TECHNICAL REPORT

ARCHAEOLOGICAL RESOURCES

LOS ANGELES RAIL RAPID TRANSIT PROJECT
"METRO RAIL"

Draft Environmental Impact Statement and
Environmental Impact Report

Prepared by

WESTEC SERVICES, INC.

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and

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Introduction

The proposed SCRTD Metro Rail project route follows existing rights-of-way through metropolitan Los Angeles and communities of Hollywood, Universal City, and North Hollywood (Figure 1). These areas were extensively urbanized prior to any concerted professional archaeological survey. Very little undisturbed original ground surface is visible, and little is known of archaeological sites in the project area. Only three archaeological sites have been recorded with California State Clearinghouses in the vicinity of the currently proposed Metro Rail route. The presence of other sites in the area has been hypothesized, based on ethnographic and historic data as much as by rumor (i.e., the location of the village of Yangna in downtown Los Angeles), but exact locations have not been confirmed by various researchers.

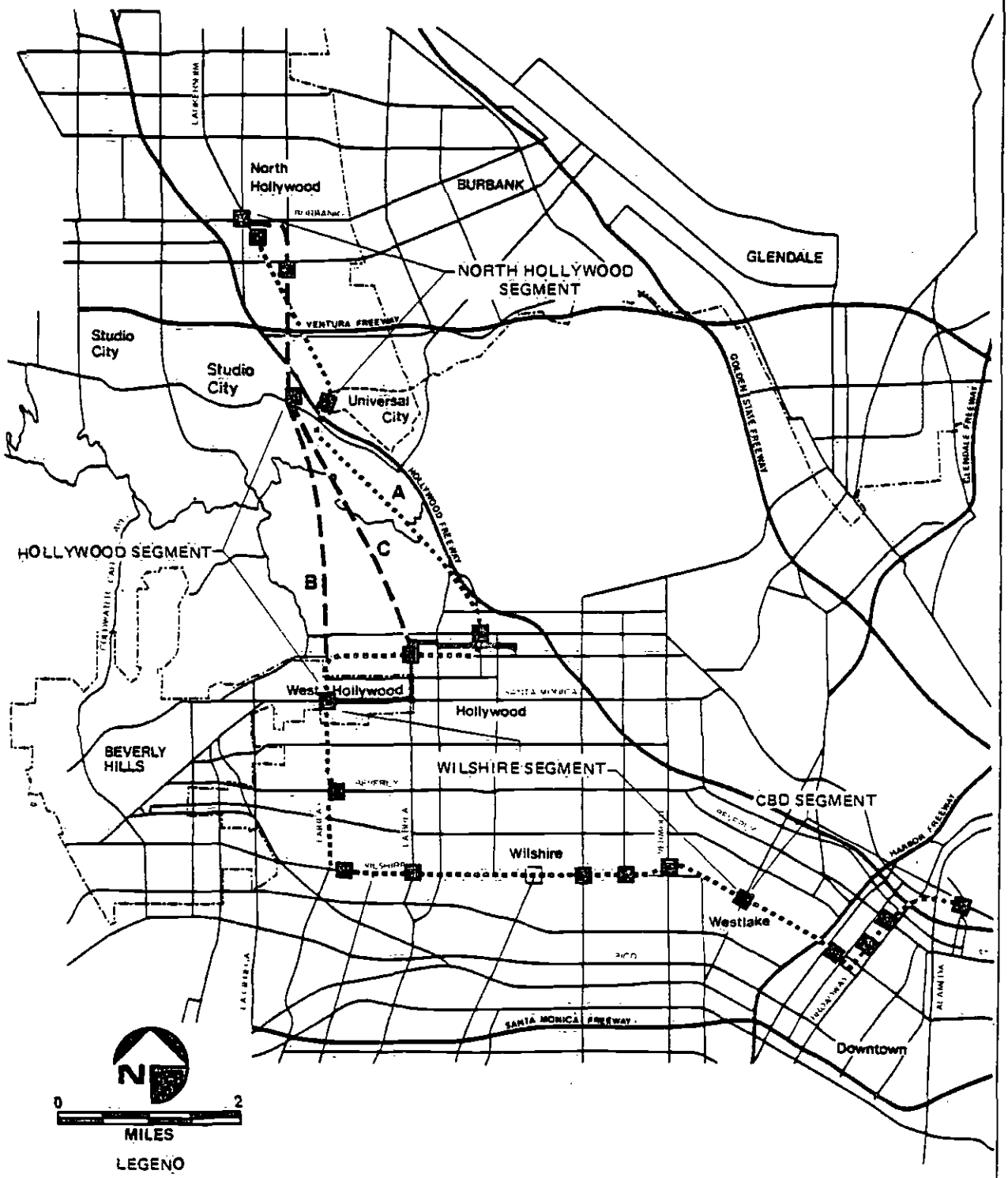
Neither the location, nor the types of sites hypothesized to exist in the study area are adequately known. Much of what is known about archaeological resources in metropolitan Los Angeles has been derived from various environmental analysis projects undertaken recently. Because these types of studies are limited to specific project impact areas, current knowledge of archaeological resources in urban Los Angeles is biased toward those areas targeted for development. As a result, the archaeological resources in the Downtown Civic Center, Union Station Passenger Terminal, and El Pueblo de Los Angeles State Historic Park areas, are beginning to be better understood. Except for an archaeological component at La Brea Tar Pits, virtually nothing is known about archaeological sites or the potential for encountering sites along the remainder of the proposed corridor outside downtown metropolitan Los Angeles.

The major task of the archaeological component for the SCRTD Metro Rail archaeological resource evaluation was to compile existing archaeological data as a means of determining the potential for the presence of sites within the project area. This was achieved by:

- Compiling the known archaeological record.
- Contacting individuals who had conducted archaeological research in metropolitan Los Angeles.
- Conducting an in-field examination of exposed ground surfaces at parks, vacant lots, road cuts, and cut banks in parking lots.
- Reviewing ethnographic and historic records, including maps and grading plans in an attempt to understand the process of urbanization and its potential effect on archaeological sites.

Although no previously unrecorded sites were identified as a result of this endeavor, the potential for the existence of archaeological sites has been made more clear.

Prehistoric sites would be expected to be located upon river and stream terraces above flood plains, adjacent to springs, and at the mouths of canyons (Chartkoff and Chartkoff 1972:52). Prehistoric sites therefore could be expected to occur in a variety of places along the proposed route. Specifically, the downtown Civic Center was built upon



Metro Rail Project Alternatives

FIGURE 1

terraces above the Los Angeles River, and sites could be expected to occur anywhere in this area. The location of the village of Yangna has not been accurately identified, although generally, researchers have suggested Main Street between Commercial and Arcadia Street as a likely site. Satellite extractive localities may have been distributed over much of downtown Los Angeles. The potential for encountering archaeological sites in the downtown Civic Center is strengthened by discoveries of isolated artifacts and human skeletal remains near Temple and Hill (Rozaire 1982).

Archaeological potential along the proposed route west of downtown Los Angeles along Wilshire Boulevard and in the Hollywood area is virtually unknown. The head waters of Ballona Creek originate in the vicinity of the Wilshire Country Club north of Wilshire Boulevard at Beverly Boulevard and Rossmore Avenue. A review of early surface profiles along Wilshire Boulevard show numerous drainages crossing the road. Many of these have subsequently been filled-in. Ballona Creek appears to have crossed Wilshire near Highland Avenue but it is unknown whether archaeological sites would be associated with this drainage in this particular location. No prehistoric archaeological sites have been recorded in the project route vicinity along Wilshire or in Hollywood. Unlike many urban areas where isolated artifacts occasionally appear, nothing has been turned over to museums or universities from the Wilshire or Hollywood project area.

The proposed line follows Cahuenga Pass and it is possible sites could be located at the mouth of this Pass through the Santa Monica Mountains. Kroeber (1925. plate 29) shows the village of Kawe located at the point where the Los Angeles River and Tujunga Wash meet, on the northeastern side of Cahuenga Pass near the location of Universal Studios. Although no archaeological resources have reportedly been uncovered in this area, it is possible that artifacts may be encountered here during construction of the proposed Metro Rail Subway.

Record Search

An examination of the site record files at the University of California, Los Angeles Archaeological Survey and California State University, Northridge Archaeological Research Center revealed three sites located in the immediate vicinity of SCRTD's Metro Rail corridor. Two National Register of Historic Places Districts are situated within the proposed corridor - Los Angeles Union Passenger Terminal and El Pueblo de Los Angeles State Historic Park. In addition, two California State Historic Landmarks; Campo de Cahuenga (No. 151); and Hancock Park - La Brea (No. 170) are located within the proposed Metro Rail Corridor.

Los Angeles Union Passenger Terminal (Union Station) National Register of Historic Places District. The Los Angeles Union Passenger Terminal National Register District is bounded by Macy, Alameda, and Aliso Streets. Placed on the National Register of Historic Places in 1980 by virtue of architectural and historic significance, intact archaeological remains have been recovered within the district boundaries below the present parking lot west of the main terminal buildings (Costello 1980; Padon 1981) further enhancing the District significance.

As much as 20 feet of fill has been brought in to build up the Union Station property, which prior to construction, fell within the active Los Angeles river flood plain, and was subjected to periodic and severe flooding (Huey, Romani and Webb 1980; Weitze 1980). Cultural materials apparently were buried beneath this fill and preserved rather than

destroyed during construction. Native American artifacts were found during construction of Union Station, and Johnston (1962: 121) considered these to represent remains from the Gabrielino village of Yangna. However, it seems unlikely that Yangna would have been located in the active flood plain of the Los Angeles River.

Recent researchers consider a more likely location for Yangna to be on higher ground, in the vicinity of the Bella Union Hotel, where artifacts were encountered during construction in 1870 (Singer 1978; Wlodarski 1978; Costello and Friedman 1980; Huey, Romani and Webb 1980; Frierman 1981). It has been suggested (Huey, Romani, Webb 1980) that artifacts recovered at Union Station are related to the later post-contact (1836) Rancheria de Poblanos, a segregated Indian district established near the corner of Commercial and Alameda Streets (Robinson 1952).

Soil borings in the southwestern corner of the Union Station parking lot revealed an intact, historic refuse deposit below the present paved surface (Costello 1980; Padon 1981). Historic documents place the Mathew B. Keller residence and wine "cellar," and Hotel de France in the southern half of Union Station parking lot west of the terminal buildings (Weitze 1980). Although these soil borings did not reveal subsurface structural remains, the refuse deposit contained artifacts assignable to the periods of occupation of the Mathew Keller residence and business, and Hotel de France (Costello 1980; Padon 1981).

Historical and archaeological investigations at Union Station clearly demonstrate that intact archaeological remains are present. Unfortunately, no extensive, systematic excavation has taken place here and these buried cultural deposits are not unquestionably assignable to either the Mathew Keller residence and business, or the Hotel de France. Nevertheless, significant archaeological resources have been encountered below the present pavement within the boundaries of the Los Angeles Passenger Terminal National Register District.

El Pueblo de Los Angeles State Historic Park National Register District. El Pueblo de Los Angeles State Historic Park National Register District is bounded by Sunset Boulevard and Ord Street on the north; on the west by Hill and New High Streets; on the south by the Santa Ana Freeway and Arcadia Street, and on the east by Alameda Street. Two of the three previously recorded archaeological sites in the vicinity of the proposed Metro Rail project, LAn-7 and LAn-887 are located within the boundaries of the El Pueblo de Los Angeles National Register Historic District. Each is discussed below.

LAn-7. This site was recorded by Meighan (1951) and is located "across the street from Union Station in downtown Los Angeles," and is described as a historic refuse midden associated with Los Angeles' Chinatown dating to the 1850-1870 period. Several researchers suggest deposits from LAn-7 extend east below Alameda Street as far as the parking lot of Union Station (Mason 1982; Webb 1980; Wlodarski 1978; Hatheway 1980; Frierman 1981), although no systematic excavations have been conducted at this site to confirm its actual boundaries. Frierman (1981: 334) noted that "clandestine digging" had taken place at this site across the street from Union Station in the spring of 1980, and that historic Chinese ceramics were found on the surface of the site. An in-field examination of LAn-7 conducted for this study confirmed the presence of these historic materials.

LAn-887. LAn-887, La Placita de Dolores, was recorded and test excavations conducted, by Costello and Wilcoxon (1978). This site is located just north of LAn-7 and

contained a wide temporal range and variety of historic artifacts. A portion of the Zanja Madre, the principal water ditch, was also located and exposed during these excavations. Artifacts from every historic period in Los Angeles' downtown occupation were present, beginning with the Spanish/Mexican Period and extending into the recent American Period.

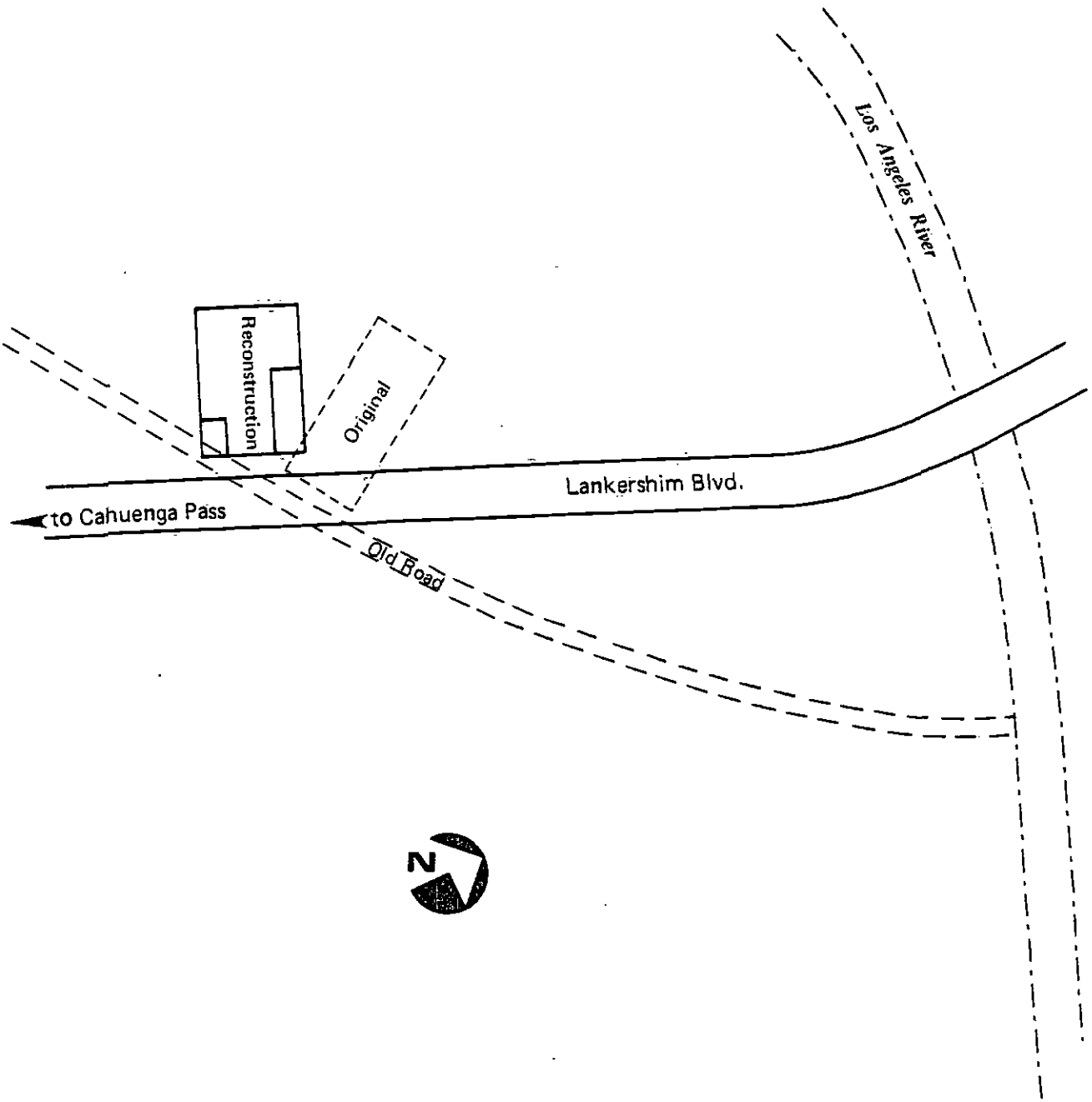
Over the years, numerous archaeological testing and monitoring programs have been undertaken at various locations within El Pueblo de los Angeles State Historic Park. Each has yielded archaeological deposits below the present ground surface. Several small reports have been generated concerning findings within the park (Fenenga 1973; Costello and Wilcoxon 1978; Barclay 1979; Weil 1980; Chace 1979, 1980a, 1980b, 1980c, 1980d; Singer, Romani, Edberg 1981) and recently Frierman (1981) synthesized these into a single detailed volume. Archaeological research is continuing at El Pueblo de Los Angeles under the direction of Dr. Frierman. It is evident, from the quantity of material recorded below the surface at various locations within El Pueblo de Los Angeles State Historic Park, that very little grade change has taken place, and that significant archaeological remains do in fact exist below the surface of downtown Los Angeles' asphalt and concrete.

Hancock Park/La Brea Tar Pits. Site LAn-159 is located in Hancock Park and is represented by artifacts recovered from the La Brea Tar Pits. Artifacts recovered indicate the La Brea Tar pits may have been visited for hunting purposes and for acquiring pitch and tar rather than for settlement (Singer 1978). The first non-Indian visitors to the La Brea Tar Pits were scouts of the Portola expedition on August 3, 1769 (Teggert 1911; Bolton 1927). No mention of Native American settlement at that location was made in diaries kept by these explorers. The La Brea Tar Pits contain Pleistocene to Early Recent fossil deposits and is considered one of the more significant paleontological sites in the world and has been designated California State Historic Landmark No. 170.

Campo De Cahuenga. Listed as California State Historic Landmark No. 151, Campo de Cahuenga is approximately at the site where the treaty signed on January 13, 1847 by General Andres Pico and Lieutenant-Colonel John C. Fremont, surrendered Mexican California to the United States. The structures that presently stand on the site of Campo de Cahuenga are replicas built in 1949. Excavations undertaken by Miller (1932) exposed wall foundations and tile floors of the original Casa de Cahuenga. This structure measured 39 feet by 99.5 feet, with a 13 foot-10 inch wide, pillared corridor extending along the entire north side of the building (Miller 1932: 285). It is not clear if artifacts were recovered, or where they are curated. A map by Giffen (1937) located at City of Los Angeles Engineering Department places the original Casa de Cahuenga north of the reconstructed building (Figure 2). As shown in the figure, the northeast corner of the original Casa de Cahuenga is located below Lankershim Boulevard, and an "old road" runs in front of the original building below the southeast corner of the reconstructed building. It is possible the original Casa de Cahuenga is located below the surface of the Hewlett-Packard parking lot north of the present reconstructed Casa de Cahuenga.

Methods

Archival Research. As a means of determining the potential and sensitivity for archaeological resources in the immediate vicinity of the Metro Rail corridor, it was necessary to undertake research at several libraries and archival repositories. Relevant background data was compiled from the following repositories:



Sketch showing approximate location and relative positions of the original and reconstructed Campo de Cahuenga (Giffen, 1937)

FIGURE 2

- Bancroft Library, University of California, Berkeley
- California State Library, California Room, Sacramento, California
- California State University, Northridge, Northridge, California
- Los Angeles City Library, California Room, Los Angeles, California
- Los Angeles City Engineering Department, City Hall, Room 803
- Los Angeles County Museum of Natural History, Los Angeles, California
- Page Museum, Los Angeles, California
- San Diego City Library, California Room, San Diego, California
- San Diego State University Library, San Diego, California
- Southwest Museum, Highland Park, California
- University of California Los Angeles, Los Angeles, California

Each repository contained data useful in developing general ideas about archaeological sensitivity in metropolitan Los Angeles. Especially useful were grading plans and profiles stored at the Los Angeles Department of Engineering at City Hall, Room 803. These, combined with maps and photographs, are helpful in tracing the changes which occurred in specific locations as a result or urban expansion, and in determining the potential for encountering intact subsurface archaeological remains.

Unlike many urban communities, where on occasion artifacts turn up during building construction or swimming pool excavations, nothing has been turned over to the Southwest Museum or Los Angeles County Museum of Natural History from the proposed corridor route outside the Civic Center.

Archaeological research in Los Angeles is complicated by the lack of a central data repository. To compile all reports relevant to the study area, it was necessary to make requests of a number of individuals, and inquire at several agencies involved in environmental study reports, as often these are not distributed outside the sponsoring agency. Despite these difficulties, all data and reports relevant to the study area were compiled and reviewed. Assitance in this matter from fellow researchers was much appreciated. Robert Wlodarski, in particular, freely provided considerable time, and personal copies of almost every major report produced for the study are. Paul Chase provided a current archaeological bibliography for Los Angeles which also proved useful. A complete listing of each researcher contacted in provided as Attachment A.

Field Methods

Field work was conducted on June 13, September 14, and October 21, 1982. The entire project corridor was driven and 27 vacant lots and open space areas along the proposed Metro Rail route were examined onfoot. Serra, MacArthur, Lafayette, Hancock, Plummer Parks, and North Hollywood Recreation Center were also surveyed. Each of these

areas examined contained recent fill soil covering the surface. Except at Serra Park, the location of LAn-7 where Chinese ceramic sherds were noted, no artifacts or features of prehistoric or historic archaeological significance was found at any park.

Results

Archival research provided insight into the potential for encountering archaeological resources along the proposed corridor. The records show much of Los Angeles was built upon fill. Only along Wilshire Boulevard do the profiles show extensive cut-and-fill operations. The potential for encountering remains buried below the fill deposits along the proposed route is good.

Field work, consisting of an examination of exposed surfaces at vacant lots, parks and parking lots, confirms the conclusion made as a result of archival research. Every vacant lot examined was covered with recent fill soil. Outside of Union Station, El Pueblo de Los Angeles, Hancock Park, and Campo de Cahuenga, where archaeological resources have been encountered in the past, it is very difficult to pinpoint specific areas of sensitivity along the proposed corridor. It is possible that subsurface archaeological resources could be encountered anywhere along the proposed route. These resources could range from isolated artifacts to major prehistoric villages; and small historic trash deposits to foundations and associated artifact deposits from major historic structures. Unfortunately, the presence of these resources will be revealed only through the construction activities related to the proposed Metro Rail project.

Impacts

Four classes of impacts to environmentally sensitive areas may occur as a result of constructing the SCRTD Metro Rail project which include:

- Construction related activities
- Vibration and subsidence
- Future joint development
- Visual

Of these, construction related activities, and future joint development impacts are considered most likely to potentially affect archaeological resources; the actual nature of future joint development is at present unknown. Because so little is known about the types and locations of archaeological sites in metropolitan Los Angeles, it is difficult to predict exactly where, if any, archaeological sites along the proposed Metro Rail route will be impacted. Paradoxically, construction related activities that may impact sites, could also provide knowledge about site locations and characteristics, thereby filling the void that exists concerning the archaeologial potential for metropolitan Los Angeles.

A study of early grading profiles at the City of Los Angeles Bureau of Engineering for the proposed Metro Rail route, indicates minimal large scale historic ground surface modifications. This, coupled with the discovery of intact subsurface archaeological deposits below present paved surfaces in downtown Los Angeles, demonstrates there is a good potential for encountering archaeological (Historic and Prehistoric) resources during construction of the Metro Rail project.

Only the currently proposed Metro Rail corridor was studied and examined in the field. The location of vents, and ancillary structures have not been clearly determined at this time. Therefore, no discussion of impacts created by these and other future joint developments is included in this study.

Impacts by APEI. Of the 20 Areas of Potential Environmental Impact (APEI) only the Union Station, Wilshire/Curson, and Universal City APEIs will have a high potential for impacting National Register eligible or National Register potential archaeological resources.

Union Station. As proposed, the APEI located within the boundaries of two National Register Historic Districts, El Pueblo de Los Angeles and Los Angeles Union Passenger Terminal (Figure 3), has a potential for impacting subsurface archaeological remains demonstrated to exist below the present ground surface. No significant change appears to have occurred in grade in these areas, and any ground surface disturbing construction-related activities may potentially impact resources within these districts. Monitoring of soil borings in the southwestern portion of Union Station parking lot revealed intact historic deposits related to structures built in the late 19th century. As proposed, the subway will traverse the parking lot to the north, an area occupied in the 19th century by the Sisters of Charity Los Angeles Orphan Asylum (Stevenson 1884). Although no archaeological testing in this portion of Union Station has been undertaken, it can be assumed subsuface remains would be intact, as was the case to the south. A number of studies undertaken in El Pueblo de Los Angeles and adjacent Sonoratown (Frierman 1981), clearly indicate archaeological resources are present below the existing ground surface. No significant change in grade seems to have occurred in this district, and as a result, any surface disturbances would impact extant archaeological resources.

Wilshire/Curson. As currently planned, this APEI located adjacent to the La Brea Tar Pits (Figure 4) may impact archaeological resources. Several artifacts have been recovered from Hancock Park, although there is no clear evidence of occupation by Native American groups in the immediate vicinity. This area was visited by Prehistoric peoples for hunting purposes and for collection of pitch and tar (Singer 1978). Because Wilshire Boulevard was constructed very early in Los Angeles' development, archaeological sites may be buried below the surface of the road, and these could be impacted in the process of construction of the station location.

Universal City. Construction of this station at the site of Campo de Cahuenga could potentially impact the site (Figure 5). As discussed in the previous section, major portions of the original Casa de Cahuenga may be located below the Hewlett-Packard parking lot to the north of the reconstructed building. In addition, an original "old road," may be found just below the surface exactly in the location where the proposed station is to be constructed. Associated artifacts and architecture may be encountered in this area. The Gabrielino village of Kawe (Kroeber 1925:29) may be located in this vicinity, and potential impacts to this site, although remote, are possible.

The potential for impacting subsurface archaeological remains at the remaining APEIs is unknown, as no archaeological sites or artifacts have been recorded in the vicinity. There is a potential for impacts to occur at APEI station locations at First and Hill, and Fifth and Hill. Isolated artifacts and buried human skeletal remains were recovered from a construction site at Temple and Hill, and remnants of Zanja No. 8 may be

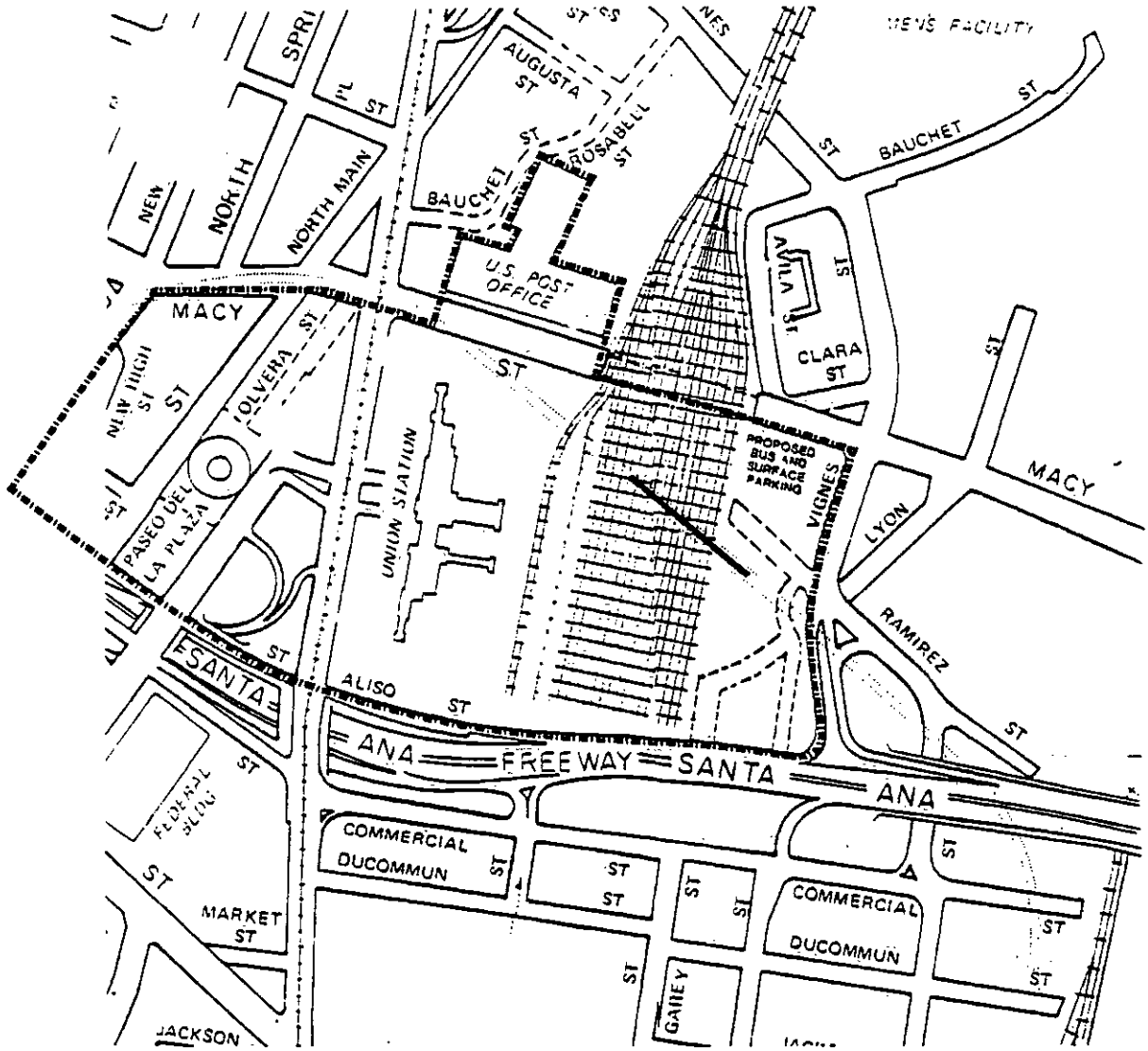


FIGURE 3

Southern California Rapid Transit District

Metro Rail Project

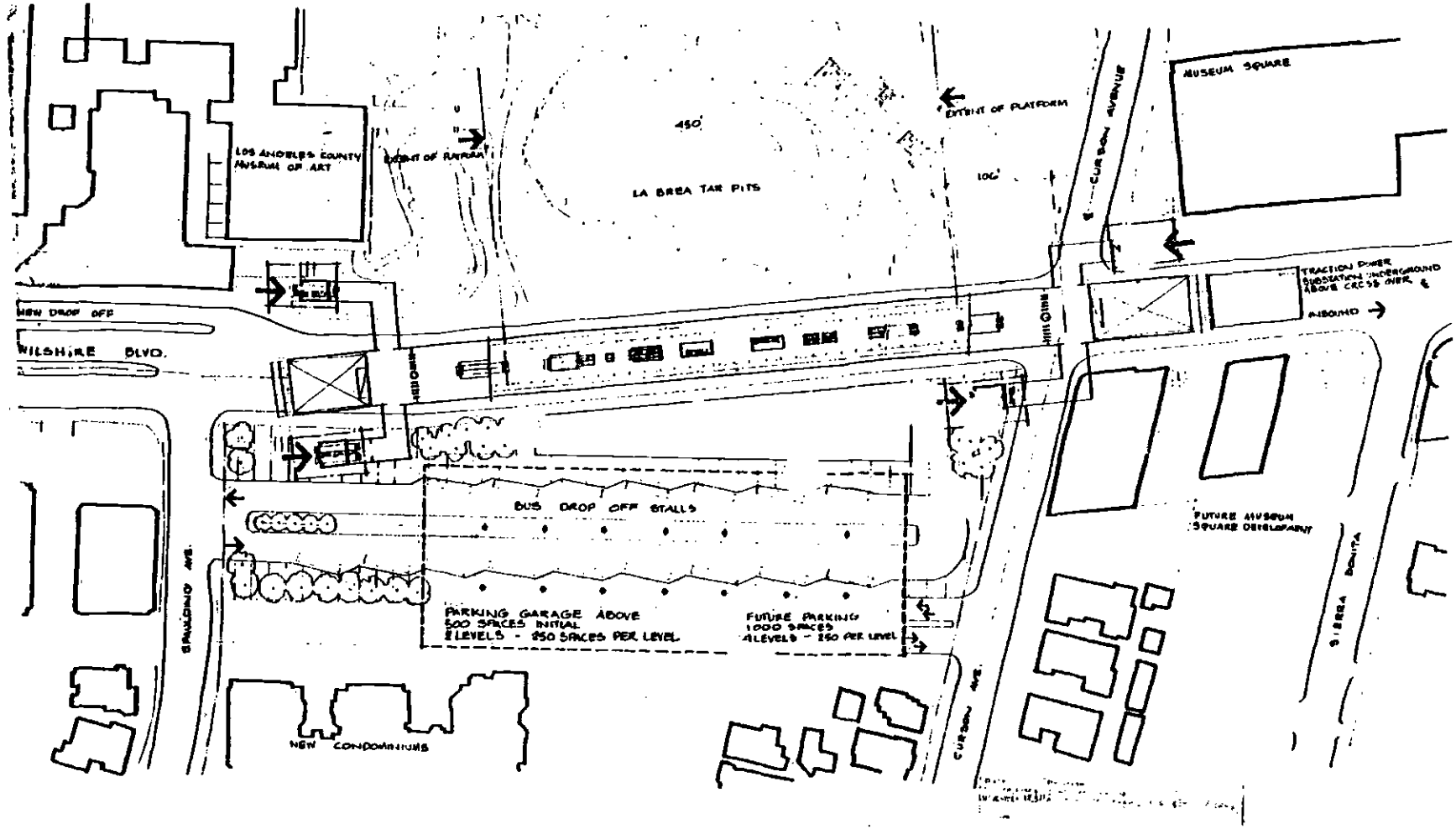
PRELIMINARY ENGINEERING PROGRAM

UNION STATION

(Station Number 1)

SEDWAY/COOKE

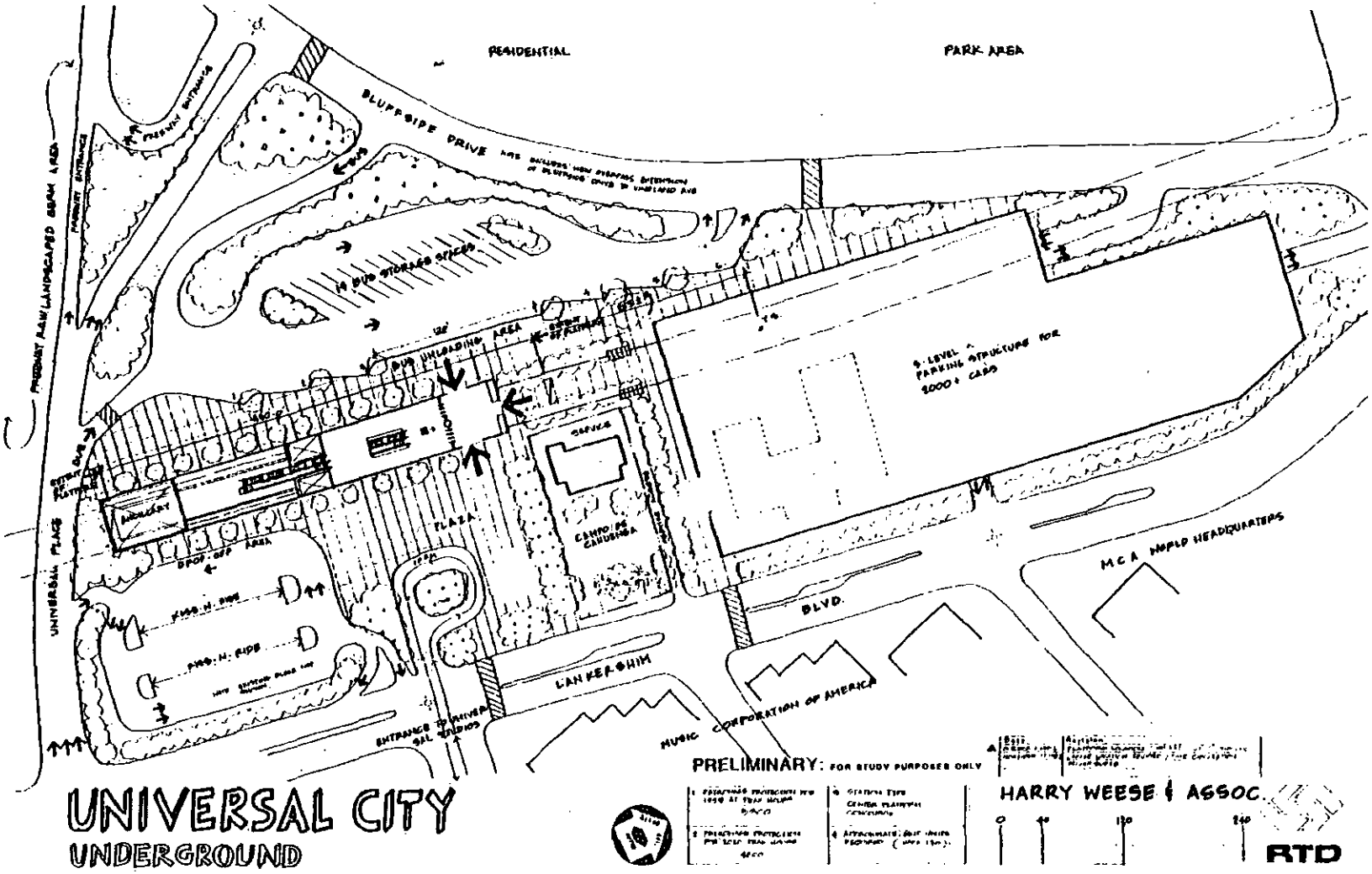
Urban and Environmental Planners and Designers



FAIRFAX-WILSHIRE

(Station Number 13)

FIGURE 4



UNIVERSAL CITY
UNDERGROUND

(Station Number 19)

FIGURE 5

located below the Title Guarantee Building at Hill and Fifth (Costello and Friedman 1980, Rozaire 1982). An obvious difficulty in developing mitigation recommendations is a lack of knowledge concerning the exact location and nature of the resource that may be encountered.

Mitigation Recommendations

As currently proposed, only three APEIs have a high potential for impacting archaeological sites along the Metro Rail Corridor. The greatest concern is at the APEI at Union Station. A potential also exists for impacts to sites at the Wilshire/Curson and Universal City Station APEIs. Isolated artifacts and human skeletal remains were recorded in the vicinity of Temple and Hill Streets; and Zanja No. 8 may be located below the proposed station located at Fifth Avenue and Hill Street; impacts may also occur at these locations. Avoidance of these potential resources as a recommendation is not considered absolutely feasible because the exact location or nature of resources is unknown.

Union Station APEL Intact subsurface archaeological remains have been found in both the El Pueblo de Los Angeles and Union Station National Register Historic Districts. Very little original grade modification has occurred in these areas, and it is anticipated that significant archaeological resources related to the historic districts will be encountered. As a means of mitigating potential impacts it is recommended that a testing program be implemented along the cut and cover areas and areas of surface disruption and at any and adjacent future joint developments within or adjacent to the National Register Districts. A series of test trenches should be excavated by backhoe along the proposed Metro Rail corridor to reveal subsurface deposits. Once encountered, test units (these should vary in size depending upon the nature of the deposit, smaller 1 m by 1 m units may be sufficient for examining refuse strata; but are ill-advised for determining the exact nature of architectural features where larger sized units are more applicable) should be excavated with hand tools to sterile soil. Further recommendations, including preservation in place or full-scale data recovery, depends upon the magnitude and integrity of the resources encountered. Recovered materials should be uniformly and professionally cataloged and analyzed. Curation of these artifacts at a local repository is recommended. An agreement to curate and display these artifacts at the El Pueblo State Historic Park should be explored.

Wilshire/Curson. It is unknown whether archaeological remains will be found at Hancock Park and La Brea Tar Pits, although it seems certain Pleistocene and Recent faunal remains will be uncovered. An archaeologist should be on site during work performed by paleontologists to assist in the identification of cultural remains that may be encountered. If a substantial archaeological deposit is encountered, a testing program should be implemented for the purpose of determination of the significance and National Register eligibility of the deposit.

Universal City. At present it is difficult to determine if the remains of the original Casa de Cahuenga are extant subsurface. Should construction focus upon the parking lot north of the present Campo de Cahuenga, it is recommended that a testing program be implemented prior to construction to better assess the possible existence of the original structure. All initial surface modification activities should be monitored by an archaeologist. In the event significant archaeological remains are encountered, construction should be delayed or diverted away from the site, until testing and evaluation for National Register eligibility is completed.

Remaining APEIs

Except for remains recovered at Temple and Hill, and the potential remnant of Zanja No. 8 at Fifth and Hill, no archaeological sites or features have been recorded in the vicinity of the remaining SCRTD Metro Rail APEIs. Nevertheless, review of early surface grade profiles show little change along the majority of the proposed corridor. It is therefore recommended that all surface disturbance activities as a result of construction of the proposed line and all future joint developments be monitored by a professional archaeologist. Should archaeological resources be exposed as a result of construction activities, work should be suspended or diverted until a testing program can be instituted to determine the significance and National Register eligibility of the resource. To ensure compliance, a memorandum of Agreement outlining these recommended procedures should be entered into by SCRTD and SHPO. A copy of this agreement and procedures for compliance should be issued and explained in detail to all construction foremen so that misunderstandings concerning roles and responsibilities for protection and examination of archaeological resources encountered are avoided.

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Dr. Lowell J. Bean	Cultural Systems Research, Inc. 823 Valpariso Menlo Park, CA 94025	Letter/Telephone Conversation
Mr. Charles Bull	RECON 1094 Cudahy Place San Diego, CA 92110	Letter
Mr. Paul Chace	Paul Chase & Associates 1823 Kenora Drive Escondido, CA 92027	Letter/Telephone Conversation
Ms. Julia Costello	Private Consultant 20685 Gaughan Court Sousbyville, CA 95372	Letter/Telephone Conversation
Ms. Marie Cottrell	Archaeological Resource Management Corporation 12918 Hafter Street Garden Grove, CA 92640	Letter
Ms. Roberta Greenwood	Greenwood and Associates 725 Jacon Way Pacific Palisades, CA 90272	Letter
Dr. Travis Hudson	Santa Barbara Museum of Natural History 2559 Puesta del Sol Road Santa Barbara, CA 93105	Letter
Mr. Wiliam Mason	Los Angeles County Museum of Natural History 900 Exposition Boulevard Los Angeles, CA 90007	Personal Interview/Telephone Conversation
Mr. Eugene Moy	Southern California Chinese Historical Society 1648 Redcliff Street Los Angeles, CA 90026	Letter/Telephone Conversation

Mr. Robert Pence	1578 Mellow Lane Simi Valley, CA 93065	Letter
Mr. John Romani	6206 Peach Street Van Nuys, CA 91401	Letter/Telephone Conversation/Personal Interview
Mr. Charles Rozaire	Los Angeles County Museum of Natural History 900 Exposition Boulevard Los Angeles, CA 90007	Letter/Personal Interview
Mr. Clay Singer	Northridge Archaeological Center California State University, Northridge Northridge, CA	Personal Interview/Telephone Conversation
Dr. E. Gary Stickel	450-1/2 North Genessee Los Angeles, CA 90036	Letter
Dr. David Van Horn	Archaeological Associates 1022-13 Victoria Street Costa Mesa, CA 92627	Letter
Mr. Robert Wlodarski	Historical Environmental Archaeological Research Team 9945 Lurline Avenue, Apt. 3-212 Chatsworth, CA 91311	Letter/Telephone Conversation/Personal Interview
Mr. George Critzman	Southwest Museum Highland Park, CA 90042	Letter/Telephone Conversation/Personal Interview