

FROM: History of Pasadena, Hiram A. Reid 1895.

## Chapter XXII SAN GABRIEL VALLEY RAILROAD

This was the first undertaking to connect Pasadena with the rest of the world by railroad, and therefore has a very intimate and close historic connection with the development of the city and its adjacent settlements. The railroad was first projected and planned by Mr. S.P. Jewett, a young engineer who came to Pasadena from Chicago in 1879, and with his widowed mother, Mrs. Belle M. Jewett, settled on Orange Grove Avenue.

The first meeting to talk over the project was held in Los Angeles in September 1882, when there were present: J.E. Hollenbeck, C.H. Simpkins, E.F. Spence, J.F. Crank, S.P. Jewett. The first three men feared that such a road could not be a financial success; there would not be traffic enough to sustain it, and they declined to join in forming a company to build the road. This delayed the matter nearly a year; but meanwhile Mr. Jewett stuck to his text, and went on perfecting his plans as to route, grades, curves, bridges, rights-of-way, station points, terminus, etc; and finally, through Mr. Crank's efforts, enough men were found who had faith in it to form a company. This was accordingly done at Los Angeles on August 30, 1883, by J.F. Crank, S. Washburn, W.R. Davis, A. Bridgen, W.P. Stanley and S.P. Jewett, who then became incorporated as the "Los Angeles and San Gabriel Valley Railroad Company," with capital stock fixed at \$350,000. The men named constituted the first board of directors, and they elected Crank, president; Jewett, vice president, general manager and chief engineer; Stanley, secretary; Washburn, treasurer.

The VALLEY UNION of July 19, 1884, said; " A contract has been let to L.H. Carver of Boston, Mass., to build the whole road, the terms being that it is to be in running order by January 1, 1885, to Pasadena." And the same paper August 2 announced that the directors of the "Dummy Railroad" had ceased operations and left the field entirely to the San Gabriel Valley Company.

The grading work went on well for a while; then Mr. Carver failed. Money was not forthcoming to meet payments due for work and material. Work was stopped for several months; but the projectors stuck to it with good grit and finally got in good shape to go ahead again.

The first public mention that I find of special effort by Pasadena to aid this important work was in the VALLEY UNION of June 5, 1885, which says: " The committee that was appointed to secure the right-of-way for the railroad has held two meetings and entered upon its work systematically. At the first meeting the work of canvassing for the right-of-way was divided between three committees, who are assigned to the following sections of the route: From Raymond Hill to Colorado street, J.H. Baker, M.W. McGee and W.H. Wiley; Colorado street to eastern boundary of the Mutual Orange Orchard, C.C. Brown, S. Townsend, J.P. Woodbury; from Mutual Orange Orchard to Rose's fence, James Craig, J.W. Hall and Abbot Kinney. It was voted to make H.W. Magee and Abbot Kinney trustees to hold the rights-of-way when secured until the railroad is completed and in operation. An agreement to this effect has been made between the railroad and trustees. This agreement requires that the right-of-way be secured before June 15."

This same paper contained this item of railroad news:

"The first locomotive of the Los Angeles and San Gabriel Valley Railroad arrived from Cincinnati Tuesday. She is called a 30-ton engine, with 5-foot driving wheels and an extension front, with Eastern style spark arrester. She was brought out dead by Mr. Homer, who will put her in shape for active service."

Pasadena interest was now fully awakened to the importance of this railroad project in its relation to Pasadena's growth and progress, and the UNION from week to week took every opportunity to report any new step in its advancement. On July 17 I find this mention:

"Locomotive No. 2 of the Los Angeles and San Gabriel Valley Railroad was fired up for the first time yesterday and run a short distance. A construction train was also made up. About 3500 feet of track was laid up to last night."

And again, July 31, this appears:

"The Arroyo Seco bridge is completed, and track laying has progressed to this point. A large cargo of ties arrived Wednesday and the track will be laid as fast as the grading can be completed."

And on August 14 this:

"The first carload of freight went over the Los Angeles and San Gabriel Valley Railroad Wednesday. It was coal for the Pasadena Water Company."

Then came the opening day, which was the grandest affair in the history of settlement up to that time. I quote from the VALLEY UNION again:

"Wednesday, September 16, 1885, will always be an epoch in the history of Pasadena. The Los Angeles and San Gabriel Valley Railroad was formally opened to public traffic between Los Angeles and Pasadena. It was an occasion for rejoicing, and the people earnestly devoted themselves to the enjoyment of a grand jubilee.

At an early hour those having the arrangements in charge were actively engaged. Mr. Thomas Banbury had provided a street sprinkler that did a grateful service on the dusty streets and celebration grounds. The Central School Park had been selected as the place for the ceremonies, and between the Public Library and school buildings a large pavilion covering an area 80x100 feet, had been erected of rough lumber, open on all sides, but covered overhead with freshly clipped cypress boughs. At 9 a.m. a train left Pasadena for Los Angeles, carrying the reception committee, consisting of the following gentlemen and the Pasadena band: J. Banbury, H.H. Markham, H.W. Magee, J.E. Clarke, G.W. Wilson, N.G. Carter, O.S. Picher, Bayard T. Smith, O.H. Conger, James Craig, P.M. Green, R. Williams. This was the first passenger train over the road, and the run was made in twenty-two minutes.

The Los Angeles guests were received at the Downey Avenue depot and five carloads including about 300 ladies enjoyed a most delightful ride to Pasadena. All expressed themselves highly pleased with the road and its appointments. Arriving at Pasadena, the guests were conducted to the pavilion where an abundant collation was served. The tables were splendidly decorated with fruits and flowers. On one of the tables was a locomotive and two cars ingeniously constructed of

variously arranged flowers. These cars were loaded with varieties of fruits and this very appropriate floral piece reflected much credit on Misses Mattie and Ollie Stratton, who designed it. Mrs. M. Rosenbaum had four elegant floral pyramids, and many of the guests were supplied with neat button-hole bouquets. The floral engine was presented to General Manager Jewett.

After the repast, literary exercises were carried out in the following order under the direction of Col. O.S. Picher, president of the day:

Address of welcome--Hon. H.H. Markham.

Response in behalf of Los Angeles--Mayor E.F. Spence

The L.A. & S.G.V.R.R. response--Hon. J.F. Crank.

Original poem--Charles A. Gardner, editor VALLEY UNION. The following is a portion of the poem:

As Troy, beleagured, in her hour of need  
Gave jovial welcome to the wooden steed,  
And poets lauded in heroic strain  
The Centaur coursers of the Grecian plain--  
So we, the people of another time--  
Of happier nation, and a sunnier clime--  
Are met with greeting for our modern horse,  
The tireless racer of the iron course.

But not like Trojan's shall our steed disclose  
The dread forerunner of a nation's woes--  
The armed battalions and the waste of war  
That ravaged Troas in her peaceful shore;  
The shock of battle and the din of arms  
That wrecked her happiness in war's alarms,  
The dreadful thunders of an angry Fate  
That sealed the fortunes of a fallen state.

No! blessings rather, in her peaceful train  
Attend our courser of the smiling plain;  
The hum of Labor in her busy wheels;  
The horn of Plenty in her bugle peals;  
The lengthened spirals of her smoky fleece  
Are tranquil curlings of the pipe of peace.

And, lo! her progress through a chosen land  
Wakes smiling industry on every hand!  
The voice of Labor and the arts of Peace  
Bid homes accumulate and wealth increase;  
And cities hasten in her path of fate  
To swell the fortunes of a rising state.

The Los Angeles Board of Trade--Maj. G.H. Bonebrake

The Influence of the Press in the Development of Los Angeles County  
J.D. Lynch, Esq. editor DAILY HERALD

The Produce Exchange--Eugene Germain.

The Union of Pasadena and Los Angeles--Col. H.H. Boyce,  
editor DAILY EXPRESS

The regular program being completed, remarks were made by Hon.

R.F. Del Valle; D.M. Berry, the father of the original colony from which Pasadena has grown up; Mrs. Jeanne C. Carr, and Gen. John Mansfield."

From this time on, there was regular train service between Pasadena and Los Angeles; and the construction work continued eastward. On November 7, 1885, the road was completed and train service commenced to Lamanda Park, where the first Y was built on which to reverse engines. Before this the engines had come up from Los Angeles head foremost and gone back with hind end foremost. At Lamanda the road took a rest for several months and boomed the town by running excursions there; and it was not until a year later-November 5, 1886-that it was completed to Duarte. Right-of-way difficulties and other matters had caused delay. But it was finally completed to San Dimas-or "Mud Springs," as it was then called and marked on the maps-a total trackage of twenty-eight miles.

Meanwhile another local company had been formed to build a road from Barstow on the Atlantic & Pacific line, down through Cajon Pass to San Bernardino, and thence westward to "Mud Springs," there joining the San Gabriel Valley road, and thus making a continuous line to Los Angeles. It had long been an open secret that these two local enterprises were in the interest of the Atchison, Topeka and Santa Fe Railroad Company, which was seeking a through connection of its own to the Pacific coast. Up to this time the Southern Pacific company had an autocratic monopoly of all transcontinental traffic with Southern California and the Santa Fe company had to pay track-rent for its trains or cars from Deming to Los Angeles over the S.P. line. But now the Santa Fe company had finally gained control of the Atlantic & Pacific road from Albuquerque to Mojave; and with these two local lines in possession, it would have an unbroken owned trackage from Chicago to Los Angeles. In pursuit of this great scheme the San Gabriel Valley road was sold to the Santa Fe company January 1, 1887, and Mr. Jewett remained in charge as manager for the new ownership until July 1, 1887, when he resigned-thus ending Pasadena's personal historic connection with the road. From the VALLEY UNION of September 19, 1885, I gather a few additional points:

"The charter provided that it should extend from Los Angeles to the eastern extremity of the San Gabriel Valley line, a distance of about thirty miles. The route to the terminus near what are known as "Mud Springs," was selected with a view to open up one of the richest valleys in Southern California. The Southern Pacific passes through the southern part of the valley, but it is too far distant from some of the most fertile and promising sections situated upon or near the foothills of the Sierra Madre range. Such places as Pasadena, Sierra Madre, Duarte and Azusa needed a close and convenient railroad connection with Los Angeles, the commercial center for all the southern counties of the State. Several surveys were made with the narrow gauge in view, and a part of the right-of-way had been secured and some grading done, when it was decided to abandon the narrow gauge scheme and build a standard gauge road. This was over a year ago, or some time in August 1884, when the capital was increased to \$600,000. The bridges are first class in all respects. The first across the Los Angeles river is 312 feet long, contains 100,000 feet of lumber, 12 tons of cast iron and 22 tons of wrought iron, and will cost about \$10,000, The Sycamore Grove trestle bridge is 450 feet

long and 38 feet high. The bridge over the Arroyo Seco is 850 feet long, 38 feet high and cost about \$15,000. "

The Arroyo bridge was built both on a curve and an incline; and when the Santa Fe company took possession they found it unsafe for their heavy freight and Pullman passenger trains; they therefore made a new grade along the face of the Gibraltar cliff and crossed the Arroyo on a high, straight, level bridge thus avoiding also the down and up haul of the old curve line. The old grade along the Garvanza bluff and the curved bridge were sold to the county and converted into a county wagon bridge and road at that point. And the Scoville bridge at Pasadena was also built of timbers from that old railroad bridge.

The Santa Fe company later extended their line to a tidewater connection at Redondo and San Diego.

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T.M. Hotchkiss

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