

## HARLEM HOT SPRINGS

Delightful Bathing Try It as Plunges and Tubs



Excellent picnic grounds, free to all. No rowdiness at Harlem Springs. Fine place for parties.



Some Place Beautiful place for "A Day Off."

This advertisement, dating from 1910, shows Harlem Springs scenes of the period. Note the accent on peace and quiet, contrasting a far cry from heading, heading urban. (FAC)

## RAILROAD TO HARLEM SPRINGS

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track and rolling stock. Paul Shoup, a San Bernardino boy, was hired as ticket agent at the 7th Street station. Shoup later became president of the entire Southern Pacific system.

Business boomed for the Harlem motor road, but in 1902 there arose a serious threat of competition from two sources, a new electric line along Base Line to Highland, proposed by the San Bernardino Valley Transit Co., and a line on Pacific Avenue to Highland, proposed by the San Bernardino Power Co. In December 1901 a spark from the locomotive, carried by a strong north wind, ignited the roof of the Kohls' car barn at A and 7th, and the fire destroyed not only the barn but two cars inside. This may have hastened a decision to change. The Kohls began conversion to standard gauge and electricity. In 1903 they arranged the sale of the Harlem motor road to the newly formed San Bernardino and Highland Electric Railway Co., at a profit of \$30,000. That company, which had been incorporated in January 1903, was consolidated in June with the Redlands Street Railway Co., and the existing San Bernardino Valley Transit Co., into the new San Bernardino Valley Transit Co.,

headed by Henry Fisher and Abram Denman.

The line to Highland was rebuilt for electricity, and on July 27, with much fanfare, it was opened for business as far as Harlem Springs and in August reached Highland.

The new Highland line was then rebuilt down A Street to 1st, entering the Southern Pacific's Union Motor Depot via the Redlands tracks.

The Highland line, by then taken over by Pacific Electric, in 1915 was again rebuilt. But all passenger service was discontinued in July 1936. The remaining stub from Rialto Avenue, curving northeast through private right of way, and a corner of the present Hall of Records parking lot, to 7th and Sierra Way, continued in occasional commercial use until recent years, when the tracks on Sierra Way were paved over. No sign remains of the railroad installations at 7th and Sierra Way, but the repaving indicates where the tracks curved into the area, and the wall of the building adjacent to them slants to accommodate the curve.



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