

Highland Park's Battle Of Bulge Told By Old-Timer

Have you ever wondered about that railroad that runs down the middle of York Blvd., starting at about Ave. 63? Here is the inside story on one of the incidents of long ago that make such interesting reading nowadays. The story is told by a man who has been a resident of Highland Park since 1888.

He is Mr. S. V. Good, of 619 N. Ave. 64. Mr. Good has lived at his present address for 47 years. He was at one time the principal of Garvanza School and he was the first principal of Luther Burbank Junior High. Here is his story.


In 1888 Highland Park was a distant suburb of Los Angeles. The Santa Fe Railroad furnished the only public transportation into town. In the course of the years, financiers in Pasadena and Los Angeles had a bright idea. Los Angeles was then a rapidly growing city and a harbor was being developed at San Pedro. If a second railroad could be built from Pasadena, through Highland Park to Los Angeles and the harbor area, it would be very valuable as a terminal line for any transcontinental railroad that wished to gain passage to the harbor area.

Gamble

So, at a financial gamble, the terminal railroad was built. It was later bought by the Union Pacific for just that purpose at a handsome profit to the original organizers.

However, the actual building of the terminal railroad proved to be quite a problem because of two reasons. First, the valley between the place where the Highland Park Public Library now stands and the hill across the arroyo was quite narrow. Secondly, the Santa Fe had purchased a Right of Way on both sides of the Arroyo.

So when the new Terminal Railroad reached Ave. 61 and



Echo Sts., they had to force their way across the competing Santa Fe tracks in the wee small hours of the night. But they were not yet out of their difficulties.

More Trouble

When they reached what was then Pasadena Ave., now York Blvd., they really had trouble galore. They evidently had no franchise to shove their rails down the middle of a public street. But the head-men had a deep, dark plan. They gathered an army of railroad builders with huge kerosene torches and

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a great supply of old equipment that they had brought up in box cars. They waited until midnight Saturday night when everyone was asleep and all the L. A. county official offices were closed for Sunday.

Then they brought in their army of workers on box-cars, lit the bon fires and torches and went to work laying track from approximately Ave. 63 to the York Ave. bridge. But they did not know that midway between Ave. 63 and Ave. 64 and across the street from the old Millers Hall there lived a brave retired army major who was also assistant L. A. County District Attorney.

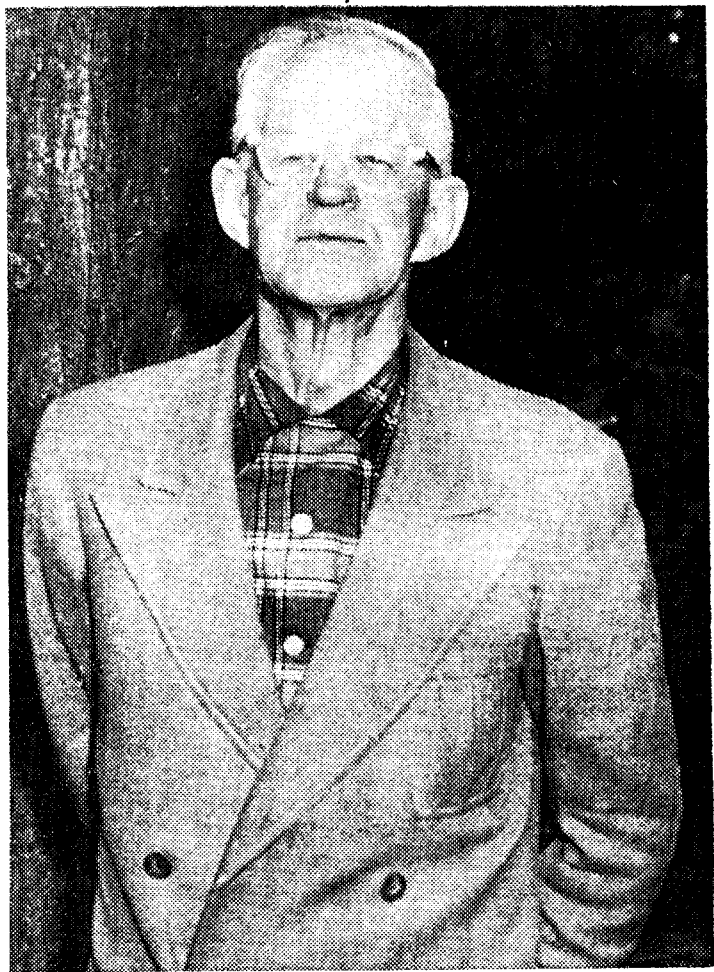
Defiance

When they reached the major's property line, there stood the major waiting for them, claiming his public right to stop them. He stood squarely in the middle of the avenue and refused to move even though he might have to stay there until Monday morning.

When the railroad officials found out who he was and what he was, they retired from the immediate vicinity for a "pow-wow." Deciding they did not have any time to waste on argument, they moved the tracks over past the middle of the avenue extending the full width of the major's property and proceeded to the Pasadena bridge. This they accomplished within an hour of midnight between Sunday and Monday.

As you drive down York Blvd. today you can still see the bend in the tracks as they bow out to the middle of the street; the place where the old major stood, defying the railroaders.

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S. V. GOOD, a Highland Park resident since 1888.