mr. May, Secy. Fullerton C.of C.-Calif.Hotel Bldg- " "

FROM LA HABRA CHAMBER OF COMMERCE:--

Ray Wheatley, -- R.D.#1- Whitter, Calif,
Nelson Launer, -- R.D. #1- La Habra, Calif,
L. M. Hopper- Secretary- Max La Habra, Calif.
A. V. Douglass- -- La Habra, Calif.

CHAMBER OF COMMERCE
BREA, ORANGE COUNTY, CALIF.

Geo Folckemer

MINUTES OF MEETING-
Oct. 30th, 1929-
--- Page #2 ------

FROM LYNWOOD CHAMBER OF COMMERCE:--

H. M. Murray, - - - - - - - - - - - - - - - -
O. K. White, - - - - - - - - - - - - - - - - - Lynwood, Calif.
F. A. Baughan, Gen. Manager- 11218 Long Beach Blvd., " "
F. M. Sanders, - - - - - - - - - - - - - - - - Lynwood, Calif.
Dr. C. W. Copeland- Secretary-11218 Long Beach Blvd., " "
M. J. Coulter, - - - - - - - - - - - - - - - " "
E. T. Enoch, President- -- 11218 Long Beach Blvd., " "
F. A. Lampe- - - - - - - - - - - - - - - - - " "
A. L. Young- V. President- - - - - - - - - - - " "

FROM YORBA LINDA CHAMBER OF COMMERCE:--

C. M. Vernon, President-(Yorba Linda Star)114 Olinda Ave-Yorba Linda,
J. W. Hargrave-(Pres. First Natl. Bank) 256 N. Main St- " "

OTHERS FROM OUTSIDE:--

Roy O. Baldwin, Member Regional Planning Commission, Long Beach;

Wm. Schumacher- Supervisor, Third District, Orange Co.-
R.D. #1- Box #112-- - - - - - - - - Buena Park, Calif

Edward "Ted" Craig, State Assembleman, 76th District, Calif.
State V. Chairman-"Committee on Roads & Highways"
111 W. Cedar Street- Brea, Calif.

RIVERSIDE CHAMBER OF COMMERCE:--

Not represented:-- Were invited:

Luncheon was then served: Table decorations, as well as the Dinning Room, depicted the "Hallowe'en Spirit". Music was rendered by members of the Brea-Olinda Union High School:

Mike Hogue, Chairman Junior College Committee, advised that Fullerton's Schools have requested the County Supervisors to form a "Junior College" District. Several meetings have been held between the various School Boards of Orange County, and there appears to be a vast difference of opinion as to the forming of the Junior College District at this time: Anaheim is showing its attitude, by circulating petitions to secure a 20% of the voters against the forming of the District: and it seems to be the feeling here at Brea, that we should stay out; consequently, our High School Board of Trustees have prepared the necessary petitions to be circulated, in order to secure the necessary 20% of the voters, protesting against the forming of the new district at this time; this will give us one year to decide on a "Junior College Plan":

CHAMBER OF COMMERCE
BREA, ORANGE COUNTY, CALIF.

MINUTES OF MEETING-
-Oct. 30th, 1929-
--- Page # 3 ----

After a general discussion, a motion was made, seconded and carried- "That in-as-much as the School Boards of Brea, have ascertained that the community of Brea is opposed to the forming of a Junior College District, as outlined by Fullerton's School Boards, at this time; and recommend its opposition, and are preparing to circulate petitions to secure the required 20% of the voters protesting against said formation, that this body go on record as supporting the actions of the Brea School Boards and lend all available assistance possible."

President Massey then explained the reason for the large meeting to-day, stating that the various Chamber of Commerces had been invited to this meeting for the purpose of discussing the new proposed Highway from Riverside to Los Angeles, which will be a more direct route for travel from Imperial Valley, and other points, to Los Angeles. The meeting was then turned over to E. H. Peterkin, Chairman of the Good Roads Committee, of the Brea Chamber of Commerce:--

Chairman Peterkin explain the plan in general, and told in detail what had been done by Brea; he then called upon each of the communities represented here, and the matter was very well explained, resulting in a motion being made "that an association be form, at this meeting, to carry on this work." This motion was duly seconded and carried:

The meeting then was turned back to President Massey, who asked for nonimations of a President of this Association:--

Motion was made- "That the President of the Lynwood Chamber of Commerce be the President of this Association: " Seconded and carried:

Motion was made- "That E. H. Peterkin, of Brea, be Vice-President of this Association."- Seconded and carried:

Motion was made- that the Gen. Manager of Lynwood Chamber of Commerce, be the secretary of this Association."- Seconded and carried:-

The following are the new officers of this Association:-

E. T. Enoch, President- Lynwood, Calif.
E. H. Peterkin, V. Pres. Brea, Calif.
F. A. Baughan, Secretary-Lynwood, Calif.

Discussion was then had as to the name of the Association; it being agreed to lay this matter over until some future meeting of the Association:

CHAMBER OF COMMERCE

BREA, ORANGE COUNTY, CALIF.

OF MEETING-
30th,1929--
ge #4 -----

sion was had as to the date and place of the first meeting
e Association: Motion was made and "That the first meeting
Association be held at Lynwood, Calif., on Thursday evening,
ber 14th, 1929:"- seconded and carried:

ssion was had as to the hour of this meeting, and if it would
"Dinner-Meeting" or not--. This was left up to the President
Secretary of the Association, with the understanding that
ces of this meeting would be sent out in due time:

a more detailed report of the speeches made at this meeting,
are referred to the representative of your community who was
this meeting.

further business appearing, meeting was adjourned:

(SIGNED) BEN H. SUTTON,
Secretary-
BREA CHAMBER OF COMMERCE:

HARRY M. MASSEY, President,
BREA CHAMBER OF COMMERCE,
Presiding:

EDWARD M. Mc DONALD,,
Office Secretary-Brea Chamber of Commerce,
"Minute Clerk"--

COPY OF THESE MINUTES SENT TO--

Placentia Chamber of Commerce:
Fullerton Chamber of Commerce:
La Habra Chamber of Commerce:
Lynwood Chamber of Commerce:
Yorba Linda Chamber of Commerce:
Riverside Chamber of Commerce:

CHAMBER OF COMMERCE
BREA, ORANGE COUNTY, CALIF.

MINUTES OF MEETING-
-- Oct. 30th, 1929--
--- Page #4 -----

Discussion was had as to the date and place of the first meeting of the Association: Motion was made and "That the first meeting of the Association be held at Lynwood, Calif., on Thursday evening, November 14th, 1929:"- seconded and carried:

Discussion was had as to the hour of this meeting, and if it would be a "Dinner-Meeting" or not--. This was left up to the President and Secretary of the Association, with the understanding that notices of this meeting would be sent out in due time:

For a more detailed report of the speeches made at this meeting, you are referred to the representative of your community who was at this meeting.

No further business appearing, meeting was adjourned:

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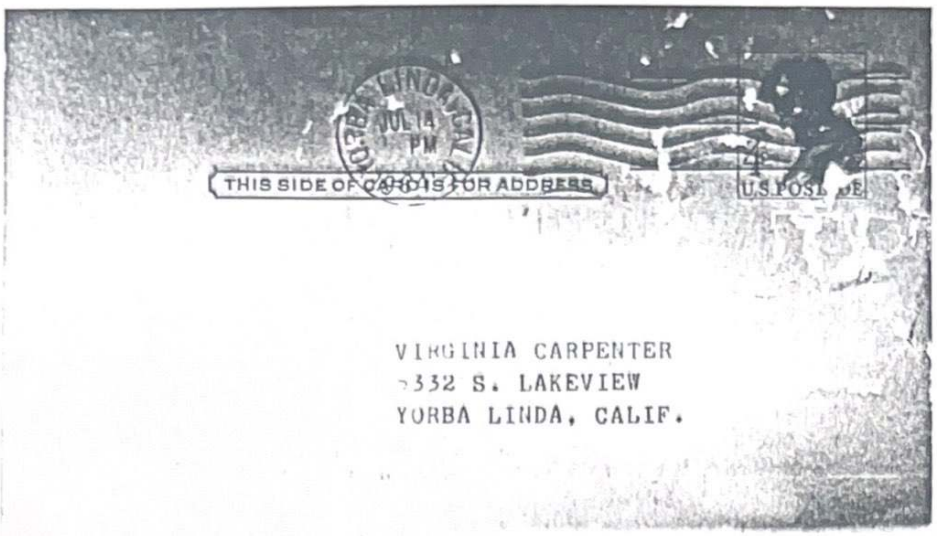


VIRGINIA CARPENTER
5332 S. LAKEVIEW
YORBA LINDA, CALIF.

After 38 years, a ribbon of pavement reaching from ocean to desert valley

Daily Enterprise JAN. 31 1968

Riverside Enterprise

(This is the first of a two-part series.)

By EVALINE MORRISON
Daily Enterprise Staff Writer

ELSINORE — For 38 years, the Imperial Highway Association has worked to perfect a major five-county road project.

The association has cooperated for 38 years with the State Highway Commission, the State Highway Department, the State Legislature, supervisors of five counties, state and county engineers to further the building of Imperial Highway.

TODAY, the Imperial Highway traverses the counties of Los Angeles and Orange, and, after going through Riverside County, continues through San Diego County into Imperial.

Today a ribbon of pavement is complete from El Segundo (on the coast) to El Centro — 225 miles.

Imperial Highway begins at El Segundo, follows through Hawthorne, Lynwood, Downey, Norwalk, La Habra, Brea, Fullerton, Yorba Linda and across the bridge of the Santa Ana River.

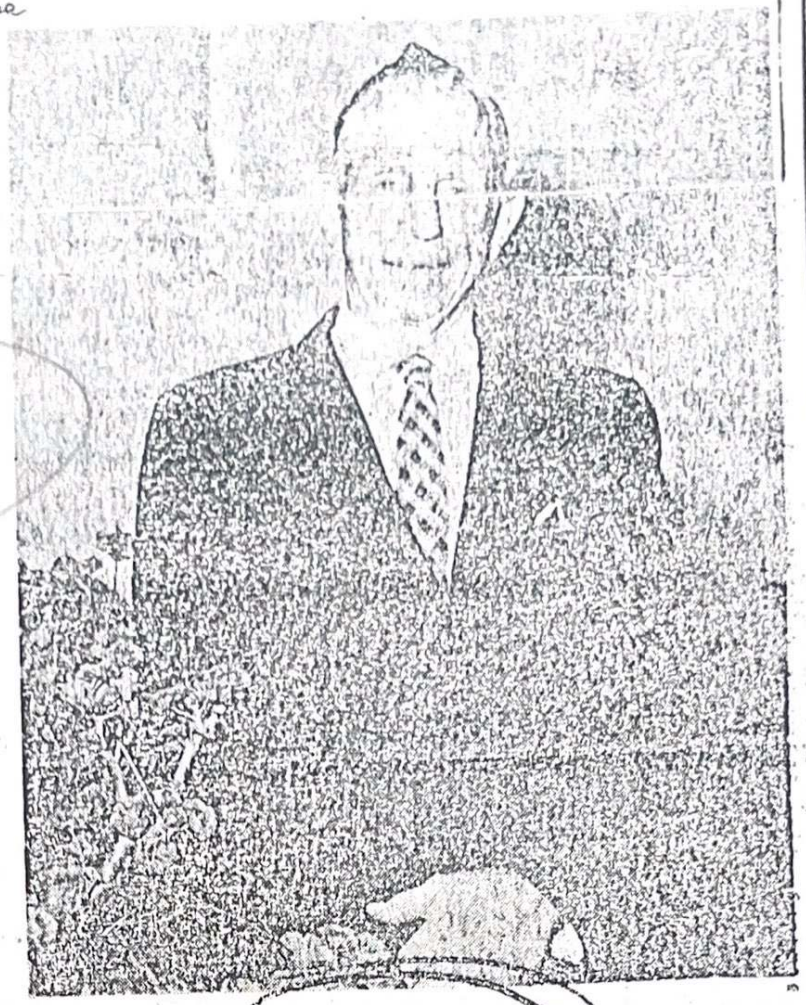
IT CONTINUES through the Santa Ana to Corona, turns south through Temescal Canyon to Alberhill and Elsinore. It touches Wildomar, Murrieta and Temecula; turns southeast to Aguanga, Oak Grove, Warners Hot Springs, San Felipe, Vallecito to Ocotillo; then east through Plaster City to El Centro in Imperial Valley.

The Imperial Highway Association has had, since 1929, the goal of building a highway reaching from the ocean through the southern part of the state into the Imperial Valley. The slogan was the highway should be "wide for safety and straight for speed, second to none in Southern California."

When the association was formed in 1929, the great California highway system was just getting started. Imperial Highway has grown with it. Imperial cuts through Southern California in a generally west to southeast direction, economical of miles.

DELEGATES from the chambers of commerce of Brea, La Habra, Placentia, Yorba Linda, Lynwood and Fullerton formed the organization in two meetings held at Brea on Oct. 30 and Nov. 14, 1929. The group elected E. H. Peterkin of Brea its first president. He lives today in Santa Ana. The late Walter Greening of Norwalk became the first vice-president, and later a president.

George Kellogg of Yorba Linda has continued as secretary for the entire 38 years. He may very well be named "Mr. Imperial Highway." Kellogg has refused compensation, saying his work



GEORGE KELLOGG

In 1961, there were approximately 13 miles of unpaved desert road, but about equally divided between San Diego and Imperial counties.

Though the cooperation of the boards of supervisors of both counties, the 13 miles was paved in time for a ribbon-cutting ceremony at the county line on Dec. 2, 1961.

The two boards made all necessary plans for the ceremony, including a grandstand, loud-speaker system, 190 chairs, and a beautiful brochure commemorating the event.

A BUS from the Los Angeles Transit Co., driven by President Atkinson of the company, brought 30 association members as guests o fthe company. The bus was followed by a caravan of private cars.

The visitors went on to El Centro for overnight at the Barbara Worth Hotel, where they had a business meeting and one of their social gatherings. Breakfast the next morning was of dove and quail at a cafe in Mexicali.

Kellogg called 1961 "Our Year of Realization."

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Kellogg and Rev. Loren Howe began immediately after the association was formed an exploration to find the best route from the coast to the Imperial Valley, finally choosing, but not in its entirely, the Butterfield Overland Mail route where it could be followed. From 1858 to 1861, Butterfield stages came from Tipton, Mo. and entered California over the Southern Emigrant Trail.

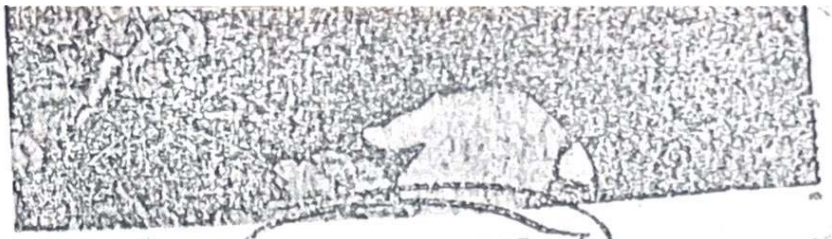
THIS ROUTE CAME through Yuma, crossed the Colorado Desert, passed Warners, Oak Grove, Temecula, turned north through the territory that is now Elsinore and Corona.

John Butterfield had found this the shortest and best route into California, in addition, there was water along the way, Kellogg explained.

"From Vallecito to El Centro we abandoned the Butterfield Trail on account of a river bed. We went out through Auga Caliente Park in San Diego County," Kellogg said.

The Imperial Highway Association was formed not to build a highway but to cooperate with the efforts of the various governmental agencies interested in building and improving a highway between El Segundo and El Centro.

ONE of the strategic sections of the Imperial Highway was through the sparsely settled desert. Auto travelers are loath to strike out over the desert on an unknown road.



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