

# THE LONE PINE CANYON LINE:

Article background notes from the editor.



A lot of background information is needed to start off this part of our history. In 1973 (while TCN/NATTA were still extant), **Leroy W. Demery** (shown at the left) wrote me about finding a mention about a Trackless line in Lone Pine Canyon. I had never heard of this and was intrigued; so, I began a letter writing campaign (this being in the days of typewriters, carbon paper, and snail mail) to everyone in the area of the proposed line to see what I could learn. Little facts were found over a 2 year period and over 100 typed letters. Brief mentions in the local press added little facts but a lot of 'remember when' and 'what if' type of fluff articles. **A very large tip of the hat to Leroy as otherwise this whole topic might still be generally unknown.** The last printed mention was about a load of telegraph type poles being delivered to a railroad siding near the proposed line in 1914 (this turned out to be an erroneous article); nothing more appeared in the press that I could find. I very wrongly surmised (in 1975) that the advent of World War I probably put the final nail into the coffin of this wannabe system. So, I closed the file and never mentioned this proposal in any

of the various NATTA publications as I did not want rumors, what ifs, and faulty remembrances to become repeated, exaggerated and transferred into erroneous facts with the passage of time as so often happened (even more so now in the internet age). To my amazement, some of my letters to a library in the San Bernardino area had been retained all these years; and William F. Betts ran across one while looking for a topic for his thesis paper. He had already done some research on the subject and contacted me some 40+ years after I had given up on the project to print an article on the subject.

His thesis paper is finished and was accepted at school. It is now available to the public in the form of a ".pdf" document and I have posted it on-line at: [www.trolleybuses.net](http://www.trolleybuses.net), for anyone to download and read. I am at: [swampdaddy@bellsouth.net](mailto:swampdaddy@bellsouth.net). At 76 pages, and from an archaeological standpoint, it is far more detailed than what is needed for this article including maps, references, and detailed corporation politics. I am going to have to thoroughly mangle it and cut out parts wholesale to fit this publication with my usual ruthless editing. (former **TROLLEY COACH NEWS** editor, Harry R. Porter, 12/2014).

## 3. LONE PINE CANYON TROLLEYBUS LINE

By William F. Betts (highly condensed & edited from the original thesis paper for TTG #505)

[Preface] While I was looking for a suitable topic for an Honors project my professor, Dr. Barber, suggested I talk with Robin Laska who ran the San Bernardino County Archaeology Information Center operating out of the San Bernardino County Museum. Ms. Laska had long been interested in the proposed "Lone Pine Canyon trolleybus line" and I became interested in this instead of the project I originally considered. She showed me a file she had accumulated on the subject including copies of letters written in the mid-1970s between Harry R. Porter (*Trolley Coach News* Editor) and Arda Haenszel, a local amateur historian working in the San Bernardino County Museum at that time. Everyone generally believed the trolleybus line had operated. My project was approved at school and I started on intensive archive and field work in October 2012 to May 2014 to find artifacts to

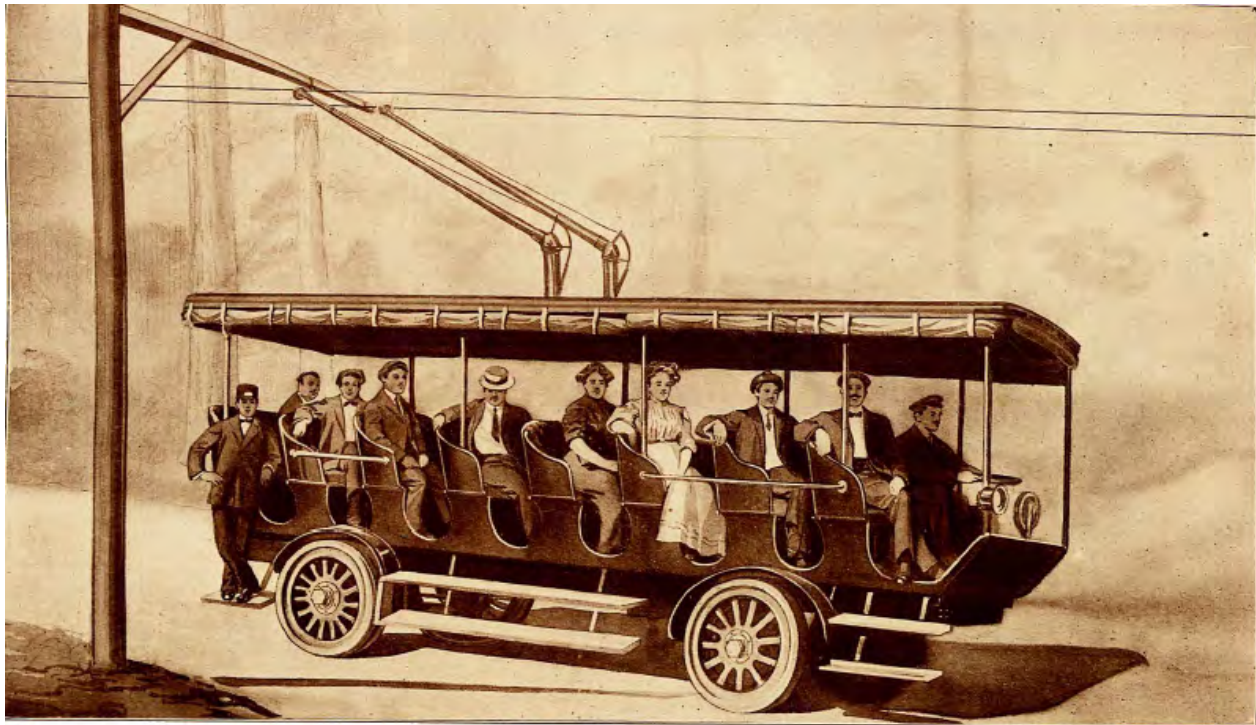
show the trolleybus had indeed run and where. In the meantime I used the internet to locate Mr. Porter and he generously sent me copies of his files on this subject from 1973-1976. Mr. Porter's conclusion was that nothing had run though obviously money had been spent on preliminary work. By June 2013, I realized I was, indeed, chasing a phantom and my project shifted to finding correct explanations for the artifacts found that had locally been considered to support the theory that it had operated. I wrote my thesis on this project. [end of preface]

There is a hint in the November 1910 issue of *Electrical World* (7) in the article by R.W. Shoemaker concerning his designing and building the equipment for the Laurel Canyon

trolleybus line about the prospects for a mountain passenger and freight trolleybus line based on the Laurel Canyon equipment.

And, in fact, R.W. Shoemaker was directly connected to the new proposal being on the board of several corporate entities concerned with this project. On February 2, 1912, The Los Angeles Times reported that the Lone Pine Utilities Company (LPUCo) had incorporated and was planning to spend \$150,000 building the

trolley line and providing power to residents of the area. By May 1912 things were organized, bonds made available, and a brochure to entice investors was issued by the California-Pacific Investment Company (11) hereinafter referred to as the CPICo. By August 1912 (12) some three miles of roadway had been graded between a rail siding on the Santa Fe Railroad that at that time was referred to as Grava (13) to the main road out of San Bernardino to Wrightwood



Design of Trackless Trolley Passenger Car for Lone Pine Utilities Co.

Drawing from page 09 of the California-Pacific Investment Company brochure.

at the end of the proposed line. So, the Lone Pine Canyon proposal did get beyond the paper stage with actual money spent and construction begun. It is not known how much money was subscribed in the beginning to the LPUCo..

The CPICo brochure is quite interesting and a drawing (above) shows a proposed passenger unit for the line which also shows its heritage to

the early German operations (note the type of trolley booms and see on page 5 of TTG 505 the photo of a unit similar to the Bielatalbahn freight locomotive). The brochure also shows a proposed freight motor (see next page). And this behemoth of freight traction motor unit which is shown on the next page in a drawing from the CPICo Brochure was to have a 75 hp motor

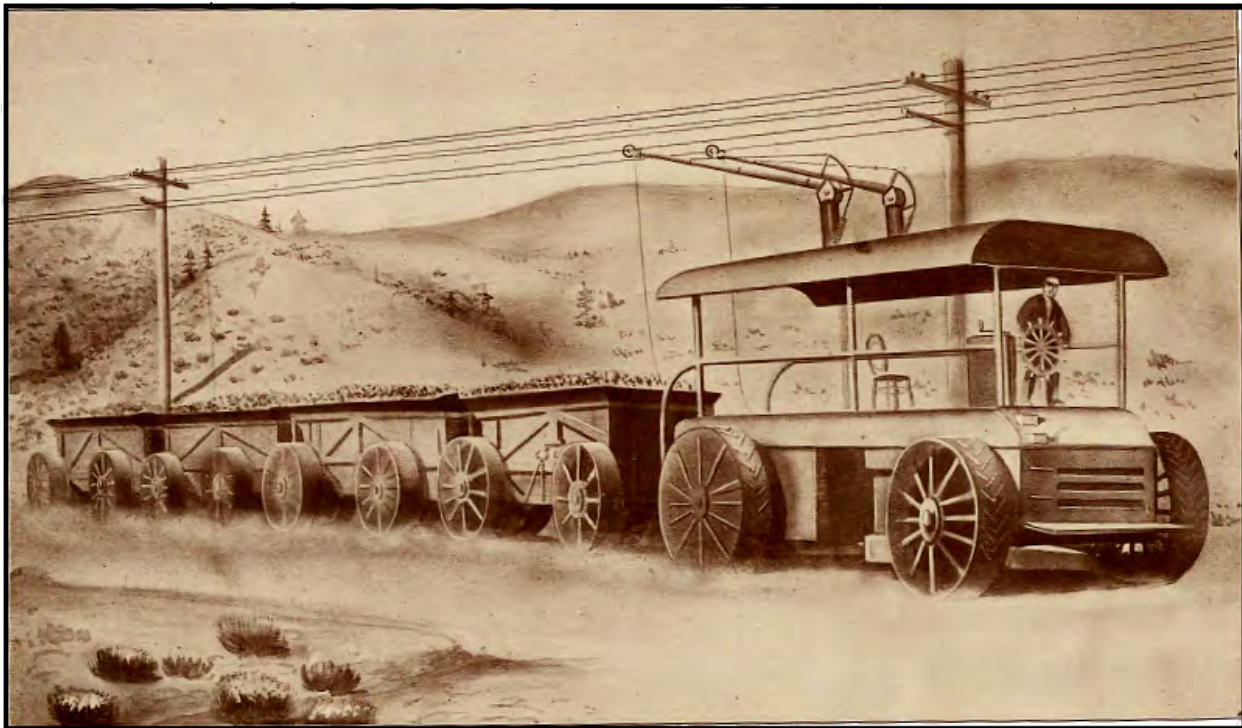
(11) A May 1912 Prospectus issued by the California-Pacific Investment Company, see Appendix A for a reproduction of this prospectus brochure in full.

(12) *Electric Railway Journal*, "Construction News", *Electric Railway Journal*, Index to volume XI, June-December, 1912, p197.

(13) The CPICo brochure referred to the Grava name; and, this rail siding changed names frequently which caused some confusion as to location of the siding as some RR records were lost in a fire in 1926. The siding was removed in 1948.

Name:  
1906-1910 Cajon Gravel Spur  
1910-1913 Grava

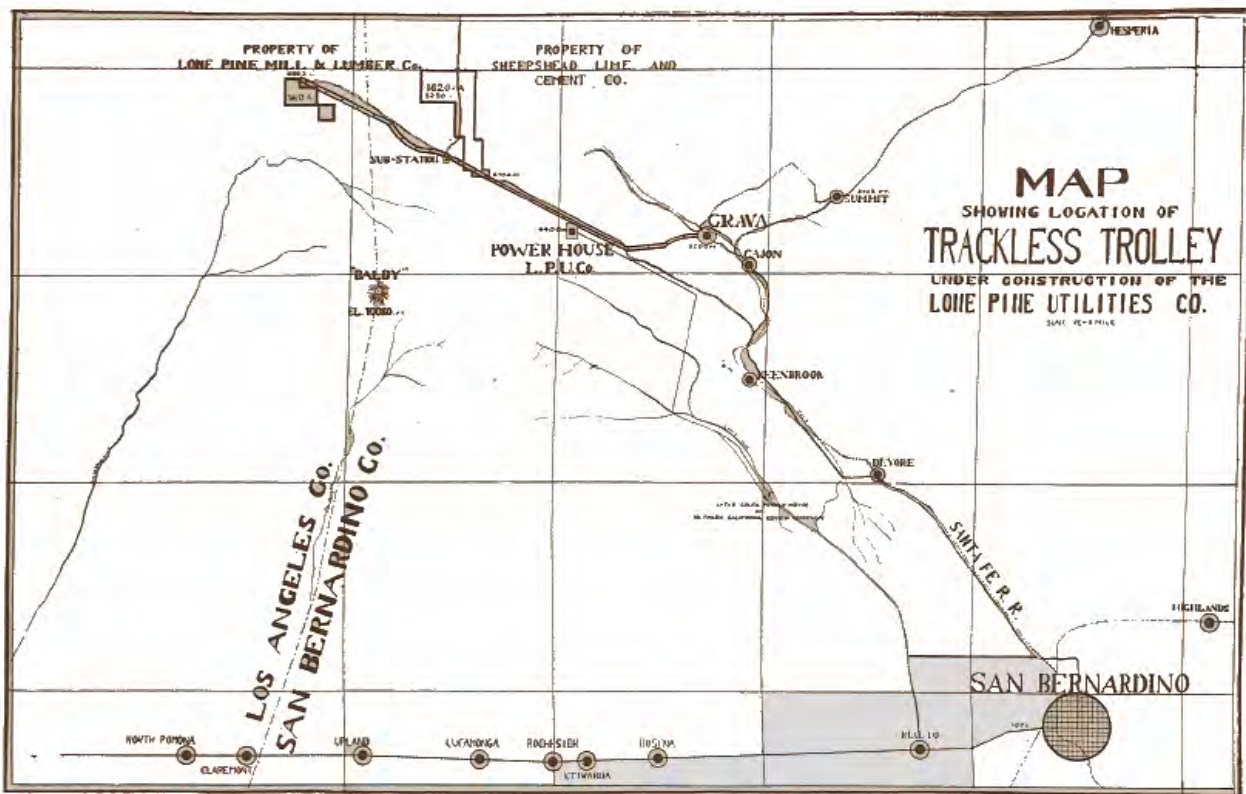
Name:  
1913-1916 Big Pine  
1916-1948 Pine Lodge



Design of Freight Motor, Trackless Trolley, 300 H. P., Hauling Capacity 300 Tons.

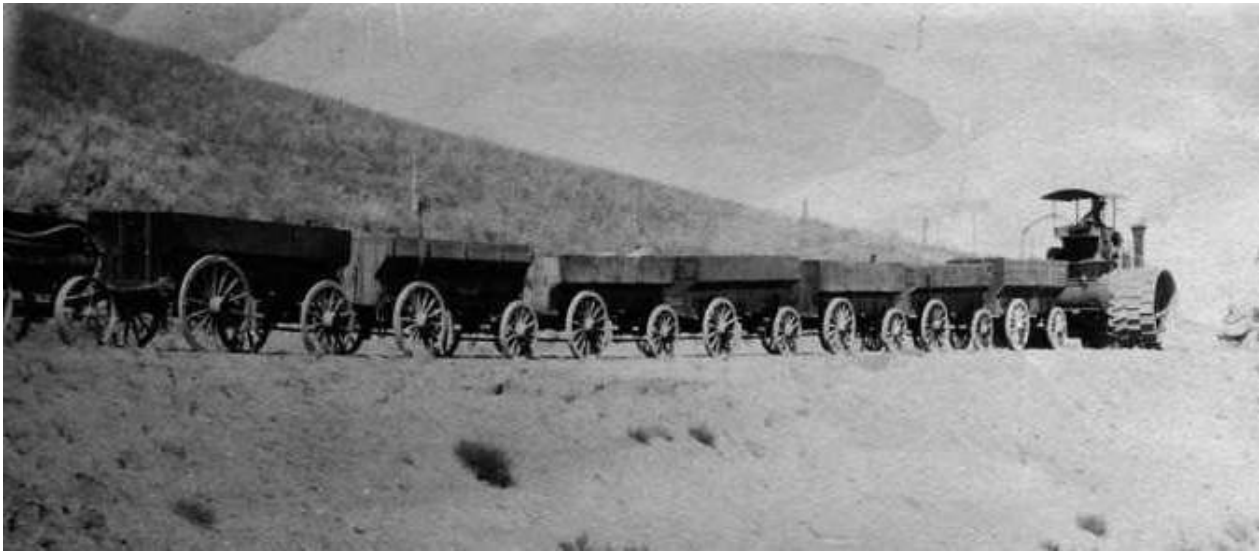
Drawing (enhanced for TTG) from page 07 of the California-Pacific Investment Company brochure.

A map of the proposed route of the line and utilities line from the CPICo brochure, page 22.



geared to the rim of each wheel thereby needing no differential and allowing for standard streetcar controls to be used. It's 35 ton weight and 300 hp was to be capable of a top speed of 3-1/2 mph pulling up to 12 trailers, carrying 8 to 25 tons each, up to 300 tons total, of quarried material. Further details in the CPICo Brochure in Appendix A, page 06.





Here is a typical "road train" of that era, a large steam traction engine pulling a load of gravel in 8+ wagons.

(Ed. Note) ""Southern California Edison's Lytle Creek wiring diagrams, 1910-1914, showed no lines to the LPUCo powerhouse (or even proposed ones) and they talked to an old-timer (when I wrote them in the 70s) then retired who had been at Lytle Creek during the time it would have been done and he said nothing existed. This is another reference that this project failed as it never got far enough to need power.""

Similar "road trains" to the proposed Lone Pine Canyon one were pulled by steam traction engines in highway construction at the start of the 20<sup>th</sup> century. (see photo, bottom of p10). On a slightly larger version of the map on the previous page I have overlaid the portion of the route for which the new portion of the road was to be constructed by LPUCo in **BLUE**, presumably to meet the old road also due to be graded and paved and continue on into Wrightwood, and the route of the proposed electric power line from Lytle Creek in **RED**. The Power House would have motor-generator sets to convert the AC power to DC power for the trolleybus overhead. The main reason for the use of DC motors in electric streetcars and trolleybuses was the greater starting torque than similar AC motors. A sub-station was to be built just by the Sheepshead Lime & Cement Company property and power lines extended into that facility. Eventually when the line was extended into Wrightwood for passenger service I am sure a further AC sub-station would be built carrying higher AC voltage from the power house to the sub-station to be converted into household AC current for Wrightwood. After determining the most likely routes for the road and power lines from various maps and the LPUCo brochure from

California-Pacific Investment Company, a number of archaeological (on site physically) survey's were made to look for relics of the road construction or power lines. After obtaining a US Forest Service survey permit, fieldwork began in earnest including the use of metal detectors. Quite a number of glass insulators were found of various makes but all were of a type for telephone and telegraph cables rather than higher voltage insulators. Paul Bishop helped locate some old pole stumps on his ranch (which was the Sharpless Ranch back then) that had been incorrectly attributed to the trolley in an early story on the line in the 2000 *Wrightwood Roots* newsletter (14); but these were located too far to the side of crumbled pavement pieces to have held bracket arms for overhead wires for a trolleybus operation. Based on this, and the newspaper report that a load of telegraph poles had been delivered in 1914 (15), While poles for a proposed trolleybus line may have been erected no evidence for a complete line was found. Fittings and wire fragments were of a like type as that of the insulators. Various artifacts were found at 89 locations along the expected route. These were photographed for the thesis; but are omitted in this article.

(14) *Wrightwood Roots*, May 05, 2000, pages 1 to 3 via the Wrightwood, CA on-line forum.

(15) *San Bernardino Daily Sun*, Sunday May 9, 1914 copy via San Bernardino County Museum.

## ACTUAL CONSTRUCTION PROGRESS VIA PRESS REPORTS AND NEWSPAPER ARTICLES AND ADS:

Skipping back in time to the actual reports of construction from various sources. The LPUCo was incorporated in 1912 as reported in the Los Angeles Times (16) and actual construction began in March of 1913. Stock/bonds were issued with some locals joining the enterprise by contributing land, mining rights, and other considerations rather than cash. By August 03, 1912, some 3 miles of roadway had been graded and surfaced (17) and in September 1912 an ad in the Los Angeles Times claimed lots were selling fast (18) at the proposed Big Pine resort area owned by the Lone Pine Mill and Lumber Company who had been subdividing land into 100 x100' lots for summer cabins or camps. An article on the project in January 1913 described the roadbed as "splendidly constructed", "broad", "hard surfaced", "like an automobile speedway", and "almost complete" (19). Another advertisement in the same issue promised the trolley would be ready by the end of spring (20). In August 1913 an ad offered lots in Big Pine and claimed the

trackless trolley would soon be completed (21). [Editor's Note: As I had speculated some 40 years prior to Bett's thesis, it was becoming evident that the company was seriously under funded and had been/was spending money faster than it was coming in.] So sure of success was the company that on 11/01/1913 it agreed to lease a **Marion Model 50 Electric Shovel** from the Action Rock Company for one year at a cost of \$3,650; this was a very, very big expense at that time. This major expense+ ultimately may have been the straw that broke the camel's back as it was all downhill from there for the LPUCo. At the time, the shovel was on a rail car at the Southern Pacific Company's siding in Tejuanga, CA. LPUCo was responsible for transporting the shovel to the work site. The Shovel was still in the Tejuanga rail yard when early the next year in February or March of 1914 it was washed off the tracks by a flood. LPUCo paid to have it put back on the tracks and then tried to back out of the lease (22).

## LEGAL PROBLEMS STARTED COMING TO THE FOREFRONT:

With problems mounting, lawsuits being filed, the Corporation was being crippled; and, in an attempt to preserve some assets and continue with the project the LPUCo merged with the Lone Pine Mill and Lumber Company, owner of the Big Pines resort property, and the merger formed the **Big Pines Lime and Transportation Company (23)**. In those days articles in newspapers were often based on upbeat press releases issued by the very companies the articles were about; reporters rarely visited remote scenes to check out things themselves. And the CPICo tried one last time in 1914 to raise money by sending out a postcard aimed at businessmen with spare cash (see photo, next page); this postcard showed a trackless trolley climbing a mountain grade toward the resort (note one set of wires and telephone / telegraph wires off to the side). An article on April 21, 1914 reported that road grading had been completed for some time, power lines from the Edison facility in Lytle Creek were under construction, (freight and trolley) cars would soon arrive, and the trackless trolley would be ready for operation before summer (24). At any rate, on August 20, 1914 the total assets of the LPUCo were sold to the Big Pines Lime & Transportation Company (BPL&TCo) for \$10 in gold and other valuable considerations (a legal term for hiding the actual cash price or perhaps assets) including the 11 placer mining claims along Sheep Creek running through the canyon; all subject to the claims of the \$100,000 bond issue held by the bank (25). The merger itself created as many problems as it might have solved as some bondholders refused to exchange their old bonds in the LPUCo for new BPL&TCo bonds.

(19) *Los Angeles Times*, 01/01/1913 [26]

(20) "Californians build first Trackless Trolley in America", *Los Angeles Times*, January 01, 1913. Accessed via ProQuest Historical Newspapers: Los Angeles Times (1881-1989), courtesy of Roger Hatheway

(21) "Display Ad 2 - No title", *Los Angeles Times*. September 22, 1912. Accessed via ProQuest Historical Newspapers: *Los Angeles Times* (1881-1989), courtesy of Roger Hatheway

(22) *Action Rock Company v. LPUCo.*, 44 Cal.App 597, 186 p, 8090 Retrieved from WestlawNext June 26, 2013

(23) *Wheat Et Al v. Big Pines Lime & Transportation Co. Et Al* (Everett Intervened 55 Cal.App 654, 204 p 43. Retrieved from WestlawNext June 26, 2013.

(24) "Industrial Progress: Trackless Trolley", *Los Angeles Times*, April 21, 1914. Accessed via ProQuest Historical Newspapers: Los Angeles Times (1911-1889)

(25) "Final Efforts of Endeavors: Trackless Trolley to Run up Swarthout Canyon", *Los Angeles Times*, 01/18/15. Accessed via ProQuest Historical Newspapers: Los Angeles Times (1911-1889)



These problems prevented the LPUCo from redeeming the Trust Deed of March 1912 which was secured by "all property it then owned or might thereafter acquire." (23)

Early in 1915 a last know newspaper article was still mentioning the trolley, Company president E.E. Denton indicated that the company was planning on spending \$50,000 constructing the line 9 miles from Grava, and that power would be brought into the canyon before the summer season (26). In September 1915, the company defaulted on a \$5000 promissory note securing the March 01, 1911 mortgage by M.C. Rodgers for the Big Pines property (27). Additional lawsuits were filed and the company lost all most all of its physical assets but continued on paper into 1917 at least (28). In May 1917 Elias Rickerhauser, a member of the board of directors, obtained a judgment for \$9,760.60 against BPL&TCo and in April 1918 purchased the rights to the lime claims belonging to BPL&TCo. He later sold these rights to the Sheepshead Lime & Cement Company (23). In early 1916 serious flooding damaged most of the mountain roads; BPL&TCo objected to plans

by the county to repair what they considered to be their road (29). However, the country determined the road had been a public way for 20 years and added it to the County road system (I am not sure this is totally correct, the county may have been referring to the old road, I was never able to find what the determination of the road claim was]. After the dust settled, so to speak, the Sheepshead Lime & Cement Company actually quarried rock and its successor actually built a crushing mill on the hill overlooking the Grava (now Big Pine) siding. Some 7 miles of road was in operation from the quarry of the Sheepshead Lime & Cement Co. to a loading facility near where the Santa Fe tracks and Highway 138 cross. This was given the fancy title of Big Pines Station. From early mining documents (28) it would appear that the SL&CCo was under control of BPL&TCo directors who had a Mr. W.J. Hunter, an engineer, in charge of a 10 man crew at the quarry site to expedite delivery on large contracts recently signed by the company. There was a proposal at this time to extend the

road some 5 more miles (probably to the resort area) in Wrightwood (and maybe still a trolley) The BPL&TCo was still in business until 1919 (28) but not much else is known. Further research will undoubtedly bring out more details on this project; in the first few year's of the 20's the interests of the BPL&TCo & SL&CCo were apparently bought out by the McFadden Corporation (30) which built a small crushing mill on the siding and transported rock to it by

(26) "Final Efforts of Endeavors: Trackless Trolley to Run up Swarthout Canyon", Los Angeles Times. January 18, 1915. Accessed via ProQuest Historical Newspapers: Los Angeles Times (1991-1889)

(27) The Pacific Reporter, Wheat Et Al v. Big Pines Lime & Transportation Co. Et Al, volume 204, St. Paul: West Publishing Co. 1922, p42-46.

(28) Various utility directories for the electrical trade and transportation industries not cited here.

(29) Sam Bernardino County Board of Supervisors, *Minutes of March 13, 1916*, Original in the San Bernardino County Archive, San Bernardino County, CA

(30) The sale to McFadden occurred in the early 20s, San Bernardino County Archive.

truck; the mill & quarry went bankrupt themselves over a court suit in the early 30's and the only remaining evidence is the foundation of the crusher at the siding (see photo following). Some patches of white rock dust still exist in the area from spilt & wind blown lime. In Conclusion it is likely this obscure operation would have been forgotten letters were those to the San Bernardino Public Library, The San Bernardino Museum Association, the Southern California Edison Company, and the Santa Fe Railroad (32,33,34,35) plus many others never answered by return mail. Based on the facts researched it is difficult to understand how many references think the trolley actually operated. Maybe an 11/13/73 'remember when' column by Ed Bule asking readers if they remembered: "when they hauled lime in electricity-powered trucks from a quarry in Live Oak Canyon off Cajon Pass to a shed on the Santa Fe Railway Tracks at the highway 138 crossing? The trucks obtained their power from an overhead trackless trolley, the first I ever saw."(36) **Editor's Note: Remember When columns are rarely totally**

were it not for Mr. Harry R. Porter. Porter was the editor of *Trolley Coach News* and spent several years, (1973-1976) unsuccessfully following up on references to the Lone Pine Trolley from a reference in the August 1916 issue of McGraw Electric Railway List (31) as forwarded to him by Leroy W. Demery who was a NATTA member at that time. Among the **factual and are often romantic looks at the past from notes sent in by readers and compiled into a column by a writer as nostalgia seen through rose colored glasses. But often repetition by others turns them into erroneous facts. I doubt Bule saw anything and based his comments on a reader's correspondence. A better look at the past are the "50 years ago today type columns" in many papers which quote older newspaper articles though even those can contain inaccuracies and leave misleading impressions].** A local historian at the time, Burr Belden, reported a roadway had been partially graded, naked poles still stood in the 1920s, but the project never got off the ground and the mill, which was built later, was supplied by truck (37).

## CONCLUSIONS TO MY RESEARCH PROJECT:

One re-occurring questions is: was the trolley, like so many other land and mining development projects of the era, just a scam? My sense is that it was not. The Laurel Canyon Trolley line had been operating at a profit for several years. Trackless Trolleys, now better known as trolleybuses or electric trolley buses

(ETBs), were under consideration in many jurisdictions. The promoters stood to gain big rewards from an operational trolley. The Big Pines area did eventually become a major resort and is home to one of Southern California's main ski parks. Wrightwood eventually grew

**Keep moving.  
Things are moving so fast nowadays that  
people who say it can't be done are  
interrupted by someone  
doing it.**

- (31) Letter to Harry R. Porter, July 15, 1970. In Harry Porter's personal archive. Referencing: *McGraw Electric Railway List*, August 1916.
- (32) Harry R. Porter, letter to the San Bernardino Public Library, September 11, 1975. Harry Porter's personal archive
- (33) Harry R. Porter, letter to the San Bernardino County Museum Association, October 12, 1975. Harry Porter's personal archive
- (34) Harry R. Porter, letter to the Southern California Edison Company, October 21, 1975. Harry Porter's personal archive
- (35) Bill Burk, Vice President Public Relations, the Atchison, Topeka and Santa Fe Railway Company Letter to Harry R. Porter, May 1, 1974, Harry Porter's personal archive
- (36) Earle Bule, "The Tell Me: Maybe San Bernardino is Quieter Today Than Ever", Sun Telegram November 25, 1973. Copy courtesy of the San Bernardino County Museum Archives
- (37) Burr Belden, letter to Harry R. Porter, January 08, 1976. Harry Porter personal papers, Copy provided by Harry Porter

into a thriving resort community. The lime deposits, owned by the promoters, were potentially valuable if an economical way of getting it to the market could be found. While details of the financial arrangements are beyond the scope of this project, it appears that some investors, notably M.C. Rodgers, had significant personal capital at risk. What went wrong? There are probably several contributing factors, any one of which would have doomed the enterprise. The promoters were probably overly enthusiastic. A quote from the prospectus gives a window into their thinking: Not wanting to be interrupted, the promoters probably underestimated the complexity of creating a project of that scale without the benefit of existing infrastructure. Undoubtedly, the Achilles Heel was the automobile (38). Between 1910 and 1916 there was a significant increase in the number and capability of automobiles. With the automobile came improvements in the highway system, including a more direct route from Los Angeles. As automobiles became common, affluent customers, no longer needed the trolley. Initially building the road seems to have gone fairly smoothly, and there are multiple accounts attesting to its quality. However, no evidence of a functional electrical system was found. As revenue from the resort and mining interests failed to materialize, the

company ran out of money. The floods of 1916 were probably the final straw. Lawsuits from investors hamstrung the company, and the trolley (project) faded into obscurity.

The trolley would likely have been completely forgotten had not Bule published his remembrances shortly before Porter made his inquiries. Based on Bule's 'eye witness' account others may have assumed the trolley to be a fact, and concluded the pole stubs were artifacts from the trolley system. However, closer examination of the location of the poles shows that most were too far from the road surface to be supports for overhead trolley wires. The presence of telephone system components, and the absence of high voltage components, strongly suggests that the poles were part of a telephone system built sometime after 1920. Mining records indicate there was little mining activity during the trolley era; casting doubt on the accounts that the trolley transported ore. Land patent records also show that the lime plant was not built until much later. There is no way to know exactly what Bule saw; perhaps it was pictures of the Laurel Canyon trolley. Whatever triggered his memory, Betts found no evidence that the Trackless Trolley ever hauled ore from the mines in Lone Pine Canyon (39). By William F. Betts (end of condensed thesis paper)

- (38) Your editor will disagree here as most vacationers back then would not drive their car that far even if they owned one and would still take the train. With the prevalence of auto travel today and flying it is hard for us to envision people using passenger trains which hardly exist any more.
- (39) Editor's note: I think the arguments against any operation are easy to state:
1. No pictures have ever been found (and there are dozens and dozens for Laurel Canyon and other early operations.) Someone connected with the companies involved would have sent photos to papers for publicity in general and to promote the selling of Big Pine lots.
  2. No electrical system was ever built despite 'self promoting articles' saying it was on the way. No records exist in Southern California Edison's Lytle Creek station to further back this up. No Streetcar overhead parts were found in archeological surveys though phone system parts were.
  3. The advance lease of the Marion model 50 electric shovel before any power wires were installed or there was any need of it was the financial 'ruin' factor which the company never recovered from. Then there followed the investors rebellion and lawsuits.
  4. The selling of Big Pine resort lots never reached expectations and expected passenger traffic was nil to non-existent back then. The Laurel Canyon line being located much nearer to Los Angeles did not have that problem and had a steady clientele.

[I am well known for chopping articles to the bone to fit a certain space; and, I eliminated all artifact searches and photos of them as well as dozens of topographical and flat maps, etc. of the area in question turning William Betts' scholarly thesis into this typical, condensed *Trackless Trolley Gazette* history. If you don't like it blame me, not the contributors. Harry R. Porter, former editor for NATTA publications, 2015. This article on the Lone Pine almost system has been 42 years plus in the making and well worth the wait.]

**COMPANY & PUBLICATION ACRONYMS:**

BPL&TCo = Big Pine Lime & Transportation Co.  
 CPICo = California-Pacific Investment Company  
 LCUCo = Laurel Canyon Utilities Company  
 LPUCo = Lone Pine Utilities Company  
 NATTA = North American Trackless Trolley  
 Association (parent of TCN, TTG, etc.)

SL&CCo = Sheepshead Lime & Cement  
 Company  
 TCN = *Trolley Coach News* (NATTA's current  
 events publication)  
 TTG = *Trackless Trolley Gazette* (NATTA's  
 historical publication title)

**CAST OF CHARACTERS (past and present):**

Sumner B. Wright  
 R.W. Shoemaker  
 Charles Spencer Mann  
 Mary C. Rodgers  
 E. E. Denton

**Acknowledgements of contributors:**

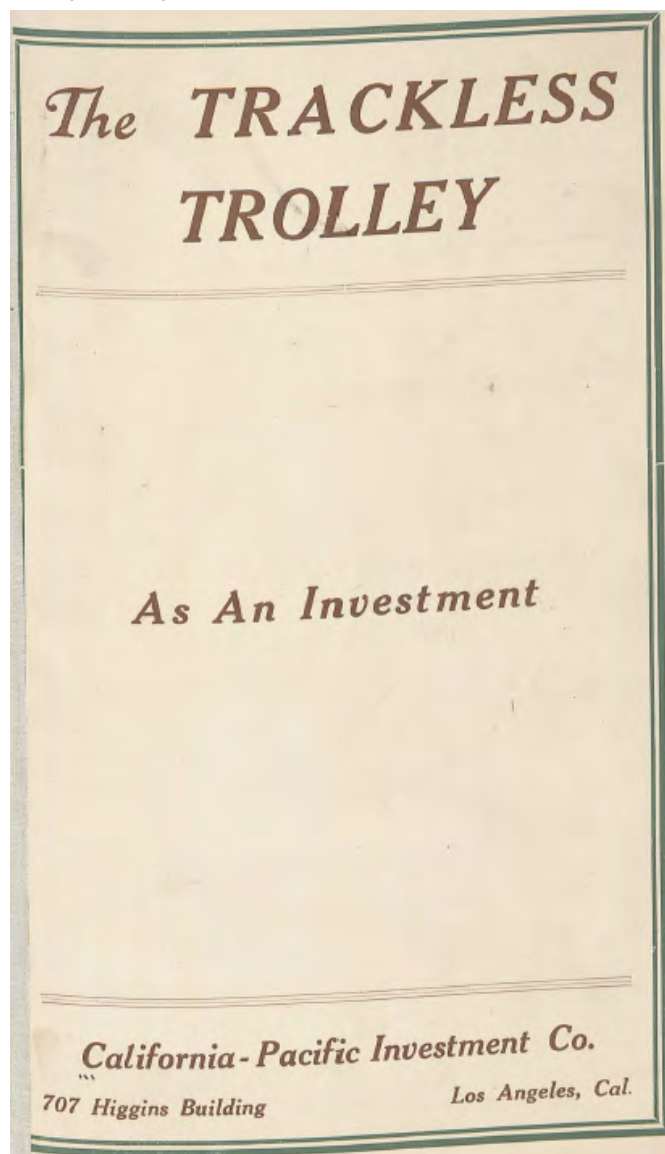
George F. Tillitson, *Wrightwood Roots*, (deceased)  
 Harry R. Porter 1973-76 (mail), 2013-15 (internet)  
 John Aziz, Webmaster (Wrightwood, CA forum)  
 Leroy W. Demery  
 Richard R. Kunz (deceased)  
 Stanley F.X. Worris  
 Terry Graham *Trackin' A Dream* (on the  
 Wrightwood, CA forum)  
 Wayne M. Hom (deceased)  
 William F. Betts (archeological research and thesis  
 on this project finished 2014)

**Postscript:** Shortly, probably in 2015, I will take a more in depth look at the Laurel Canyon operation than the article which essentially is just to show how it went from the Bielatalbahn → The Laurel Canyon Line → To the Lone Pine Canyon proposal. Comments are welcome as well as additional material for any future editions of Trackless Trolley Gazette #505 in electronic form. Comments welcome on this publication; both on the style and the information. Send them to [swampdaddy@bellsouth.net](mailto:swampdaddy@bellsouth.net). Depending on what else I am doing I may be at times slow to answer them.

# Appendix A: California-Pacific Investment Company's prospectus brochure.

## LONE PINE CANYON UTILITIES COMPANY

This is the operation mentioned in R.W. Shoemaker's article on the Laurel Canyon line (as footnote 8). Your editor first heard of this *maybe* line in 1970 in a letter from Stanley F.X. Worris outlining a brief article in McGraw's Electric Railway List, California Section (1). Being busy with Trolley Coach News (2) and current events back then I did not follow up on this as no hobbyist or researcher had previously mentioned it. Starting in 1973, peaking in late 1975, and winding down in 1976, I typed (the old days before the internet and email) nearly 100 letters as I wrote to anyone I thought could help, waiting weeks and sometimes months for replies to come back in order to proceed. Basically little was learned other than it barely got off of a paper plan and no trackless operation ever occurred. See Appendix B for research list. A letter to Leroy W. Demery, Jr. brought some in person research and he found a brochure for this line in one of the UCLA Libraries from the California-Pacific Investment Company for this proposed line and sent me a copy - with copy technology being what it was then, the pages were pretty muddy and blurred. Based on this material and the exact location of the company/operation my



letter writing reached a peak after receiving it. The research basically hit a dead end in 1976 and languished there until 2013 when William F. Betts read a letter from me to a local library (3) in the area and saw a 3<sup>rd</sup> hand copy of the brochure that I had sent. He decided to take up the research for a senior paper and right off sent me a good copy of the LPUCo investment prospectus.

The California-Pacific Investment Company (4) issued a brochure on a proposed trackless line up Lone Pine Canyon from a Santa Fe RR siding to quarry sites in the canyon. Eventually it was proposed to extend the line to Wrightwood, CA and to the Big Pines Lumber Company proposed subdivision site (for summer vacation homes) and to the Big Pines Recreation area outside of Wrightwood. The brochure is printed here in it's entirety in a reduced size for some pages less pages at the end analyzing the lime quarry's product quality:

- (1) McGraw ELECTRIC RAILWAY LIST, 08-1916, Big Pines Lime & Transportation Company, see Appendix B for the full article.
- (2) TROLLEY COACH NEWS, current events publication of the North American Trackless Trolley Association, published 1969 to 1985, Harry R. Porter, Editor the entire time
- (3) October 12, 1975 letter to San Bernardino County Museum Association, 2024 Orange Tree Lane; Redlands, CA 92373, and later correspondences through 1976 from Harry R. Porter.
- (4) California-Pacific Investment Company, 707 Higgins Building, Los Angeles, CA., "The Trackless Trolley As An Investment", May 20, 1912, 24 pages, as copied by Wm. F. Betts from the California State Library, item [cTL 232 c3](#).

Above: Page 1 of the brochure

Keep moving.  
Things are moving so fast nowadays that  
people who say it can't be done are  
interrupted by someone  
doing it.

## LONE PINE UTILITIES COMPANY

incorporated under the laws of the  
STATE OF CALIFORNIA

Capital \$500,000.00

Officers and Directors

- S. B. Wright, president; president of Consolidated Abstract & Title Guaranty Co., San Bernardino, Cal.
- E. E. Denton, vice-president and general manager, president of California-Pacific Investment Company.
- E. Earl Crandall, secretary; attorney-at-law.
- E. S. Field, capitalist.
- J. R. Lockwood, real estate and building.
- R. W. Shoemaker, Electrical Engineer, designer and builder of the first Trackless Trolley in America.

## The First Trackless Trolley in America For Hauling Freight

The LONE PINE UTILITIES COMPANY was incorporated for the purpose of constructing a so-called "trackless trolley" from a point on the main line of the Santa Fe railroad, two miles above Cajon Station, at a small station called Grava, in San Bernardino county, California, to a point twelve miles distant northwesterly, in Section Two, Township 3 North, Range 8 West, at the summit of Swarthout Valley.

The line opens up transportation facilities for vast lime deposits of very high grade limestone, large apple orchards, and furnishes transportation for a large subdivision now being surveyed and placed on the market for sale to those desiring a summer home in the mountains.

It will also furnish electric light, power and telephone service, in addition to transportation. The following pages will give you a more detailed statement of the history of the trackless trolley, the plans of our company and the construction work already accomplished.

LONE PINE UTILITIES COMPANY,

707 Higgins Bldg., Los Angeles, Cal.

## A Trackless Trolley

---

The development of the trackless trolley is a somewhat new departure in the line of transportation in this country. In Europe this mode of transportation for both freight and passengers has been developed to a high degree, and has proved a mechanical and financial success. In many parts of Europe it is the only mode of transportation that is known, or, for that matter, could be used in the narrow streets and with the difficult conditions under which an electric car line is compelled to operate.



Garage at Terminal of Kalksburg Line, Austria

The first trackless trolley in America was designed and built under the supervision of Mr. R. W. Shoemaker, an electrical engineer of Los Angeles, Cal., in Laurel Canyon, a suburb of Los Angeles, for the purpose of furnishing transportation to the purchasers of lots in a realty subdivision. That it has accomplished this object goes without question, evidenced by the sale of all the lots in the subdivision, and by the fact that it has operated continuously for over two years over grades that have reduced every automobile and other means of transportation to scrap iron within a short time.

The trackless trolley presents no difficult feat of engineering; it simply applies electricity in the simplest manner possible to the automobile or traction engine, and does away with the most costly part of the street or electric railway, its rails and ties.

(B1) Use of a photo of the Kalksburg line is interesting as it uses the Cedes-Stoll pickup method of a trolley rolling on top of the two overhead wires rather than the more conventional poles that are under running the wires.

## Rights of Way for the Road Now Being Constructed Equipment and Rolling Stock for the Same

### RIGHTS OF WAY:

The LONE PINE UTILITIES COMPANY owns in fee simple the title to a strip of land 50 feet wide through and across all of the property owned by private individuals and corporations through which its line will pass; a blanket right of way for the building of a road, the erection and maintenance of power lines and the removal of the same from the property owned by the Sheepshead Lime & Cement Company; a permit from the Forestry Department of the United States for a right of way for a road 50 feet wide across all of the government land through which it passes; a right of way for a road, also for the erection of electric lines, poles and wires, water pipes and telephone lines over and across 560 acres of timber land at the head of Swarthout Valley, which is now being subdivided into lots by the Lone Pine Mill & Lumber Company; a power house site of five acres with water rights for its main power house, yards and barns; and a substation site at the head of Lone Pine Canyon, 100x100 feet. Upon the five acres above mentioned the company has already erected a cook-house, and has furnished the same with a complete camp outfit for boarding the men now employed in clearing and grading the right of way. This work was commenced March 21st, and has been carried on continuously since that time.

### Power House and Buildings

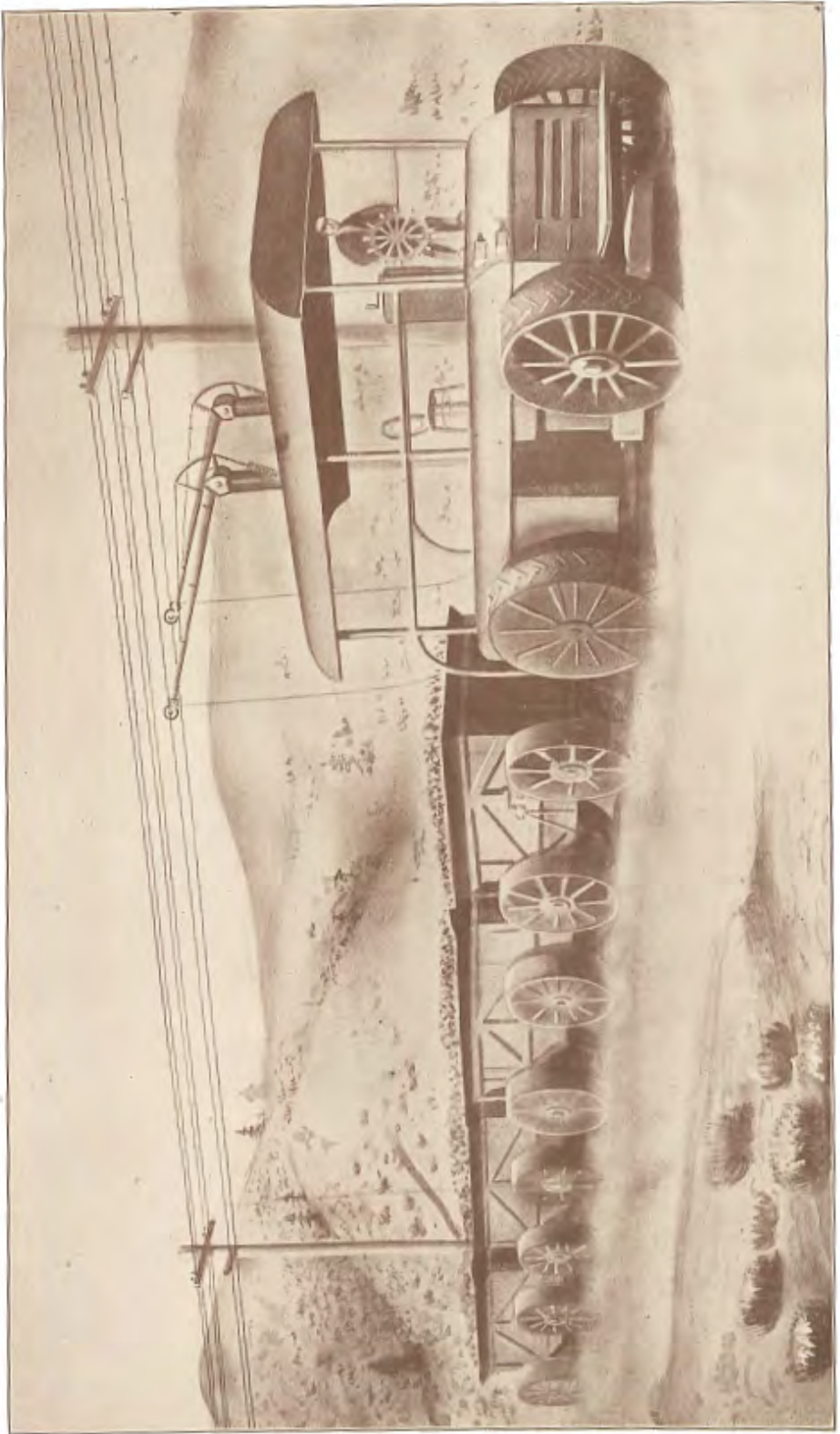
The company will erect a fire-proof power house, car barns, blacksmith and machine shop on the five acres above mentioned, for the caring for and housing of its cars and main equipment, and for the repair of the same. In addition it will erect buildings for the housing of its employes. It will also erect a fire-proof substation on the 100 foot square before mentioned.

### Power House and Substation Equipment

This will consist of two 200 K. W. motor generating sets, with switch-board and starters complete; transformers for high tension line; also a complete blacksmith and machine shop for doing necessary repair work to motors and cars.

### Power Line and Trolley Equipment

There will be twelve miles of double trolley line, composed of 00 and 000 copper trolley wire with poles, arms, braces and cross-arms; high tension A. C. line from main power house to substation; and high tension line from substation to the property of the Lone Pine Mill & Lumber Company, for the purpose of furnishing light and power for patrons along the line.



Design of Freight Motor, Trackless Trolley, 300 H. P., Hauling Capacity 300 Tons.

A rotated view of the freight motor is used in the main article to make it easier to view.

## Transportation Equipment

### PASSENGER CARS.

A passenger car with a carrying capacity similar to the one shown in the accompanying cut will be used to convey passengers from the railroad to the end of the line. Such additional cars will be added from time to time as the traffic demands.

### FREIGHT CARS.

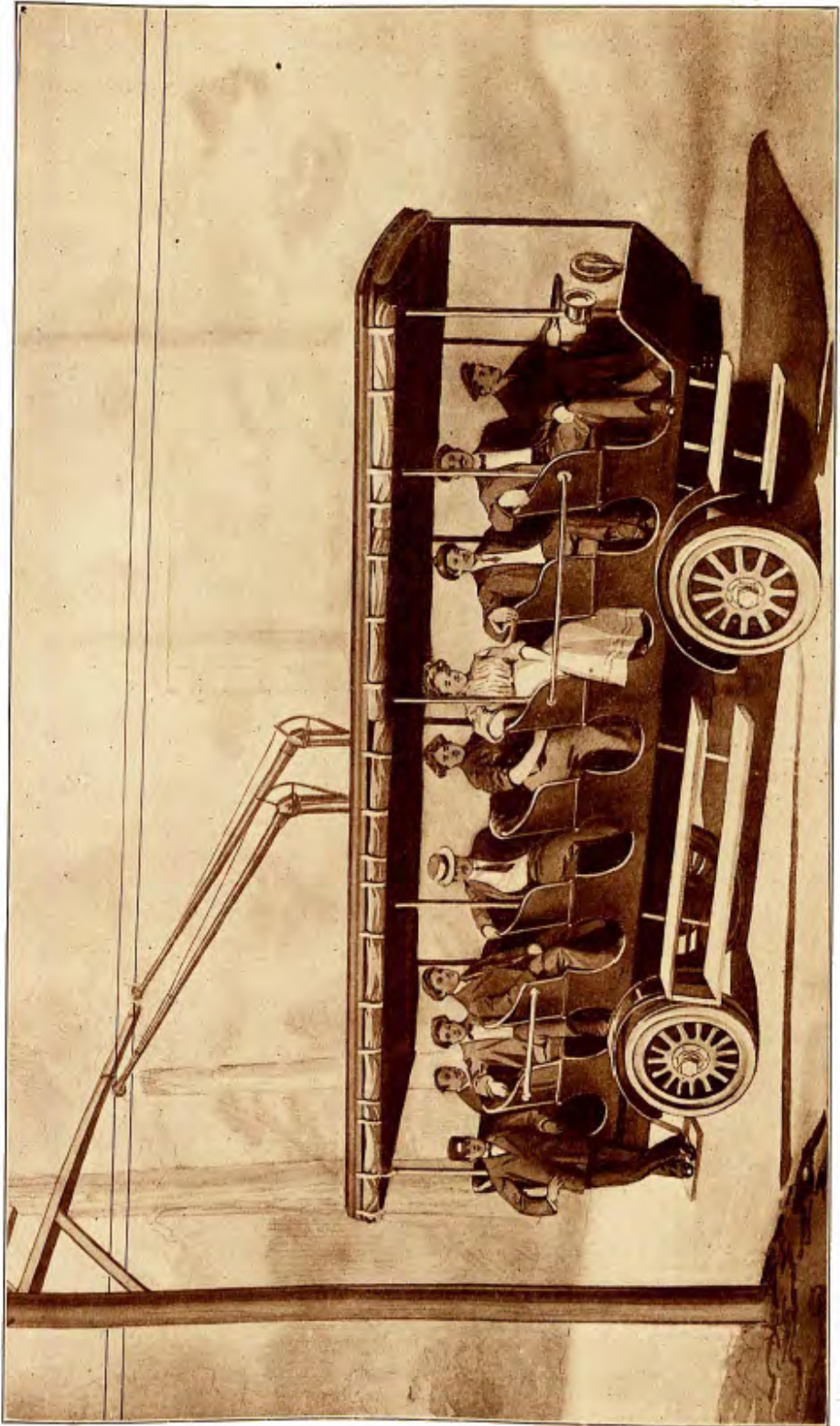
The freight motor to be used on this line is of special design, consisting of a four-wheel drive with a 75 H. P. railway motor geared to the rim of each wheel, the wheels being seven feet in diameter and two-foot face. This gives the motor car 300 horse power, 35 tons weight and a speed of three and one-half miles per hour when running at full speed. It will be capable of pulling twelve trailers with a freight capacity of 8 to 25 tons each. The trailers will be the large freight cars with 5-foot wheels and 14-inch tires, now being used by all large grading contractors who employ traction engines.



Sheepshead Lime and Cement Co. Property, Claim No. 10

### Estimated Cost of Above Road

Engineering and grading road .....	\$16,000
Trolley line and high tension power line.....	20,000
Power house and equipment .....	10,000
Freight motor car and trailers .....	15,000
Passenger car .....	5,000
<b>Total .....</b>	<b>\$66,000</b>



Design of Trackless Trolley Passenger Car for Lone Pine Utilities Co.

A rotated view of the Passenger motor is used in the main article to make it easier to see.

## Revenue and Income

As the value of any transportation system, whether it be steam, electric or otherwise, depends upon the amount of freight and passenger business it will develop, this should be given the most careful consideration.



Sheepshead Lime & Cement Co. Prop erty, Claim No. 6, See Report Pages 16 to 20

### FREIGHT.

The greatest revenue producing business of any transportation line is its freight, and the largest item of freight this trackless trolley will have to handle is limestone. At the head of Lone Pine Canyon the Sheepshead Lime & Cement Company owns claims covering 1620 acres. Upon these claims there are immense deposits of high grade calcium limestone, both gray and white. All of this is easily accessible, and can be quarried and delivered on board our cars at a minimum cost.

The purposes for which this limestone may be used are many and varied. The principal purpose is for the refining of beet sugar. One Southern California factory alone used last year 70,000 tons in its sugar refinery. There are six other factories that lie within the territory which will be a natural market for the lime of the Sheepshead Lime & Cement Company. There are also several others under construction. The supplying of this one factory alone from the above quarries could be done at an annual saving of \$21,000 to the sugar factory in freight rates alone, and at the same time pay dividends of 10 per cent or more to the lime company, and practically the same amount in dividends to the Lone Pine Utilities Company for transportation.

### Soda Water and Building Marble.

You do not drink a glass of soda water that has not been made from marble dust, and as the Sheepshead Lime & Cement Company's property contains a large deposit of white marble, the entire market for marble dust

and also marble for building purposes and all commercial and industrial uses could be supplied for many years to come, without making an impression upon the deposit.

#### Fertilizer.

Each year the demand for limestone for the scientific fertilization of the soil in various parts of Southern California grows by leaps and bounds, and it will be only a short time until the fertilization of orchards will be accomplished by scientific chemical methods instead of manure and such other fertilizers as are used at the present time.



Camp on Property of Lone Pine Mill & Lumber Co.

#### HYDRATED LIME.

Hydrated lime is being used by building contractors more and more each year, as it has many advantages over the old method of using quick-lime; and it is safe to predict that a few years will see it universally used for all building purposes.

The commercial uses to which a high grade calcium lime may be put are so numerous that it is impossible in this brief prospectus to give a full report of them. For the analysis and report by Smith, Emery & Company on this lime, see pages 15 to 19.

### Passengers

At the head of Swarthout Valley, at an elevation of 6862 feet, the Lone Pine Mill & Lumber Company owns 560 acres of the most beautiful virgin timber remaining in the mountains at the present time. This timber has never been despoiled by the woodsman's axe, or by any other depredation. This property the owners are now subdividing and laying out into beautiful lots approximately 100x200 feet, containing about one-half acre each. These lots, with suitable building restrictions and water piped to them furnished by the Lone Pine Utilities Company will be offered to the public this coming season for summer homes.

### OTHER FREIGHT.

Along the line of this road are large ranches and apple orchards, there being at least 400 acres of apples set out, part of which are in full bearing. This last fall one rancher took 59 tons of apples from nine acres. Also, a short distance beyond the property of the Lone Pine Mill & Lumber Company are several mines which have been shut down for want of economical transportation, and in addition there is a vast territory on the foot-hills and the desert which lies within two miles of the terminal of this line, and is being rapidly taken up and turned into valuable orchards and ranches, all of which will supply a large source of revenue for the trackless trolley.

It was only a few years ago that Ocean Park, Venice, Playa del Rey and Santa Monica were nothing but a beach of sand dunes. Today they are built up solid with magnificent residences and bungalows. Ask any business man which he prefers,—a beach with its mass of people, its hot, glaring sands, its eye-straining reflected light, or a beautiful shaded nook in the mountains under the great massive pines, with a brook filled with sportive trout, the squirrels chipping in the tree-tops, and occasionally a glance at a timid deer, and he will not hesitate a moment in giving you his answer. With transportation equal to any beach resort, with electricity for lighting and cooking purposes, this resort should have within a couple of years a summer population of at least 5000. This means many times 5000 people for the Lone Pine Utilities Company to carry from the railroad to the mountain top, besides provisions and supplies to feed and care for them.



Looking Down Blue Gulch, Property of Lone Pine Mill & Lumber Co.

This business alone would pay a handsome profit on the entire investment if there were no other revenue for the road. The Lone Pine Mill & Lumber Company expects to erect a large hotel on the property which will be open summer and winter; in the summer to accommodate the transient people who from choice or otherwise do not care to own their own homes in

the timber, and in the winter to care for the vast throngs of native sons and daughters who will go to this great resort for a chance to spend twenty-four hours tobogganing in the snow, and for many other winter amusements in which they have probably never had a chance to indulge.



Subdivided in Lots for Summer Homes

## Prospective Business

There are several large bodies of clay in the immediate vicinity of the lime deposit, and it is by no means visionary to predict that in the near future there will be a cement plant in operation on or near the lime property.

## Contracts

The Lone Pine Utilities Company has a contract with the Sheepshead Lime & Cement Company for the hauling of the entire output of its quarry at a price that will net the Utilities Company a good return on the investment.

## Organization

The Lone Pine Utilities Company is incorporated under the laws of the state of California for the sum of \$500,000, divided into 500,000 shares of the par value of \$1.00 each. 300,000 shares have been paid for franchises, contracts, property, rights of way, legal work and other necessary expenses; and for the construction of the trolley line, an authorized issuance has been made of \$100,000 worth of first mortgage, 6 per cent. 20 year bonds, redeemable after 10 years at any interest paying period. The first interest is due March 1st, 1913, and semi-annually thereafter.

The total cost of construction, including the expense of marketing the bonds, has been estimated at \$75,000. This allows \$25,000 in bonds for contingent expenses, or the enlargement of the equipment of the road before the revenues derived will allow for the same.



Winter Scene, Property of Lone Pine Mill & Lumber Co.

The estimated operating and fixed charges per day are:

Electricity at 2c per K. W. H. ....	\$20.00
Wages of six men .....	22.50
Interest on bonds .....	14.42
Sinking fund to redeem bonds.....	10.00
Oil and incidentals .....	10.00
Taxes, salaries, etc. ....	20.00
	<hr/>
Total .....	\$96.92

Estimated income per day:

300 tons of lime at \$1.00 per ton, \$300.00; net profits per day, \$203.08.

After allowing liberally for incidental expenses, head charges, taxes, interest on bonds and sinking fund for the redemption of bonds, this will pay 14 per cent. on the outstanding stock.

You will see from the above that no estimate of income has been made for passengers or for freight hauled on the return trips, or the many tons of apples and other freight that will be secured along the route.

You are offered these six per cent. bonds in units of \$100 and \$500, with a stock bonus of 100 per cent. In other words, with each \$100 bond you will receive 100 shares of stock in the Lone Pine Utilities Company. This stock is part of the 300,000 shares that have already been paid for in full.

This will give you an investment on which you are guaranteed by a first mortgage the return of your money with 6 per cent. interest, and from which you are more than reasonably sure to receive from dividends on the stock at least 14 per cent., and as the business of the road develops, possibly many times that.

The company reserves the right to withdraw this offer of any part or all of the above stock bonus at any time without notice. When this stock pays 14 per cent., which it should do within a year, you have far more than doubled your money.

If you want to take advantage of this chance to double your money, and at the same time have it secured by first mortgage bonds, fill in the following blank and mail at once to

**CALIFORNIA-PACIFIC INVESTMENT CO.,**  
707 Higgins Bldg., Los Angeles, Cal.  
Fiscal Agents

---

**SUBSCRIPTION**

California-Pacific Investment Company,  
707-708 Higgins Building,  
Los Angeles, Cal.

I hereby subscribe for and agree to purchase ..... of the **FIRST MORTGAGE BONDS** of the **LONE PINE UTILITIES COMPANY**, at par, \$100.00 each. I agree to pay for said bonds \$..... in cash when said bonds are delivered to me. I am also to receive as a bonus 100% of the amount of bonds in shares of stock of the **LONE PINE UTILITIES COMPANY**, paid in full, when said bonds are delivered. Said stock is to be issued to .....

Signed.....

Address.....

---

At the time this prospectus goes to print, \$25,000 of the above bonds have been sold, all to local investors in Los Angeles, Cal.—May 20, 1912.

August 22, 1912

Since publication of this booklet the entire properties of the Sheepshead Lime and Cement Co. have been purchased by the Lone Pine Utilities Company, thus giving the Bonds of the Lone Pines Utilities Company the additional security of the 1620 acres of lime deposit.

**CALIFORNIA PACIFIC INVESTMENT CO.**  
707 Higgins Building Los Angeles, California

August 22, 1912 addition to the brochure gives the appearance of additional security for the investment.



# APPENDIX B – BIOGRAPHIES OF THE MAIN PEOPLE

R. W. SHOEMAKER (Engineer for Laurel & Lone Pine Canyon)

## Los Angeles County Biographies

### **RICHARD WOOLSEY SHOEMAKER**

SHOEMAKER, RICHARD WOOLSEY, Consulting Electrical Engineer, Los Angeles, Cal., was born at Germantown, Pa., July 1, 1881. His father was Reginald Heber Shoemaker and his mother Susan (Woolsey) Shoemaker. He married Rachel Steel, April 10, 1908, at Farmington, Mo.

His parents moved to Southern California in his early childhood and there he was reared in the public schools, graduating from the Pasadena High School in 1899. He attended Throop Polytechnic Institute at Pasadena, Cal., graduating in 1903 from an Electrical Engineering course with degree A.B.

Upon finishing his course he immediately became connected with the Pacific Electric Railway Company, in the electric department as inspector of construction, remaining in that position for about a year. This was followed for a short time by a position with the Gold Mountain Mining & Milling Company near Kingman, Arizona, as Master Mechanic. He then became associated as electrician with the Copper Queen mines at Bisbee, Ariz. He remained there until January, 1906, when he was engaged by the American Smelting & Refining Company of New York in the capacity of Electrical Engineer at their mines at Flat River, Mo., a position he held until the latter part of 1909, when he decided to enter the field as Consulting Engineer, and opened offices in Los Angeles.

Mr. Shoemaker, during his studies in electrical engineering, invented and patented the first wireless telegraph detector (sic), which was a great improvement at the time.

**In connection with his profession Mr. Shoemaker was instrumental in the building of the first "Trackless Trolley" to be built in the United States, operating near Los Angeles, Cal.**

He is a member of the American Institute of Electrical Engineers, and the Masonic Lodge.

Transcribed 9-1-11 Marilyn R. Pankey.

Source: Press Reference Library, Western Edition Notables of the West, Vol. I, Page 784, International News Service, New York, Chicago, San Francisco, Los Angeles, Boston, Atlanta. 1913.

---

© 2011 Marilyn R. Pankey.

E. E. DENTON (Head of some Lone Pine companies and real estate promotions, head of the California-Pacific Investment Company).

# Los Angeles County Biographies

## **EUGENE ELIAS DENTON**

DENTON, EUGENE ELIAS, Investment Broker, Los Angeles, California, was born in Clyde, Ohio, June 20, 1876, the son of George Downs and Carrie C. Denton. He married Jennie S. Ward, at Clyde, November 29, 1899, and to them there have been born two children, Helen Ione and Marie Harriet Denton. Mr. Denton is descended from one of the very old New England families, five of the Denton brothers having come to America shortly after the Mayflower party.

Mr. Denton, who is one of the progressive business spirits of the Southwest, belongs with the list of successful Americans who have carved their own careers and made the world at large their schoolhouse. He attended the public schools of his native town and entered High school, but left in the second year of his course and went to work.

This was in 1891 and his first position was that of clerk in a clothing establishment at Clyde. About a year after he became connected with the establishment, the owner became ill and Mr. Denton, then a lad of sixteen years, was given the sole management of the business. He carried this responsibility for about six months, then, his employer having recovered his health, Mr. Denton resigned and went West with his mother.

Locating in San Diego, California, in the latter part of 1893, Mr. Denton shortly afterwards obtained employment with the Gregory-Damon Abstract Company, and for four years was engaged in record and research work.

In 1898 Mr. Denton went into business for himself as a broker and real estate operator, and in that same year was elected to the City Council of San Diego for a term of two years. During his service in that body he originated the celebrated Denton ordinance, a historic piece of legislation which caused the San Diego Flume Company to sell out its distributing system to the City of San Diego and retire from business. This company, owned by an English syndicate, was accused of various misdeeds and Mr. Denton, as one of the Board of Delegates, was one of the leaders in the opposition to it. His activity in this matter engendered so much hostility that Mr. Denton felt its effects in his business and transferred his operations to Los Angeles, where he has been located since.

At the time he became involved in the political controversy which caused him to abandon San Diego as a field of activity, Mr. Denton owned a half interest in the famous San Pasqual ranch, one of the greatest alfalfa properties in San Diego County, and also had other large real estate holdings, but he quickly disposed of all of them.

After locating in Los Angeles, Mr. Denton was engaged in general brokerage business, and for the last six years has been one of the most active men in the field. He has made a specialty of small deals and in this way has built up one of the most substantial business enterprises in Los Angeles.

In 1911, Mr. Denton organized the California Pacific Investment Company, a private corporation, in which he is President and Director. This Company, in conjunction with the Lone Pine Mill & Lumber Company, of which he is President and

General Manager, is engaged in mammoth development enterprises in Southern California. The company purchased six hundred acres of highly attractive land on the slope of the Sierras and Mr. Denton and his associates are engaged in the building of an elaborate summer resort, seven thousand feet above sea level, to be known as "The Big Pines," and it is the aim of the promoters to make it the "Adirondacks of the Pacific." This is one of the most ambitious resort enterprises of the Coast, including in its plans a great summer hotel and club house for the use of professional and business men. It is located under the brow of Mount Baldy, twelve miles from the Santa Fe Railway in Los Angeles County, and will be reached by means of a "trackless trolley."

This latter, being built by the Lone Pine Utilities Company, of which Mr. Denton is Vice President, Director and General Manager, is an innovation in American transportation methods, although it has been operated for many years with great practical and financial success in various parts of Europe. It is the first of its kind to be built in the United States and will cover a distance of twelve miles, ascending the mountain to the resort, which is located seven thousand feet above sea level. The plans for the road call for modern, high power electric equipment, the trains to be operated to and from "The Big Pines" on a fast schedule. As General Manager of the Lone Pine Utilities Company, which was incorporated under the laws of California in May, 1911, Mr. Denton has charge of all the preliminary details of the trackless trolley, such as securing the rights-of-way and directing construction.

The "Big Pines" project is one which will take two years to complete and it is estimated that it will cost more than a million dollars before it is ready for the reception of visitors and residents.

Southern California is noted for its beautiful resorts and it is the plan of Mr. Denton and his associates to make theirs one of the greatest on the Pacific Coast, and one of the show places to be visited by the thousands who go to California in 1915 for the Panama Exposition.

**Transcribed 6-24-09 Marilyn R. Pankey.**

**Source: Press Reference Library, Western Edition Notables of the West, Vol. I, Pages 301-302, International News Service, New York, Chicago, San Francisco, Los Angeles, Boston, Atlanta. 1913.**

---

© 2009 *Marilyn R. Pankey.*

[Mary C. Rodgers \(Co-Founder, secretary and treasurer of the California-Pacific Investment Company\).](#)

Mary Rodgers moved to Los Angeles in 1907. She was involved in real estate and was a co-founder, secretary and treasurer of the California-Pacific Investment Company.

She was also an officer and secretary for two other important entities – Lone Pine Mill & Lumber Company, and the Sheepshead Lime and Cement Company. Both companies needed a low-cost way to get the product to the rail station. She became an early and significant investor in the Lone Pine Utilities Company; owning 300,000 shares. Rodgers signed the promissory note for the mortgage on the Big Pines Property that was the site of the proposed resort.

(This short bio copied from "Tracking the Trackless Trolley: An Archaeological Examination of the Lone Pine Canyon Trolley by William Betts)

---

## SUMNER B. WRIGHT (President of the Lone Pine Utilities Company)

President of Lone Pine Utilities and owner of considerable land near Wrightwood which was named in his honor. Wright's holdings included apple orchards and a cattle ranch. He was also president of the Consolidated Abstract & title Company which gave him in depth knowledge of the area.

His personal papers, including correspondence with his attorney are kept at the Huntington Library, and were not available for use in this article.

He lost almost everything in the end when the trolley project failed.

(This short bio copied from "Tracking the Trackless Trolley: An Archaeological Examination of the Lone Pine Canyon Trolley by William Betts)

---



### Issues of *TRACKLESS TROLLEY GAZETTE*:

#### **Previous TTG print editions long out of stock (sometimes they appear on eBay):**

TTG #501 – Toronto's Early Trolleybuses (print edition now out of stock)

TTG #502 – Oakland: Almost Twice (print edition now out of stock)

TCN #51 – Shreveport, Louisiana Trolleybus History (some still available)+

#### **TTG issued so far as electronic\* publications include:**

TTG #503.4 – Lead Up to the Trolleybus in North America, 2015

TTG #504.6 – The American and Eastern Trackless Trolley Companies, 2014

**TTG #505.2 – The Lone Pine Canyon trolleybus, 2015\*\***

#### **Planned TTG so far (always subject to change) as electronic\* issues include:**

TTG #506.2 – The Bielatalbahn & Wurzen in Germany + other trolleytrucks, 2015

TTG #507.1 – Deeper Into Laurel Canyon, 2015

TTG #508.1 – Merrill, Wisconsin & Fairhaven, Massachusetts

TTG #509.1 – Staten Island aka the Borough of Richmond

TTG #510.1 – Windsor/Toronto The Canadians Step Up

\* Electronic publications will be available at [www.trolleybuses.net](http://www.trolleybuses.net) as space is available there. Titles and the order of issuance may change at any time. Electronic publications may be updated as new information comes to light and newer editions will be indicated by a decimal number behind the main number such as .2, .3, or whatever number it is. And, as a benefit, electronic publication will allow color photographs, and color text anywhere to highlight or emphasize things which was almost impossible in the print world due to the extremely high cost back in the day.

\*\* the one you are reading now.

+ issued jointly with the Texas Division of the ERA, hence, the fact it is a TCN rather than a TTG issue, email me at [swampdaddy@bellsouth.net](mailto:swampdaddy@bellsouth.net) for pricing, availability, etc.

# UNIQUE WILL BE TROLLEY LINE

*To Tap Lime Deposits and Spruce Forests on the Summit.*

## TO REACH UPPER SWARTHOUT VALLEY

THE first railroad of any kind to tap the forest wilds on the local mountain ranges, and the second trackless trolley line in America, will be commenced in two weeks in the Cajon country northwest of this city by the Lone Pine Utilities company, for which the articles of incorporation were filed this week with the county clerk.

The line will start from Grava siding on the Santa Fe main line, two miles above Cajon station, be 12 miles in length and run to the summit of Swarthout valley, at an elevation of 7000 feet.

The trackless trolley is a novelty in the transportation world. About two years ago the first line of the kind in America was put into operation at Laurel canyon, a suburb of Los Angeles. The line has been so successful that engineers have adopted the same plan for the road to the Swarthout valley section. A double trolley wire is used, the circuit being secured by means of a double trolley pole and double wire. The cars have very wide wheels and run on a turnpike road, the wide wheels acting more like rollers than anything else. No track is required and for this reason heavy grades can be negotiated, though the heaviest on the proposed line will be but nine and a half per cent. The work of developing the line has been going on very quietly.

**Line Built By Summer.**

It is expected to have the line completed to the limestone deposits by June and finished and ready for operation to the summit by August. At the latter point it will tap one of the finest and most wild districts in the local mountains, and plans are in making for the establishment of a large summer resort.

This line will be 12 miles long, and will furnish transportation for the immense white marble limestone deposits lying at the head of Lone Pine canyon and Sheep creek. These deposits have been known for many years as the largest high grade limestone deposits in Southern California, but the lack of any method of transportation has rendered them practically valueless.

This line will also furnish transportation for the ranchers along the road, as well as a cheap and comfortable means for the thousands of campers and tourists that desire to get into the cool

(Continued on Page Two.)

# TROLLEY LINE

(Continued from Page One.)

mountains for the summer. It is the first transportation line to be built into the mountains of Southern California.

## Use Large Cars.

Immense electric traction motor cars, weighing 25 tons and with over 300 H. P. each, will be used for freight hauling purposes. The road will have a maximum freight capacity of 800 tons per day. Fast passenger cars will be put on for the benefit of the passenger traffic during the summer season.

E. S. Field, J. R. Lockwood, E. Earl Crandall and E. E. Denton of Los Angeles, and S. B. Wright of Colton are the incorporators.

The Lone Pine Mill & Lumber company, owning the tract known as the Lawson timber tract, at the head of Swarthout valley, will subdivide the property as soon as the trackless trolley is completed, and place the lots on the market for summer homes. The tract will be improved with hotel, electric lights and electricity for cooking purposes, and water will be piped to each lot, under pressure, for both domestic and fire purposes. As this is the most beautiful tract of timber in the mountains, this is certainly destined to become an attractive resort. It is understood that all rights of way have been secured, and that construction of the road will begin at once.

R. W. Shoemaker of Los Angeles, who designed the Laurel Canyon road, has charge of the engineering work. The construction of this novel transportation line will be watched with interest by the mining interests of the southwest, as it offers means of transportation to valuable mineral interests, where at present it is impossible to handle them.

# BEGIN GRADING TRACKLESS TROLLEY

*Work Progressing Rapidly  
on the Mountain  
Improvement.*

Eight miles of the right of way for the trackless trolley line from near Cañon station to the head of Swarthout canyon, have been cleared, leaving but four miles more to be finished. The clearing thus far completed extends to the lime deposits and the other four miles will take it to the pine timber tract which is expected to become an extensive mountain resort.

Graders are now figuring on the work and it is expected the Lone Pine Utilities company will have the contract let and the work commenced within a week or ten days more. From that time on the work will be rushed as rapidly as possible, so to be in shape to begin hauling lime rock out by some time in August.

#### **Laying Out Tracks.**

S. E. Wright, who is a member of the Lone Pine company, reports that surveyors are at work in the timber area laying out tracts of from one-fourth of an acre to five acres for summer homes. The timber comprises about 1000 acres of land, and it is reported to be one of the finest pieces of timber land yet remaining in the mountains in this vicinity, the trees being of large size, the elevation good, and other conditions of the best for summer homes.

The trolley will not be running to the timber in time for the present resort season, but will be completed and ready for an active summer next year.

# GRADING NOW TRACKLESS TROLLEY

*Rapid Progress Being Made  
On Unique Mountain  
Railway.*

Almost three miles of the trackless trolley to be operated from the Santa Fe line near Cajon to the limestone quarries and the head of Swarthout canyon have been graded, according to S. B. Wright, who is one of the directors of the Lone Pine Utilities Company, the owner of the project.

The total length of the unique trolley line will be about 12 miles. It is six miles from the railroad station near Cajon to the lime quarries, and an equal distance from there to the timber tract at the head of Swarthout where it is the plan to ultimately establish a big summer resort.

A big grading crew is on the job, about 60 head of mules being employed in putting the roadbed into shape. The plan is to turn up a good roadbed which will be rolled hard and put into the best of shape. The cars will be large electric driven trucks, the power line supplied by means of a trolley wire. The cars will be controlled and steered much the same as an ordinary automobile.

Next season it is expected that special cars will be put on for the handling of passenger traffic to the site of the summer resort, but until that time it will be purely a freight proposition, the principal product handled being limestone which is of an especially fine grade for beet sugar refining purposes.

# GREAT SCENIC DRIVE IS TO BE OPENED

*Trackless Trolley Will Give  
Autoists a Splendid  
New Drive.*

The completion of the trackless trolley from Grava to the great pine forest at the head of Swarthout canyon, will open up one of the greatest and most attractive automobile drives in all of Southern California. For the road-bed of the trackless trolley will form a fine auto road and will be thrown open for the use of the public, it is understood.

Officials of the Auto club of Southern California have already been interested in the proposed road, and it is more than likely that this organization will build a club house in the midst of the pine forest, soon after the road has been completed, thus providing headquarters for members of the club who might wish to visit the resort.

### **Great Hill Climb.**

It has also been suggested that the road would make an opportunity for one of the greatest hill climbs ever held on the Pacific Coast. The elevation of the site of the summer resort in the forest at the end of the trackless trolley is almost 7,000 feet, a climb of almost 4,000 feet from Grava, a distance of 12 miles, or 6,000 feet above San Bernardino city.

The road is a splendid one all the way from San Bernardino except about two miles just above Glen Helen ranch, where it is very rough, but could easily be put into shape. The road from Grava to Lone Pine is to be wide, and will give room for two or three autos running abreast.

### **Miles Graded.**

Word from the mountain yesterday indicated that fully six miles of the road-bed have been graded and the work is being rushed as rapidly as possible.

Many Angelenos are purchasing lots among the big pines, where a big summer resort is to be established, and it is expected that next summer a large amount of activity will be in evidence in that section, as by that time the road will be completed and the resort be available to travelers.

The scenery of the auto drive to this resort will rival anything to be found in the Adirondacks or the Swiss Alps.

## TRACKLESS TROLLEY INTERESTS CONTROL

---

The Lone Pine Utilities company has taken over all the lime and cement rock holdings of the Sheephead Lime & Cement company on Sheep Creek, in Swarthout canyon. Development of these immense deposits will be commenced at once. This is one more important step looking to the opening of the big mineral zone in the Swarthout country through the building of the trackless trolley.

In the transfer of the Sheephead properties no consideration is made public, though it is said that the sum amounts to a very large figure. The purchase places the Lone Pine Utilities company in undisputed possession of the big lime and cement rock deposits to which the company is now building the unique trackless trolley.

---

15. Q. C. Deed. Aug. 30, 1912. \$10.  
Sheepshead Lime & Cement Co to Lone  
Pine Utilities Co. R T & I in ne  $\frac{1}{4}$  of  
sec 4, se  $\frac{1}{4}$  sec 4, nw  $\frac{1}{4}$  and sw  $\frac{1}{4}$  sec  
4, w 1-3 sec 3 and w  $\frac{1}{2}$  sec 10, e  $\frac{1}{2}$   
of w  $\frac{1}{2}$  and w  $\frac{1}{2}$  of e  $\frac{1}{2}$  sec 15, 3n 7w.

# PROGRESS ON TRACKLESS TROLLEY

*Will Soon Be in Operation  
as Far as the Lime  
Quarries.*

Rapid progress is being made on the construction of the trackless trolley from Grava station, near Cajon, to the lime deposits and on to the resort planned in the Big Pine district, about 12 miles from Grava.

The lower end of the line from Grava to the lime deposits is well toward completion, while the grading crew has been moved further up toward the point of completion. Much of the bridge construction as far as the lime deposits has been completed.

Owners of the lime deposits have contracts for large quantities of lime rock to be delivered within a few weeks, so every effort is being made to complete the line that far and get it into operation at once.

The balance of the line to the pine forests will be finished in early spring in time to be in operation for the summer resort season.

The Big Pines will this summer witness the opening of the trackless trolley and the starting of construction on a number of cottages. This resort has sold a large number of lots to people all over Southern California. The plans for the big hotel are in the hands of the architect, and it is probable that building will start this summer.

# San Bernardino Daily Sun

SIXTEEN PAGES—PAGES ON

SAN BERNARDINO, CALIFORNIA, SUNDAY MORNING, MAY 4, 1913.

VIII.—NO. 56.

## SETTING POLES TRACKLESS TROLLEY

*Unique Line Will Soon Be  
Running to Lime  
Deposits.*

The work of setting the poles on the trackless trolley from Grava station near Cajon, to the lime deposits and on to the Big Pine resorts, will be commenced this week, it is expected, if the poles arrive in time, as they are on the way.

The grading and bridges are about completed as far as the lime deposits and the cars will be running to that point in the not far distant future. The grading from the lime deposits to the Big Pines where a large summer resort is to be established, will be at once commenced and it is hoped to have that part completed by July 1.

There is promise of considerable activity at the Big Pines this summer, the great trees and natural beauty of the surroundings being a great attraction to summer visitors.

# POLES ARRIVE FOR TRACKLESS TROLLEY

---

Yesterday a trainload of poles for the trackless trolley of the Lone Pine Utilities company up Swarthout canyon from Grava, a station on the Santa Fe, arrived and work on the construction of the 12 miles line will be started in the next three days. The present consignment is to be followed by many more cars of poles. It is expected that the line will be running by July 1 serving the summer cabins which the company has built at the resort.

E. E. Denton of Los Angeles, president of the Big Pines Utility company, is here and will soon be on the ground almost continually superintending the rapid progress of things at the resort site and the boulevard and trackless trolley system through Swarthout canyon to the splendid site of Big Pines, which is almost completed.

# ARE PLANNING TO FINISH TROLLEY

## Trackless Line to Lone Pine Is to Be Completed This Year.

Plans are in the making for the completion of the trackless trolley line from Grava station on the Santa Fe, near Summit, to the lime quarries and the Lone Pine resort.

The line is owned by the Lone Pine Utilities company, of which E. E. Denton is the vice president and manager, and he has made formal application to Forest Supervisor R. H. Charlton for permission to construct the line through the forest reserve.

The grading of the greater portion of the line has been completed for some time, the roadbed being used as an automobile road, and a part of the material for the equipment of the line is on the ground. With the coming of spring it is understood to be the plan of the company to finish the line and put it into operation.

The line will be unique, being just what its name signifies, a trackless trolley. The roadbed will not only be used for operating the cars on, but also for auto travel, as there will be no track to interfere.

The current for operating the line, it is understood, will be secured from the Lytle creek plant of the Edison company, while the line will give transportation facilities for the Lone Pine resort section, where there is a considerable area of fine pine timber.

The road will also give a means for getting out the great lime rock deposits which are very valuable for many purposes.

## Cajon Pass Road Coming to be Great Highway Into This City

"Do you appreciate the fact that the Cajon pass road is coming to be one of the great thoroughfares leading into San Bernardino?" inquired Sumner E. Wright of THE SUN man yesterday. "I doubt if the business interests of the city do, for the increase of travel over it has been somewhat gradual, although almost more rapid than that during the last two years, as the automobile has come more and more into general use.

"As you know, I have been traveling the Cajon road for 10 years and more, back and forth from orchard ranch in Swarthout canyon. Ten years ago vehicles and travelers through the pass were rare. Five years ago they began to be more numerous, and within the last two or three years the increase has been so marked that I am right in saying that it is one of the great thoroughfares leading into this city.

"Where all the people are coming from or going to, I do not pretend to say. The great majority of them are

probably from points beyond Summit, and from all parts of the desert district beyond. It is a road of such importance that San Bernardino and the valley is vitally interested in seeing that the best possible road is constructed, and that it is kept in the best possible condition. It's worth something for a city to command that sort of a road, the only pass to a district of limitless possibilities, and of necessity tributary to San Bernardino.

### RAILROADS END PLEA FOR FIVE PER CENT FREIGHT RAISE

WASHINGTON, April 2.—The testimony of eastern railroads in support of their application for a five per cent increase in freight rates was virtually concluded today before the interstate commerce commission. Beginning tomorrow the lake-and-rail shippers will be heard in opposition to the increase.

# POWER LINE IN PASS TO CARRY JUICE FOR TRACKLESS TROLLEY

Power for the trackless trolley line up Swarthout canyon will be secured from the Edison plants in Lytle creek canyon, and a large force of workmen are now engaged in running a transmission line from the mouth of the canyon down Cajon pass to get the juice.

The Lone Pine Utilities company hopes to have the line in operation in June for the trolley road is said to be about completed and waiting only for the electric energy which will drive the big cars up the canyon to the resort. The camp will be in full swing this summer.

# SAN BERNARDINO NEWS

VOL. 38.

SAN BERNARDINO, CAL., SATURDAY, JULY 18, 1914.

NO. 15.

## Million Dollar Concern Files Incorporation Papers

---

Articles of incorporation of the Big Pines Lime and Transportation company have been filed with County Clerk Post by a syndicate of Los Angeles men. The concern is capitalized at a million dollars.

---

17—Deed: Aug. 20, 1914, \$10. Lone Pine Utilities Co. to Big Pines Lime and Transportation Co. Ptn of Sec 30-3N-6W; also ptn of Sec 25 and 16-3N-7W; also ptn of Secs 3, 4 and 15 said township and range.

15—QC Deed; Sept. 3, 1914; \$10. Big Pines Lime & Transportation Co. to S. R. Wright et ux; Prop in County of Los Angeles and County of S. B. consisting of strip of ld 50 ft wide extending across and thru Sections 1-3N-8W and Secs 7, 8, 17-3N-7W.

16—Deed; Sept. 15, 1914; \$10. Kate S. Wright to Big Pines Lime & Transportation Co; Prop in County of Los Angeles and County of S. B. consisting of strip of ld 50 ft wide extending across and through Sec 1-3N-8W and Secs 7, 8, 9, 16-3N-7W.

# WILL COMPLETE THE TRACKLESS TROLLEY

## Work Will at Once Again Be Undertaken On the Project

Work on the construction of the trackless trolley up Swarthout canyon by the Lone Pines Utilities company will be started soon, according to Manager Denton, who is getting ready to put a force in the mountains to finish the project started last spring.

The right of way for the power line has been secured, it is stated, and the construction of the line to carry the energy for the "trolley" will be carried on coeval with the building of the road on which the huge motor will run.

The line will be nine miles long from Grava, on the Santa Fe, south and southeast up the canyon to Lytle Creek, where the company has a tract for an immense summer resort. It is stated that \$50,000 will be spent on the project during the coming months. It will be completed before the opening of the summer season, it is expected.

# DESIRE TO COME HERE TO DO TRADING

## Antelope Valley People See Opportunity to Shorten Shipping Distance

The socialist co-operative colony of the east end of Antelope valley in Los Angeles county is seeking a better route into the city of San Bernardino, to make easier trading facilities. Supervisor R. L. Riley told of the desire of the colony for the improved roads.

The route proposed for improvement is that through Swarthout canyon, the route of the grade of the trackless trolley. The grade for this project was practically completed but the trolley feature was never installed.

The elimination of what is known as White Hill would give an easy and short route from the Antelope valley into this city. The Blue cut would be the route to the Swarthout canyon road.

The distance from Los Angeles to the colony is about 90 miles. From San Bernardino the distance is about 40 miles.

In addition to the big co-operative colony and farms, a number of cattle companies are operating in the region, and the elimination of White hill grade would likewise send the business of a number of mining companies via this city.

The supervisors took no steps yesterday. The matter will be investigated by Supervisor George E. Butler and L. R. Lothrop, highway commissioner.

\* \* \*

John Andreson, at the meeting of the chamber of commerce directors late yesterday, presented the matter of securing trade from Antelope valley via Sheep creek and Swarthout canyon, to the trackless trolley road leading into the Cajon. A committee composed of Herman Harris, John Andreson and Joseph Strawser was named to take up the road question with the supervisors.

\* \* \*

**Antelope Valley Trade.**

Director John Andreson presented the possibilities of attracting trade from the Antelope valley to San Bernardino, via Sheep creek and Swarthout canyon, to the "trackless trolley" road leading into the Cajon. The distance from the Antelope valley settlements to San Bernardino is considerably less by such a road than it is to Los Angeles, and Mr. Andreson had information that, since the defeat of the Los Angeles county bond issue which was to build a road to the Antelope valley, business could be pulled in this direction if the roads are made available.

"I am told that such a road could be completed for a very small outlay," continued Mr. Andreson, "and it should be investigated."

Directors agreed and a committee con-

---

(Continued on Page Four)

# GREAT LEDGE IS OPENED UP IN BIG HORN

## Company Expects to Work About Thousand Tons Ore Daily Next Spring

The Big Horn Mining company, according to a report which reached here yesterday, has struck the ledge on the new 1000-foot tunnel on North Baldy and has a vast quantity of ore in sight. The ledge is 30 feet wide and runs from \$4 to \$8 a ton.

The company plans to work about 1000 tons of ore a day, taking it both from the new tunnel and the old mine.

This spring, it is expected, will see extensive work underway on the Big Horn property. It is probable the company will freight out of this city, using the Swarthout canyon road built for the trackless trolley.

There is a project now on foot to improve the road beyond the terminus of the grade built by the trackless trolley. One or two hills have to be eliminated.

A letter is read to the Board from Big Pines Lime and Transportation company protesting against the County of San Bernardino doing any work on and exercising any right to the road claimed by said company in Cajon Pass, Lone Pine Canyon and the Upper Swarthout from the Big Pines Station up to the company's properties and thence to the company's Big Pines, a distance of about twelve miles. The protest is ordered referred to the County Highway Commissioner.