

Leaks in the pipe laid in the creek bed formed swampy places where mosquitoes flourished, and during World War II the last of these were filled in and leveled off at the direction of military authorities for health reasons.

The cross-town storm drain still serves as an important channel handling run-off from city streets all the way from Base Line near F to 3rd and Mt. View. Even without the maps, some idea of the original course of the creek can be traced by the curb-side openings into the drain. One tiny portion of the creek bed can still be seen near the corner of 10th and Acacia, where a resident has landscaped the depression on his property.

A small reminder of the presence of Town Creek was brought to the attention of the city about a year or so ago when, during a severe storm, a section of the drain gave way and fell in. Part of the intersection of 8th and D Streets had to be fenced off until repairs could be made. Luckily no wagon and span of horses fell into the hole -- or modern automobile, either -- but it was the very same place where the accident occurred in 1879, just a hundred years before.

Our City of San Bernardino Historical & Pioneer Society's historical house rests just across the street, on the southwest corner of 8th and D Streets. Fortunately Town Creek veers southeast at this point, missing the property.



A tragic scene calculated to bring tears to the eyes of rail fans everywhere. Some of Pacific Electric's finest cars being reduced to scrap metal at Kaiser Steel, Fontana, in 1951 - shortly after the downfall of southern California's finest transit system. The oil and automotive industry were almost equally responsible for Pacific Electric's demise. It would take billions of dollars to try to bring it back today.