



High waters in Barton Wash ripped away timber wing on this bridge on Route 168-C in Los Angeles County.

When it is known that, within two days after the storm, travel was again moving over many of our highways—even though mountains had moved, bridges washed out, and pavements and embankments slipped away—you will acknowledge that the highway forces had justified their ideals of organization and service.

Men and equipment—owned and rented—were worked without stint from the time the storm broke, so that relief might be forthcoming when the danger was past. Had not this been done, the disrupted rail lines, telephone and telegraph service, as well as the broken gas mains, might still be under repair lacking the opportunity of reaching the damaged areas.

Long lines of buses plied the highways transferring railroad passengers around damaged tracks and bridges, to their destination. Trucks loaded with poles and wire were in constant evidence on our roads, speeding out to repair and replace the lines. At one time the telephone, telegraph and teletype communication to coast points was so drastically congested or interrupted that the Federal Communications Commission lifted a certain ban on amateur radio operators

to supply this service. The gas companies at several locations utilized bridge structures to hang temporary gas mains pending their permanent replacement.

WHERE DAMAGE OCCURRED

The storm, as previously mentioned, dealt with varying severity throughout the southern counties. In order that its effect and attendant problems may be visualized, a brief account is given of what happened to our highways in each district.

A glance at the maps, in which is indicated in solid dark portions the various kinds of damage, will also prove enlightening. (Pages 7 and 11.)

In District VIII

Beginning with District VIII, which includes Riverside and San Bernardino counties, the heaviest damage occurred on the highways leading to the Lake Arrowhead, Big Bear Lake and Barton Flats resort areas; on the Highland, Foothill, Valley and Mission boulevards westerly of San Bernardino; and on the highways in the vicinity of Palm Springs, as well as on the National Old Trails Highway at Cajon Pass and Barstow.

Lytle Creek, joined by the waters of Cajon Creek at the base of the mountains, was responsible for the great damage suffered by San Bernardino and Colton. Overtopping its banks north of Highland Avenue, State Route 190, the water proceeded southerly, tearing out homes and auto courts as well as claiming several lives, until it reached Foothill Boulevard, State Route 9. Here the river poured into one of its old channels, completely covering the highway and isolating San Bernardino from Los Angeles; also, tearing out the steel bridge of the Santa Fe Railroad and the approaches to the bridge of the Pacific Electric Interurban Railroad.

SAN BERNARDINO HIT

The flood waters following the main channel continued through the southwest portion of the city of San Bernardino, ripping out bridges and homes, until they reached the vicinity of the famous National Orange Show building, where they destroyed auto courts, covered the highway with silt to a depth of six feet, and washed out some 1800 feet of our embankment on Route 26 at the southerly entrance to San Bernardino. At this point, Lytle and Warm creeks joined in their rush to the Santa Ana River,