Every loyal Pasadenan is proud of Pasadena's accomplishments present and fairly recent. But, lest you forget, things were happening in this little village of Pasadena more than 60 years ago, too. For instance, the arrival of the first steam railway train in this city 62 years ago was a real event and there are quite a few still alive who witnessed that epoch-making sight. Yesterday I saw a picture of Colorado street, taken from the top of the hill at Marengo Avenue, showing the residents flocking over toward the present Santa Fe right-of-way to see the first locomotive come chugging into town. How Colorado street has changed since then!

Last Sunday in this column we tried to tell about the advent of street cars, especially the arrival of the first horse-drawn carry-all arriving at Colorado street and Fair Oaks avenue on September 30, 1886. But the steam railway had arrived the year before so today let's go back a year.

Last Sunday's article accomplished one thing—L.T. McConnell, 620 Summit avenue, revealed himself as the driver of that first street car, the one pictured in that issue, taken in front of the Grand Hotel. He vouches for most of the facts in last Sunday’s chapter and offers some additional information unknown to the writer, who has lived here only 33 years. Mr. McConnell says the first street cars did not go to the Raymond station, but went straight down Fair Oaks from Colorado to Columbia street, then west to Orange Grove. Passengers wanting to go to the Raymond station had to get out at what is now Glenarm street and walk east a little over a block. Those going to the Raymond hotel got off at Fair Oaks and Columbia and walked up the hill. He also says the street cars were horse-drawn—no mules were used, so far as he remembers.

Maybe today's article will reveal the names of some of the men in the accompanying photograph of the early-day train arriving here, or maybe a member of the train crew still lives here. If so, in the interest of keeping the record straight, let's hear from you.

For a long time after the establishment of Pasadena (Indiana Colony at first), residents were content to go back and forth to Los Angeles by horse and buggy or stage (50 cents each way, 75 cents round trip), but there came a time when better service was required.

Stanley P. Jewett, a young engineer who had come here from the East to live here, is credited with launching the first railroad. In 1882 he broached the plan of a steam road between the two cities to several Pasadena friends including J.F. Crank, then vice-president of the First National Bank of Los Angeles and who lived on the Fair Oaks Ranch here. Others were induced to consider the matter and much time and money were spent in surveying the shortest possible route. Jewett and Crank were backed by Sherman Washburn, A. Brigden, W.R. Davis, W.P. Stanley and others who raised the money for the venture.

The road was incorporated on August 30, 1883, and its name was to be the Los Angeles and San Gabriel Valley RR Co. with Mr. Crank as president and the capitalization, $450,000. Contract for the
road was let in July, 1884, and work progressed vigorously for a time, but the contractor failed and Mr. Jewett took active charge. The first intention was for the right-of-way to extend from Los Angeles only as far as Raymond Hill, not entering Pasadena. But such a clamor was raised in Pasadena that the right-of-way was extended north as far as Colorado street.

The first train on the new line actually rolled into Pasadena on September 11, 1885, and it was a day of great excitement, with the engine's whistle blowing and half of the town down to see it come in. Officials decided to hold a formal opening of the line on September 16, 1885, and that was even a greater day of celebration. There was a parade with bands and lots of distinguished visitors from the big city of Los Angeles, a fine luncheon served in a big pavilion on the Central School lot and there was speech-making galore.

But the railroad did not end at Colorado street. By November of that year it extended out to Lamanda Park. After a year's delay it was built out to Mud Springs (now San Dimas). After President Crank and his associates sold the road to the Santa Fe, the road was known for a time as the Southern California Railroad, for business reasons. Soon it was tied up with the great transcontinental system of the Santa Fe and as John W. Wood put it in his history, "The East had really at last discovered California."

T.M. Hotchkiss
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