MEDIA PACK

“Using Transportation to Teach City Development
Planes, Trains, Automobiles, and What Else???”

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The ladies are dressed for tennis at Miradero; below, at his "fly-in" parties L. C. Brand's airplanes shouted guests such as silent film stars Ruth Roland and Mary Miles Minter who pose with Leslie and wife Louise; following pages: early view of estate and Brand Library today; Glendale Terminal in 1909; Glendale Improvement Association with E. D. Goode (center foreground), 1909.
by its larger competitor, Title Insurance).

However, Brand's interests were not limited solely to the issuance and insurance of titles of certificate. Once his business was established, he began investing heavily in real estate throughout the San Fernando Valley. At one time, along with Henry E. Huntington and other prominent Los Angeles businessmen, Brand formed the Mission Land Company, which eventually bought 20,000 acres of the Porter ranch in the northern part of the valley. Of these, 1,000 were in the fledgling community called Glendale.

From the turn of the century until his death, the development and promotion of Glendale was the dominant interest in Brand's life. His most important contribution to the growth and improvement of the town was the construction of the electric railroad that "tied the sleepy village to the rest of the world."

One day in 1901, Brand met E. D. Goode, Glendale resident and novice railroad builder of sorts. Goode had been for several years attempting to obtain a franchise for an electric line from Los Angeles to Glendale, but his application was turned down by the city council because they feared he was a "blind" for a dubious railroad trying to build a line to Pasadena by way of Glendale. So Goode, who had about given up, tried to sell his idea to Brand.

At first, Brand seemed uninterested in Goode's proposal, but one Sunday he and his family journeyed to Glendale for a picnic. As they sat at the
base of Mount Verdugo, gazing upon a spectacular western view of Los Angeles and northern view of the San Fernando Valley. Brand thought the site would make an ideal location for his country home. Some months later, he contacted Goode and said he would aid in the building of a line to Glendale.

Brand then enlisted the aid of his good friend and associate Henry Huntington, and together they formed the Los Angeles and Glendale Railway Company. On March 27, 1903, at a special meeting of the Glendale Improvement Association, it was announced by Goode that L. C. Brand had posted a certified check for $10,000 which would be forfeited if a railroad was not built and running within six months of acquisition of necessary rights-of-way.

As soon as the rights-of-way were acquired, work proceeded swiftly. When the line passed through Tropico, the improvement association there suggested naming the thoroughfare in the center of which the railroad was to be built Brand Boulevard. Glendale seconded the suggestion a while later. When the line reached Glendale two sets of track were laid, one set going east to the proposed business district and center of town, and the other set running the length of Brand property north to the foothills.

On April 6, 1904, almost twenty years since the first pioneers talked of a railroad coming to Glendale, the first electric cars rolled through Tropico to the terminal at the business district. Its arrival marked the day Glendale shed its agricultural image and joined other Southern California cities in the march toward progress. At a massive celebration held at the old Glendale Hotel, L. C. Brand was called on to make a speech. He told the gathered crowd about his dream of building a country home in close proximity to the city, which led him to the enterprise of building an electric railroad.

The country home to which Brand alluded was already under construction and was not so much a home as it was a mansion, or a castle as it was frequently called. Designed by Brand's nephew, architect Nathaniel Dryden, after the East Indian Pavilion Brand saw at the Chicago World's Fair, the building followed a Saracenic motif complete with geometric wall designs, bulbous domes, minarets and horseshoe arches. He called the 650-acre estate where the house was built Miradero, which means "a high place overlooking a wide view." In 1904, when the house was completed, it certainly must have presented an imposing sight to all who viewed it.

Following completion of the railroad in 1904, Glendale underwent a boom period it had waited so long to experience. In less than eighteen months the population doubled. By 1906 Glendale qualified for incorporation, and hundreds of visitors, speculators and potential investors were riding the "Strawberry Line" into the bustling community.

However, much of the land they came to inspect was not located at the original site of the business district. 

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The one thing that truly set the stage for the Glendale Community Club's development was the presence of a prominent businessman, Mr. John Smith, who saw the potential for growth in the area. He invested significantly in the club, supporting it financially and helping to build its reputation. His efforts were instrumental in attracting other members to the club, and soon it became a hub of social and business activity in the community.

The club itself was located on the corner of Glendale Avenue and Broadway, right at the heart of the town. It was a place where local business owners, politicians, and community leaders gathered to discuss issues and make decisions that would shape the future of Glendale. The club itself was a large building with a grand entrance, complete with a clock tower and a grand staircase leading up to the main hall.

Despite the success of the Glendale Community Club, there were always those who criticized its activities and questioned its motives. However, the club persevered, and its members continued to work hard to make it a success. In the end, the Glendale Community Club became a symbol of the community's resilience and determination, and it remains an important part of the town's history to this day.
April 1923, the Wilis purchased their home in the city of Champaign, the small town where they had lived for many years. The house, a 5-bedroom, 3-bathroom home, was located at 123 East Main Street. It was a typical suburban house, with a large front yard and a garage. The Wilis were very happy with their new home and immediately began to make it their own.

On April 10, 1923, when Brand seated the children in the Champaign Daily News, he wrote the following:

"The family is now seated in the front row, ready to begin the daily crossword puzzle. The children are all in their seats, and the adults are looking at the pictures on the cover. The weather is perfect, and the entire family is enjoying the day."

Later that day, the Wilis took the children to the Champaign Museum, where they saw many interesting exhibits. The children were fascinated by the exhibits and asked many questions. The family then decided to have lunch at the Champaign Country Club, where they enjoyed a delicious meal.

On April 12, 1923, the Wilis attended a meeting at the Champaign Public Library, where they discussed the importance of education. The Wilis were very impressed with the library's collection of books and decided to become members.

The Wilis continued to live in Champaign for many years, and the family remained active in the community. The children grew up and attended local schools, and the Wilis were involved in various community activities. The Wilis owned a small business, and the family enjoyed spending time together.

In 1930, the Wilis purchased a larger home in the city of Champaign, which they named "The Estate." The family continued to live in Champaign for many years, and the Wilis remained active in the community. The family ultimately moved to a larger home in the city of Champaign, where they spent their remaining years.