

1858

PLAT

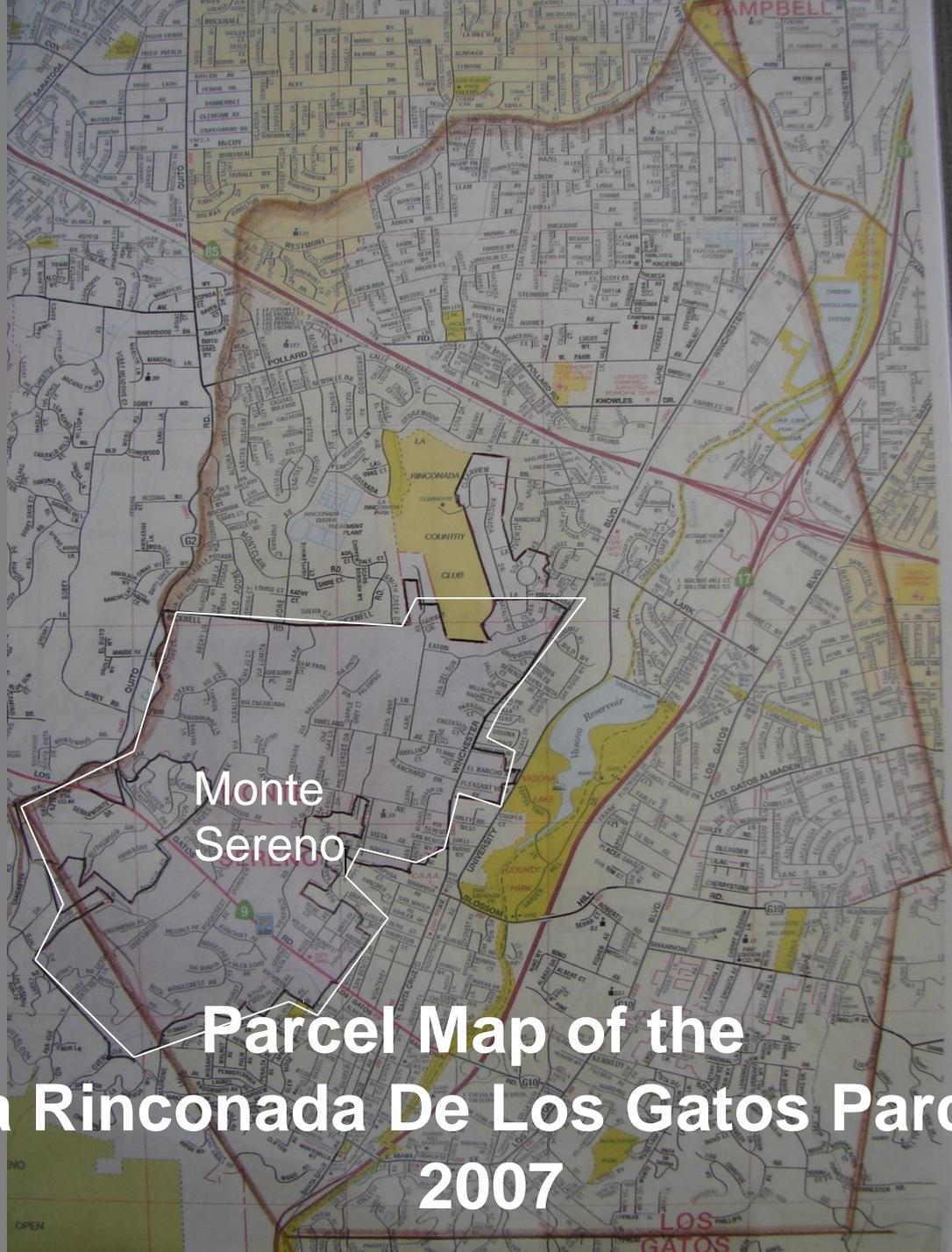
of the Rancho
909 de los GATOS
legally confirmed to
JUAN DEZ and Sebastian PERATTA
under instructions from the
SUYER GENERAL

by
Hace-Dep. Surveyor
June 1858
is 6631 $\frac{44}{100}$ Acres
Scale 40 chs. = 1 inch



Future
Monte
Serenio

Parcel Map of the
La Rinconada De Los Gatos Parcel
1858



Monte
Sereno

Parcel Map of the La Rinconada De Los Gatos Parcel 2007



Aerial Photograph Los Gatos 1938

The Little City That Could

Monte Sereno beat the odds to become a city 35 years ago

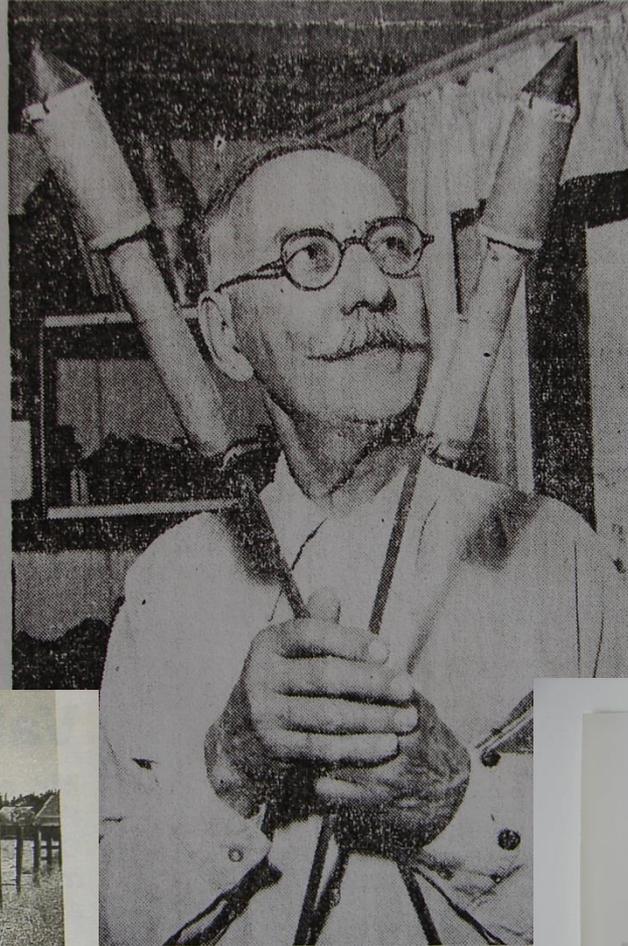
By BOB ALDRICH

Monte Sereno, the cozy residential community between Los Gatos and Saratoga, is such a quietly respectable enclave that few visitors would suspect the political turmoil that lay behind its creation 35 years ago.

Monte Sereno, population 3,297, is a model of upper-middle-class living—a tiny, tidy city of mainly high-priced homes situated on some of the most expensive Santa Clara County real estate. It is a community without a downtown, shopping center or business, unless you count Kenneth Peake's dairy farm on Bicknell Road. It has no police, fire or parks departments of its own. It does have a new City Hall—until this year, the Red Cross building served in that capacity—giving the city administration more elbow room than its former cramped quarters.

It has traffic. A movie about Monte Sereno might be called *A Highway Runs Through It*, Highway 9 (Saratoga-Los Gatos Road) carries heavy traffic daily. Drivers who are tempted to sneak a short-cut through Monte Sereno are discouraged by stop signs seemingly placed every few feet along side roads.

La Hacienda Inn and Restaurant,



BIG BANGS—One man who has probably more experience with fireworks than anyone else in Santa Clara County is Kenneth Peake, who is shown here with a large firework.

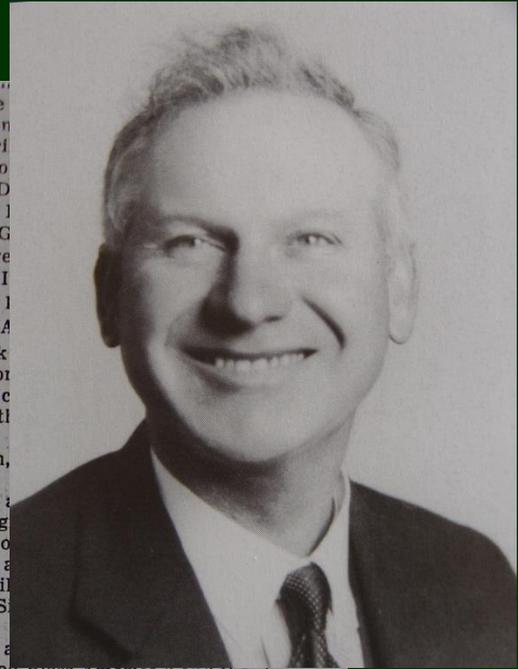
pledge
Then
of dri
DeSoto
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Force 1
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FORMA

Mark
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pastor
Church,
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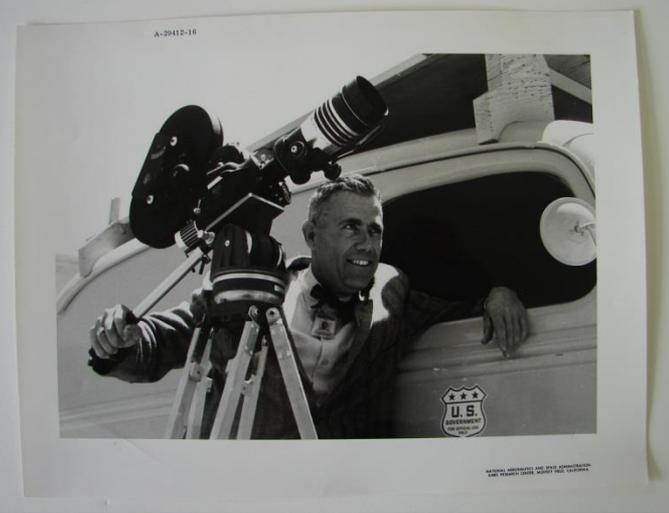
The a
in sing
Ferguso
duced a
way wil
the "S
July."

The a
ing "God Bless America," and then
the firing of aerial rockets will
begin the fireworks display.

Included in the program sched-
uled by the Atlas Fireworks Co.
will be skyrockets and displays



BERENDECK



NATIONAL ARCHIVES AND RECORDS SERVICE
AND PHOTODUPLICATION CENTER
COLLEGE PARK, MARYLAND 20740

The Little City That Could

Monte Sereno beat the odds to become a city 35 years ago

By BOB ALDRICH

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It has traffic. A movie about Monte Sereno might be called *A Highway Runs Through It*. Highway



Thomas B. Ingles – First Mayor 1957

aged by stop signs seemingly placed every few feet along side roads.

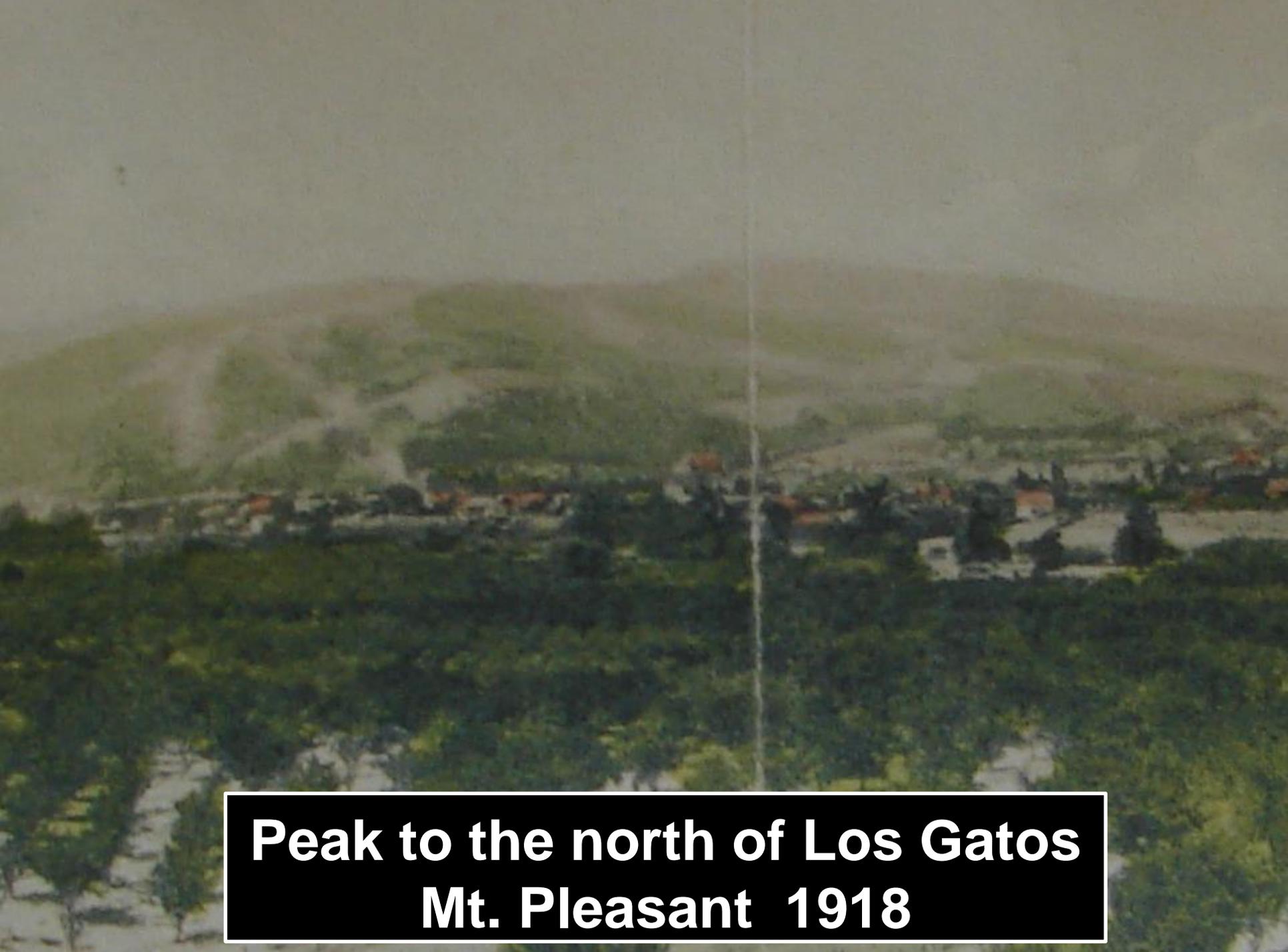
La Hacienda Inn and Restaurant,

Los Gatos, California, "The Gem of the Foothills"

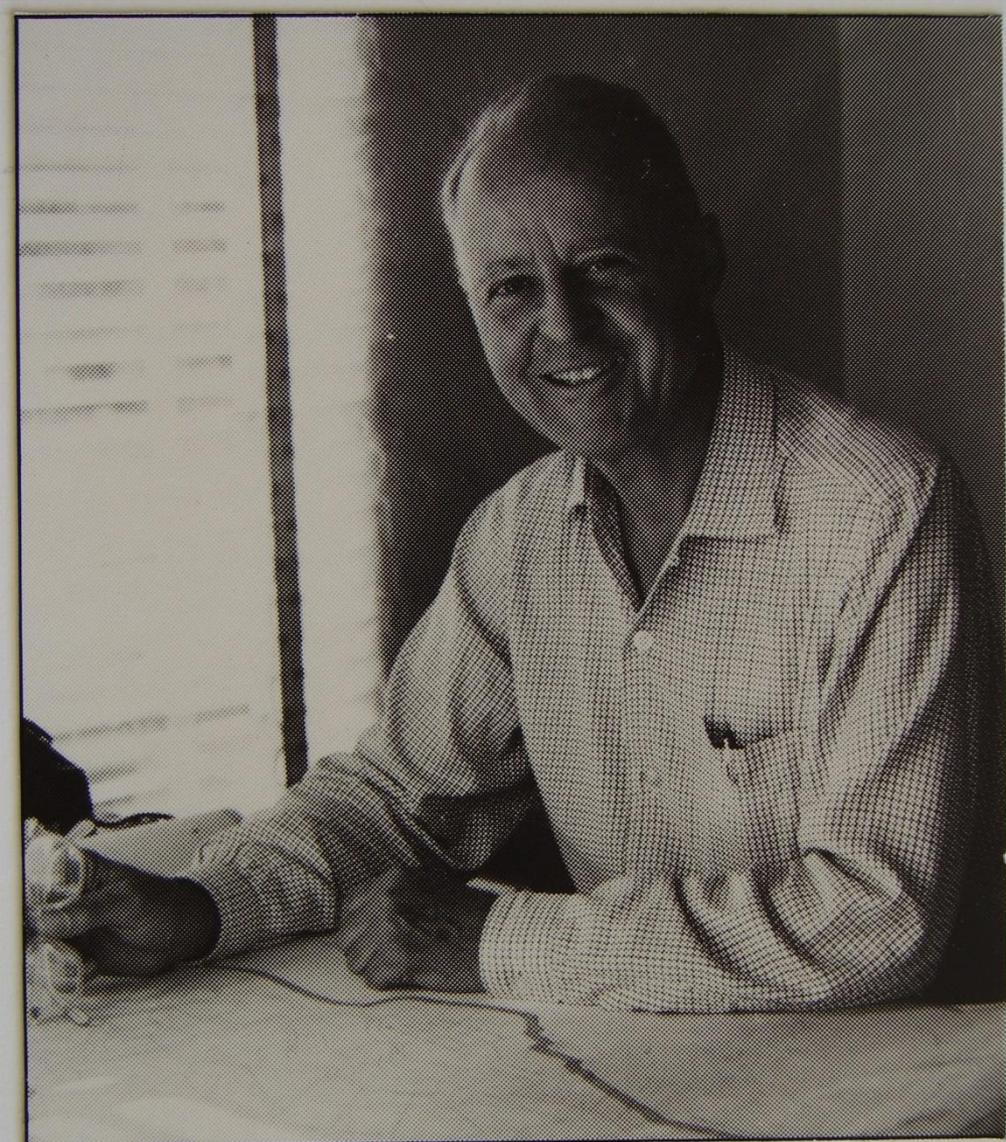


Mt Pleasant (El Sereno)

1918



**Peak to the north of Los Gatos
Mt. Pleasant 1918**



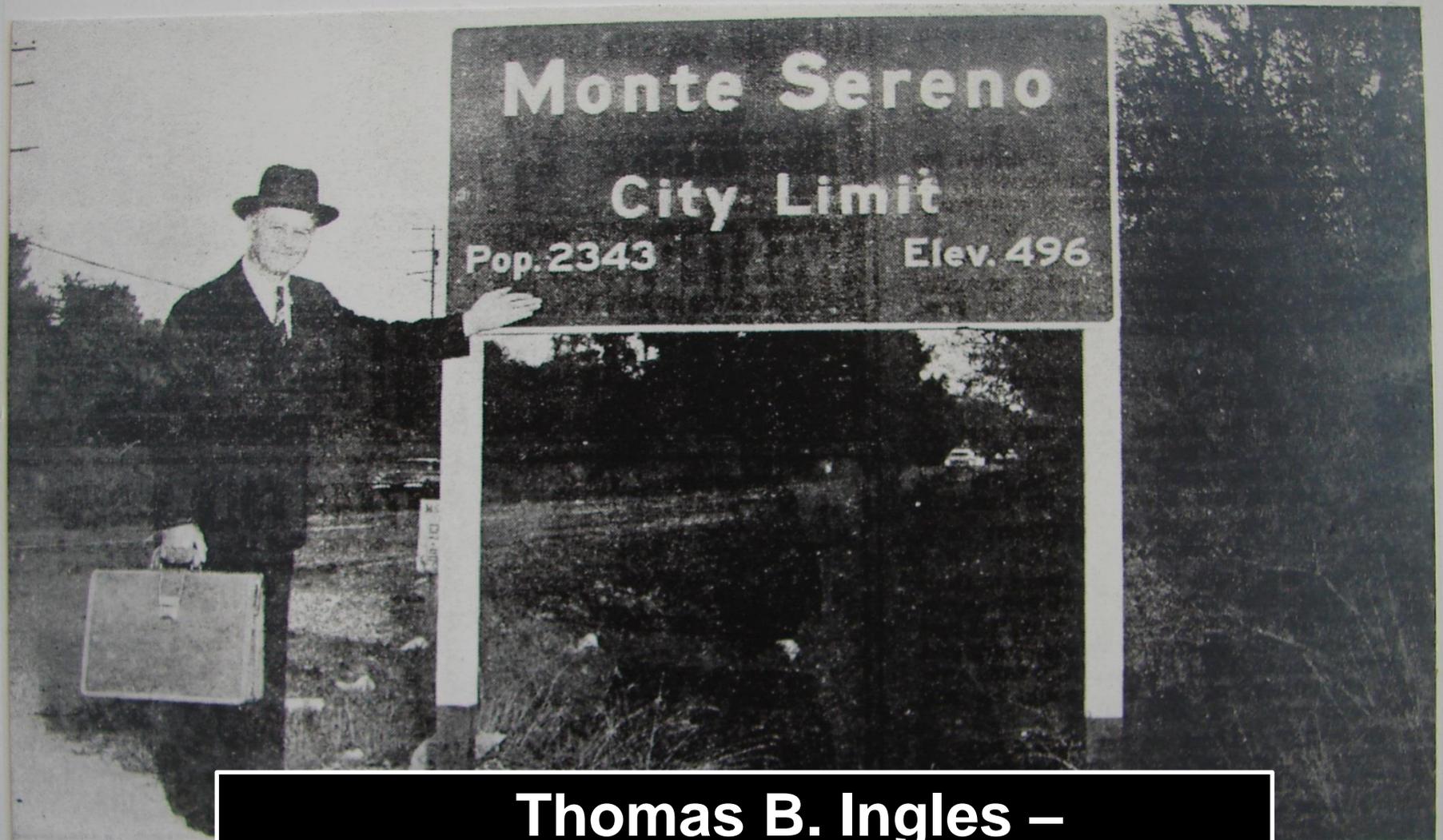
Thomas Inglis, Sr. 1957-1967



**First City Hall in Monte Sereno
1957**

Thomas B. Inglis

VAdm USN (Ret)



The dapper

**Thomas B. Ingles –
First Mayor 1957**

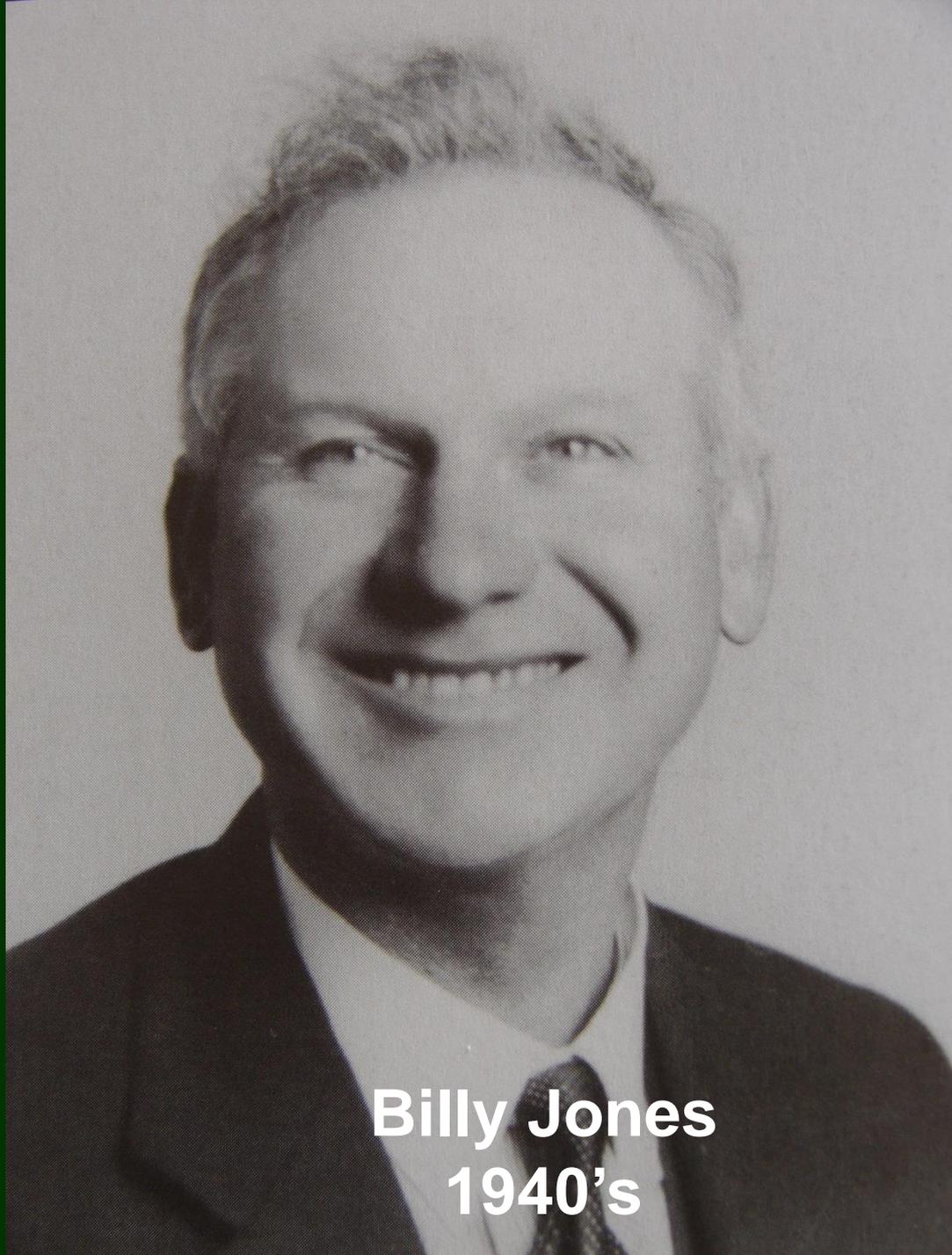
industry.



**Thomas B. Inglis
Good Samaritan Hospital
Groundbreaking
1963**



**Thomas Ingles Champions
Scenic Highway 9 1968**



Billy Jones
1940's

WILDCAT RAILROAD

LOS GATOS
Daves and
Santa Cruz Avenue



CALIFORNIA
Santa Clara Co.

William Jones, Owner and Builder

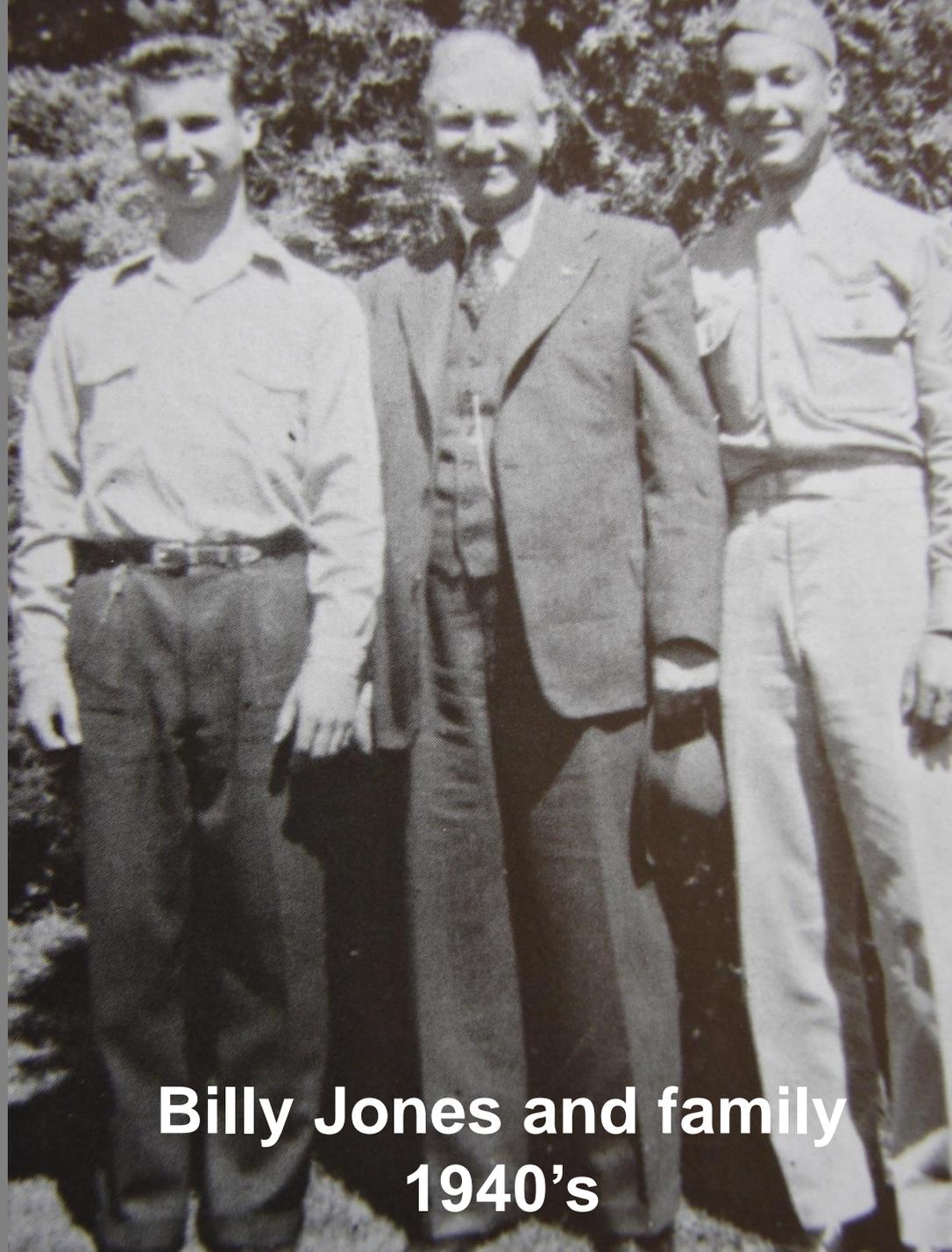
INVITES

Albert Smith

To be present October 16 1943 at 3:30 p. m.

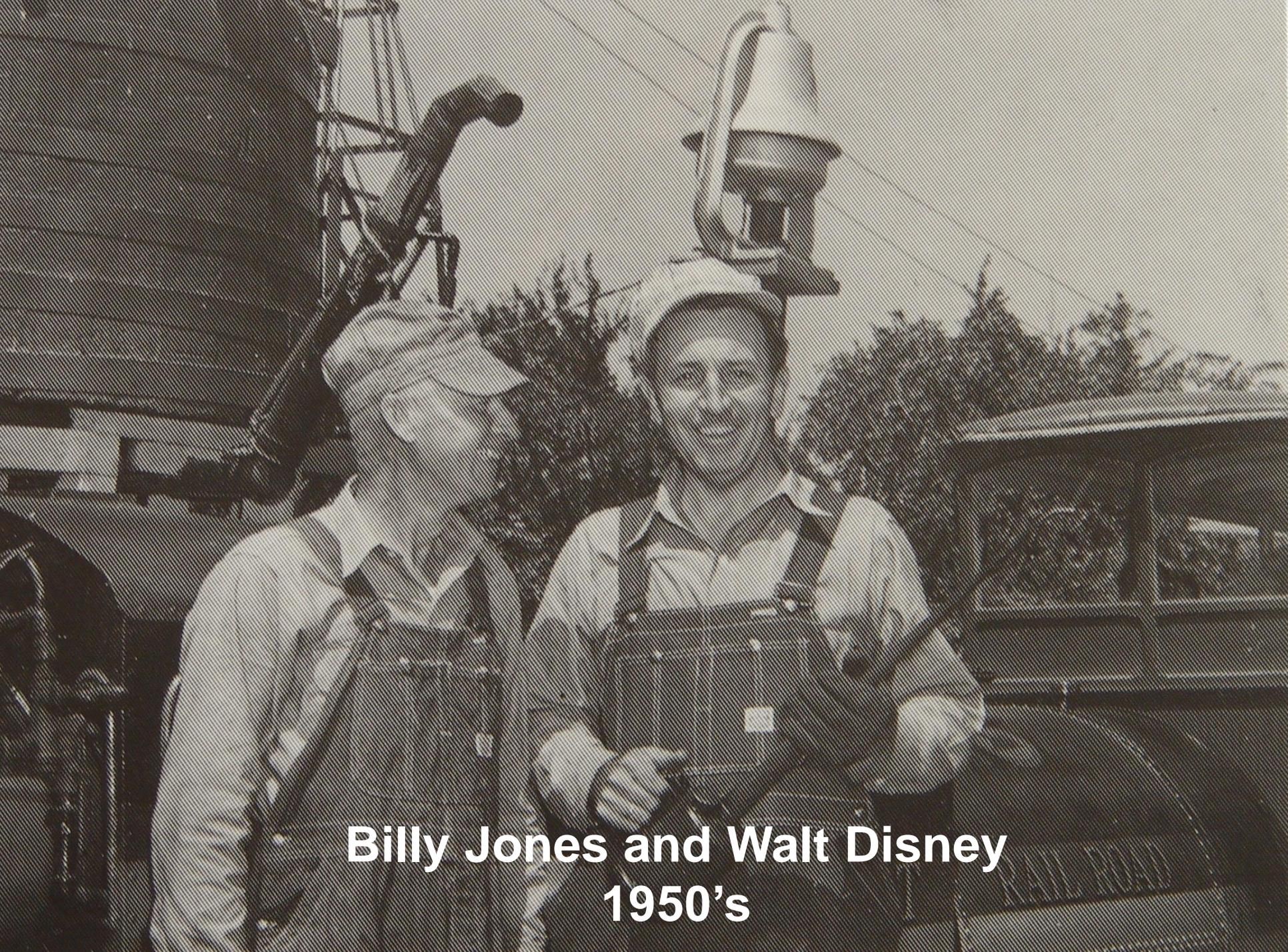
WHEN THE GOLDEN SPIKE WILL BE DRIVEN,
CELEBRATING THE PRIVATE OPENING OF THE

WILDCAT RAILROAD



**Billy Jones and family
1940's**





**Billy Jones and Walt Disney
1950's**

Picture from the past

Subscriber/Times-Observer, May 11, 1983/page 2

The train that almost made it to Disneyland

By John S. Baggerly

Three long, black limousines — the kind rented by rich people in big cities and at airports — rolled into Los Gatos some 30 years ago. They were seen far out on North Santa Cruz Avenue turning into Billy Jones' home at the corner of Daves Avenue.

The phone rang at the Times-Observer office and a reporter was dispatched to see what was doin'.

That day was the beginning of the Los Gatos-Walt Disney connection.

The recent opening of a new Disneyland in Japan and the Billy Jones Railroad starting its 13th season this spring was a double reminder of that first meeting of Billy J. and Walt D.

Bill Mason, chairman of the Board of B.J.R.R., recalls that Disney was here with the purpose of buying old No. 2 engine and the rest of the line to install in a Southern California layout. Jones wouldn't sell but the two men became good friends. In addition, Jones became advisor for the installation of the Disneyland R.R. and was invited to pilot the train's opening run.

Little wonder Los Gatans have an affection for Disneyland's whenever a new one pops up.

Jones not only ran a train in his orchard for the benefit of local organizations, he was Mr. R.R. of Los Gatos. He was an engineer on the old run through Santa Cruz Mountains and it was at a coffee shop at Wright's (I think it was) that he met his wife.

At the weekend runs at the Jones property, a big glass jar was conspicuous at the depot and donations went to the sponsoring group of the day. The sponsor saw to it that there was a press announcement the previous week. But publicity wasn't all that necessary. The engine's whistle had a Pied Piper effect. This writer recalls being slightly miffed at that beckoning whistle when gardening with free child labor was the first priority of the day. The kids would overrule and off we'd go for another ride. Other parents, too, mumbled about that darn whistle.

Jones died in 1968 at the age of 84 and the train that might have been part of Disneyland became a part of

Oak Meadow Park.

Local railroad buffs have done a job restoring and adding to the original B.J. concept. Engine No. 2 was one of three that once ran in the Southern California coastal town of Venice.

The local railroaders recovered engine No. 1 from Eugene, Oregon, and restored same. Old No. 3 reposes in Los Angeles, Mason says, and the locals are trying to retrieve her pending a family entanglement.

The B.J.R.R. opened in Oak Meadow Park on July 13, 1970 and is presently in its 13th year. It is running weekends and will switch to a daily schedule, except Mondays, when school is out in June.

Restoration and building of the depot and tracks through neighboring Vasona Park has been a labor of

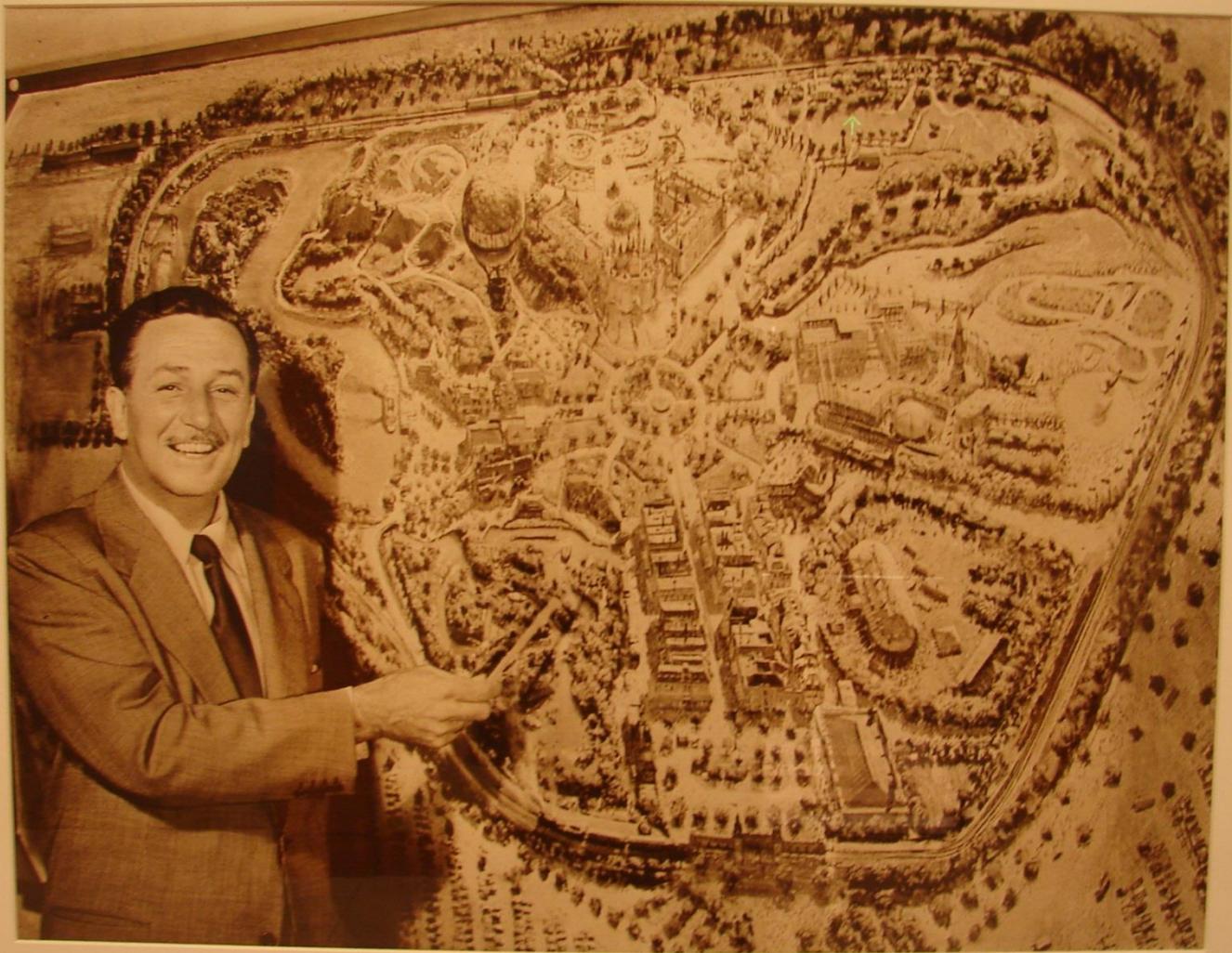
love by individuals and service clubs.

President of B.J.R.R. is Al Smith, retired owner of Orchard Supply; Mason is former owner of Mason Electric; Mike Kotisoki, artist with a bent toward railroads; Bill Ullisiut, chief engineer at Valley Medical Center; Jerry Kennedy, manager of West Valley Bank, now Barclay, and John Estruth, L.G. Public Works Supt. and coordinator with the Town.

Besides ongoing help from service clubs and local buffs, there are donations from railroaders from all over the world, including Japan.

There's that Disneyland connection again.

9/13/2002
by [unclear]



Model of the city plan, showing the layout of the city and the location of the new city hall.



**Billy Jones Wildcat Railroad on Daves Avenue
1943 to 1968**



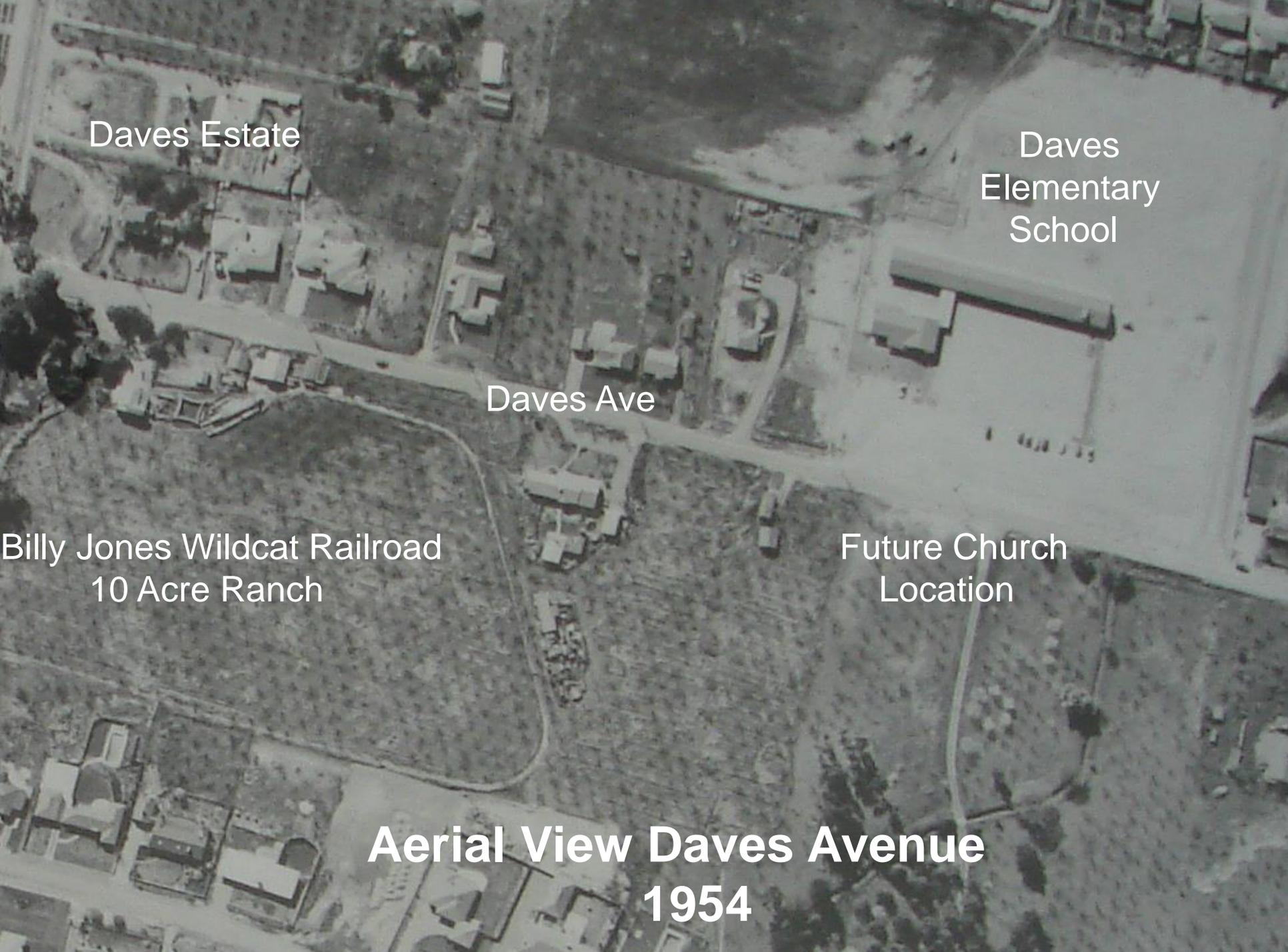
Farley Ave

Daves Ave

Blanchard

Winchester Blvd

Railroad tracks (University Ave)

An aerial photograph of a residential area in 1954. The image shows a street, Daves Avenue, running horizontally across the middle. To the left of the street is a residential area with several houses and a large, open field. To the right of the street is a large, rectangular building, identified as Daves Elementary School. Further to the right, there is a large, open area labeled as a future church location. In the bottom left corner, there is a large, open field labeled as the Billy Jones Wildcat Railroad 10 Acre Ranch. The overall scene is a mix of residential development and open land.

Daves Estate

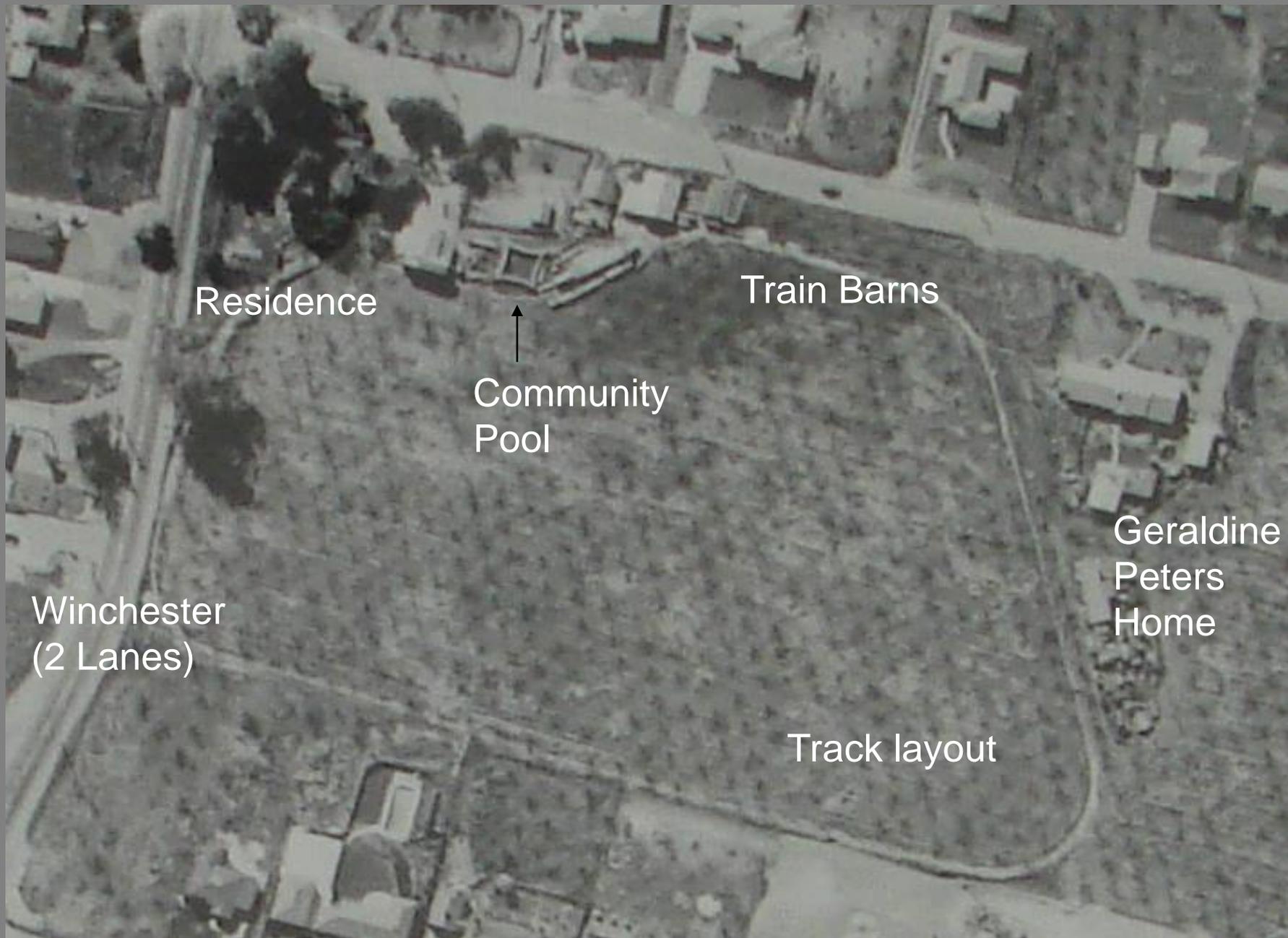
Daves
Elementary
School

Daves Ave

Billy Jones Wildcat Railroad
10 Acre Ranch

Future Church
Location

**Aerial View Daves Avenue
1954**



Residence

Train Barns

Community
Pool

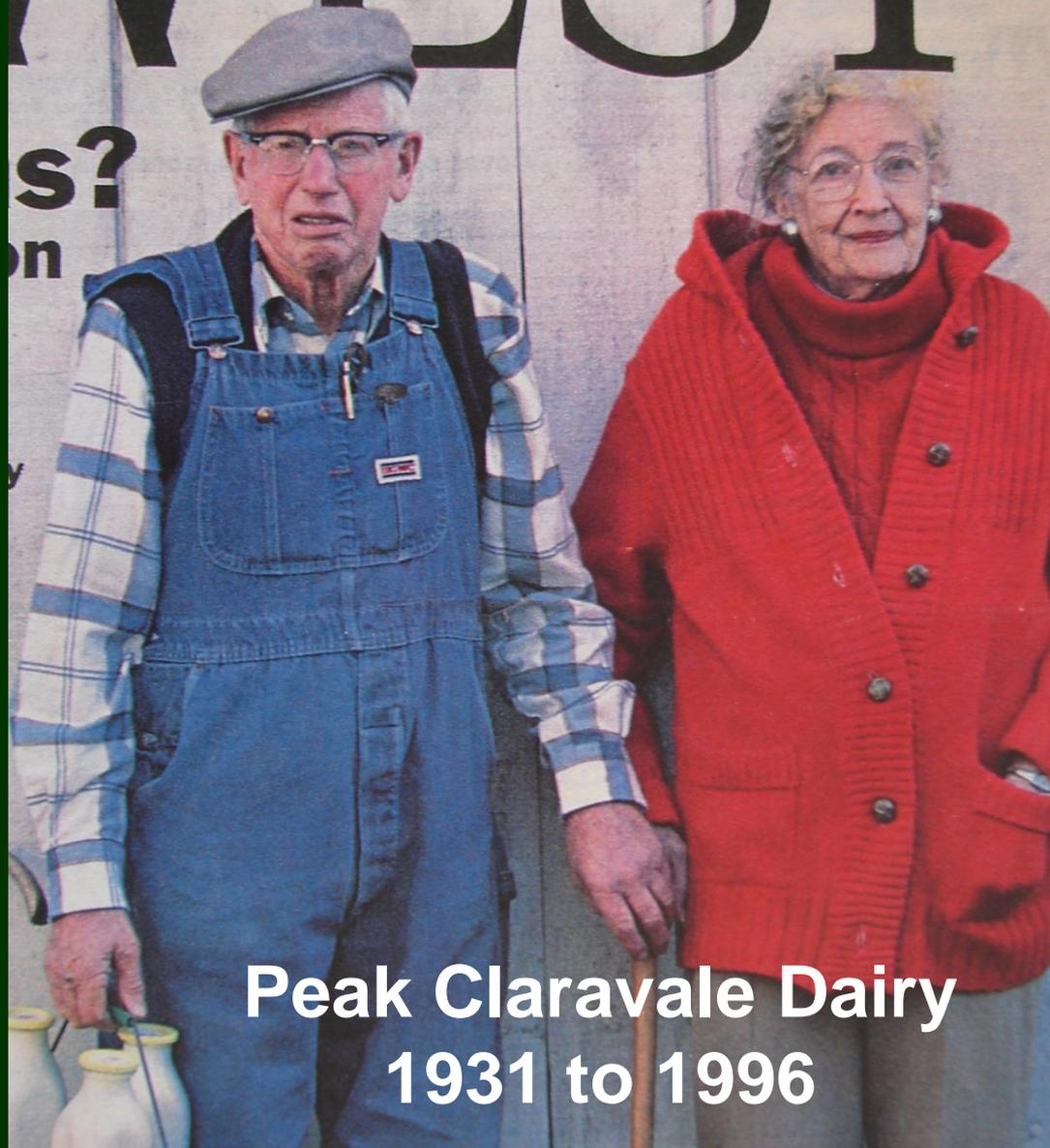
Geraldine
Peters
Home

Winchester
(2 Lanes)

Track layout

WEST

s?
on



**Peak Claravale Dairy
1931 to 1996**



Peak Claravale Dairy 1989

IESEDIACK

just anyone can buy the milk. One
hands told me that people some-
to inquire about the milk, to ask
can buy it.

Peake won't sell any to them," said
and. "You have to drive up here
him in person and ask him to buy
it's the way he does business."

Customers each have a day when they
are scheduled to pick up their milk. Every
day during the week, they come out
in a line of cars making their way
up the driveway like devoted followers
on a religious pilgrimage. Several Orthodox
Jews buy the milk because their rabbis have
certified the milking and bottling and deter-
mine that Mr. Peake's milk meets their
requirements of cleanliness.

He showed me a quart of his milk, which
costs \$1.25.

"Bring back the bottle, won't you?"
he asked me.

Next day, I returned to the farm.
"Bring back the bottle?"

He said that there was still a pint of
milk left inside the bottle. He looked
at me like a man who drinks two or three
pints of milk a day, this sounded odd.

"You haven't finished it yet?" he asked.
I said that I didn't drink a lot of milk.

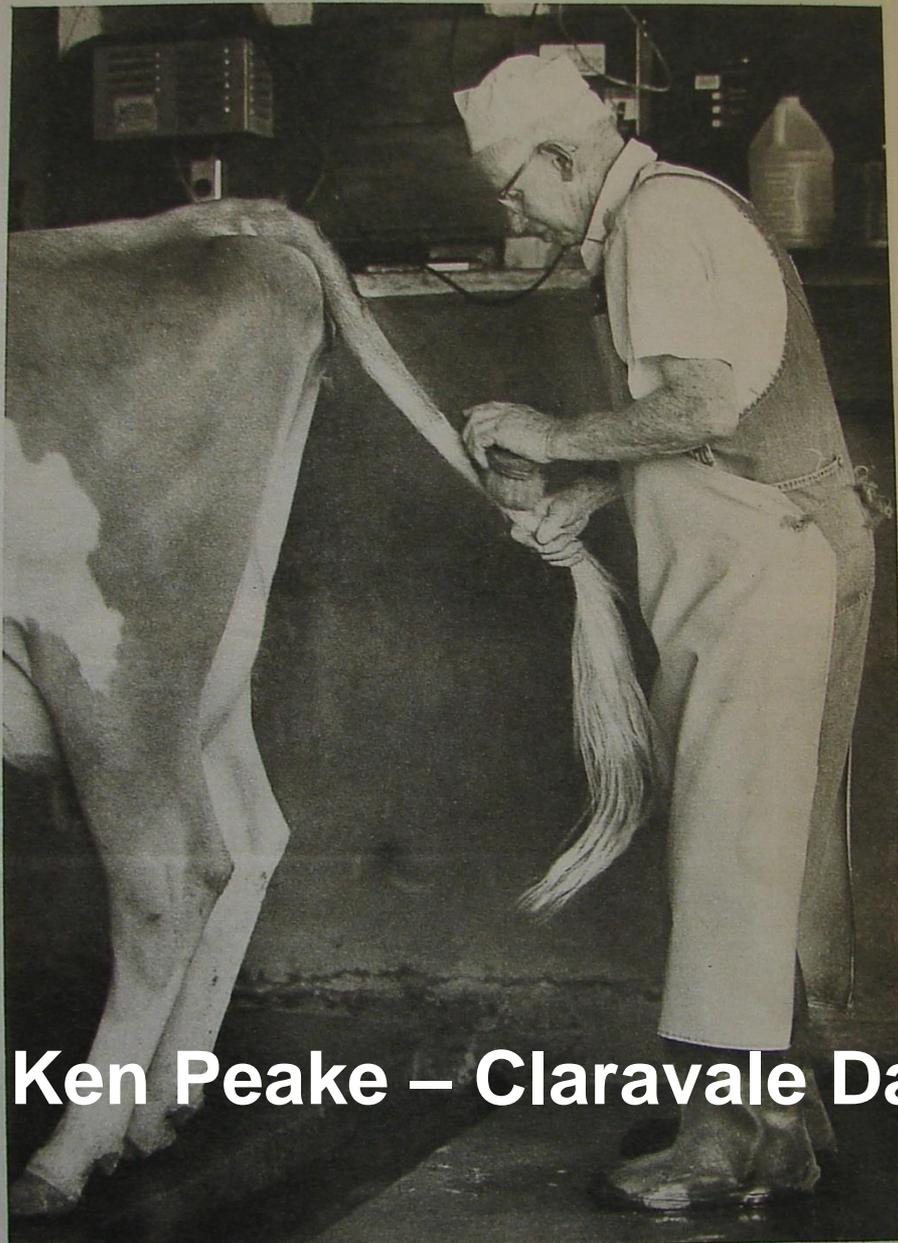
"I hope you'll remember the bottle."

PEAKE USED TO DELIVER ALL OF HIS MILK.
I met Mrs. Peake. Margaret Pringle
is a granddaughter on their farm in Los
Angeles the time she was a baby. It was a
child that the child from San Fran-
cisco loved. Her mother died when
she was young and during the Depression, when
her father's Oriental rug business failed and
he left the family home, she came to live
with her grandparents on the farm.

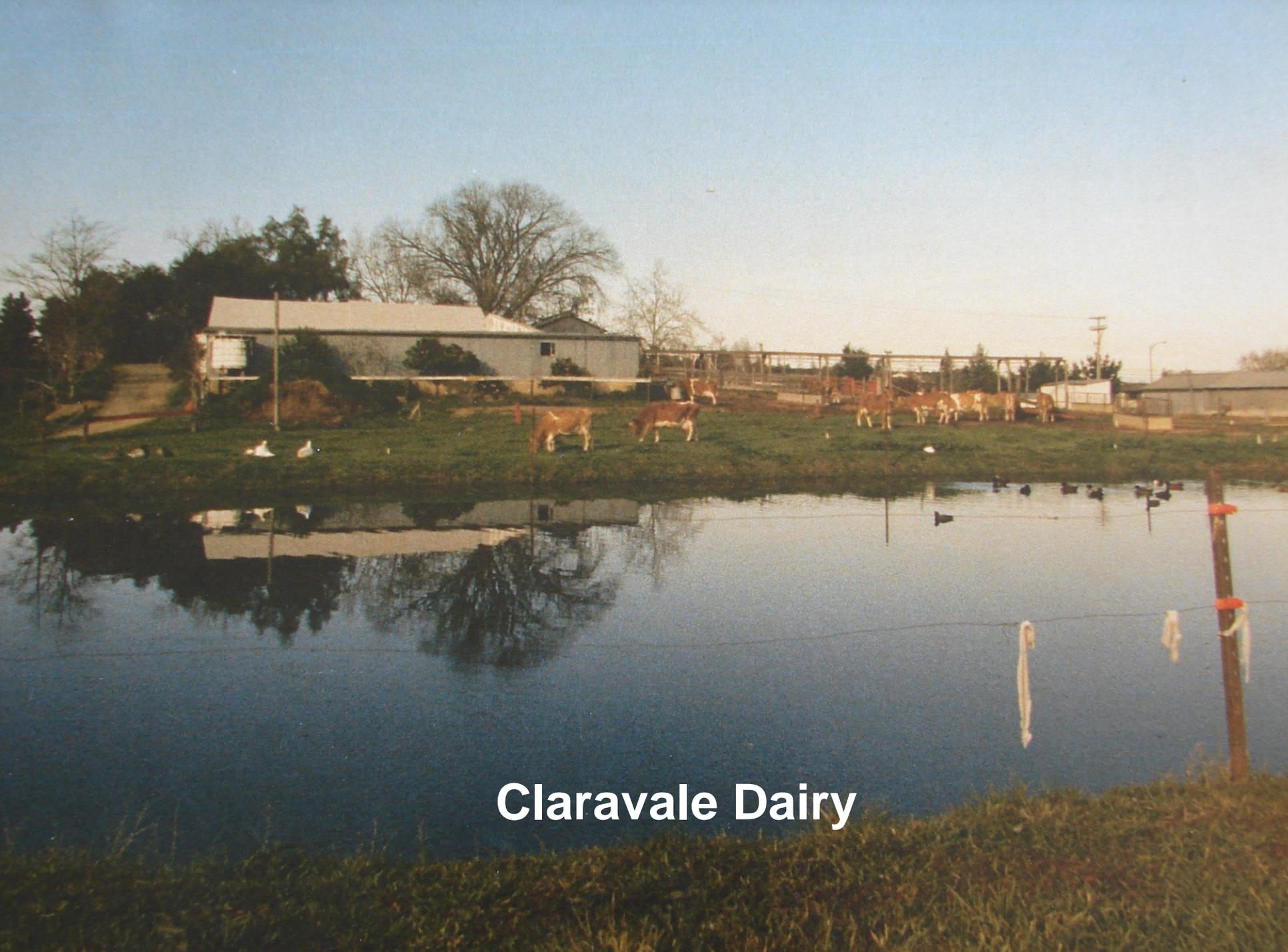
She began to grow into a young
woman and had kidney surgery and dwindled
down to 87 pounds. "Everybody," she
said, "thought I would die." A friend of her
mother's suggested that milk might help build
up her strength. So the aunt contacted Ken-
Peake. The young dairyman agreed to
deliver milk every week. One day, he
picked her up and set her in a big
chair on the front porch. Along came Ken-
Peake's milk.

He introduced himself, and I think right
there, he made up his mind that
he would marry me," she says. "And he did. Mr. Peake
is a man that he gets his mind that

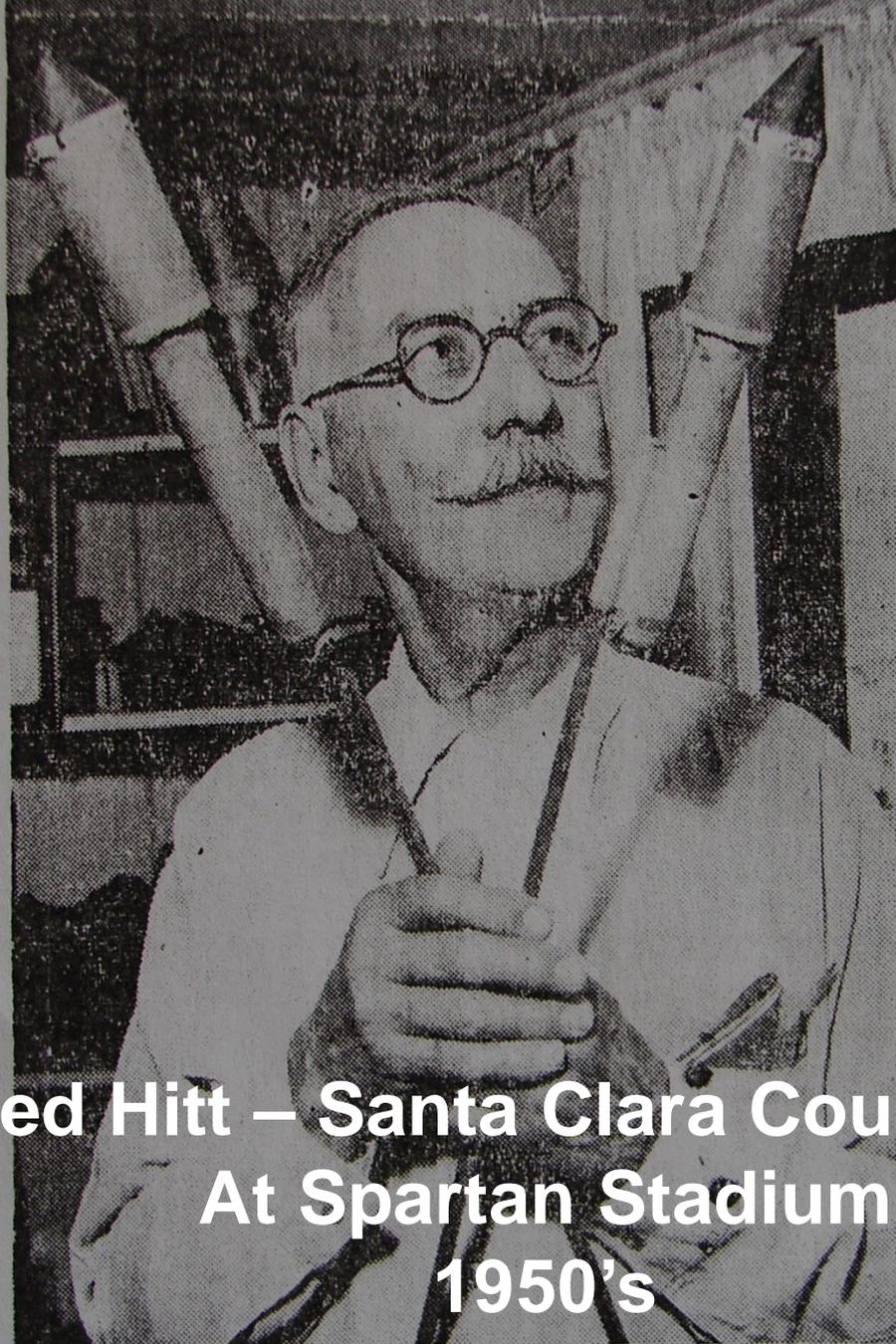
CLEANLINESS is
essential in a
dairy that sells
milk that's not
pasteurized or
homogenized.
Neither
customers nor
state health
inspectors have
ever found reason
to complain
about Mr. Peake's
dairy.



Ken Peake – Claravale Dairy



Claravale Dairy



**Fred Hitt – Santa Clara County Fair
At Spartan Stadium
1950's**

MAKES BIG BANGS—One man who has probably had more fun with fireworks than anyone else in Santa Clara

Then there will be exhibitions of drill team work by Joann DeSoto's Top Hatters, the San Jose YMI Drum Corps, the Parks Air Force Base Band and the Gilroy VFW Girls Drill Team.

Retreat will be sounded at 9:10 p.m. It will be followed by the formal program for the evening.

FORMAL PROGRAM

Mark Alexander, general chairman for the evening, will be master of ceremonies. He will introduce the Rev. Mark Rifenbark, pastor of Trinity Episcopal Church, who will give the invocation.

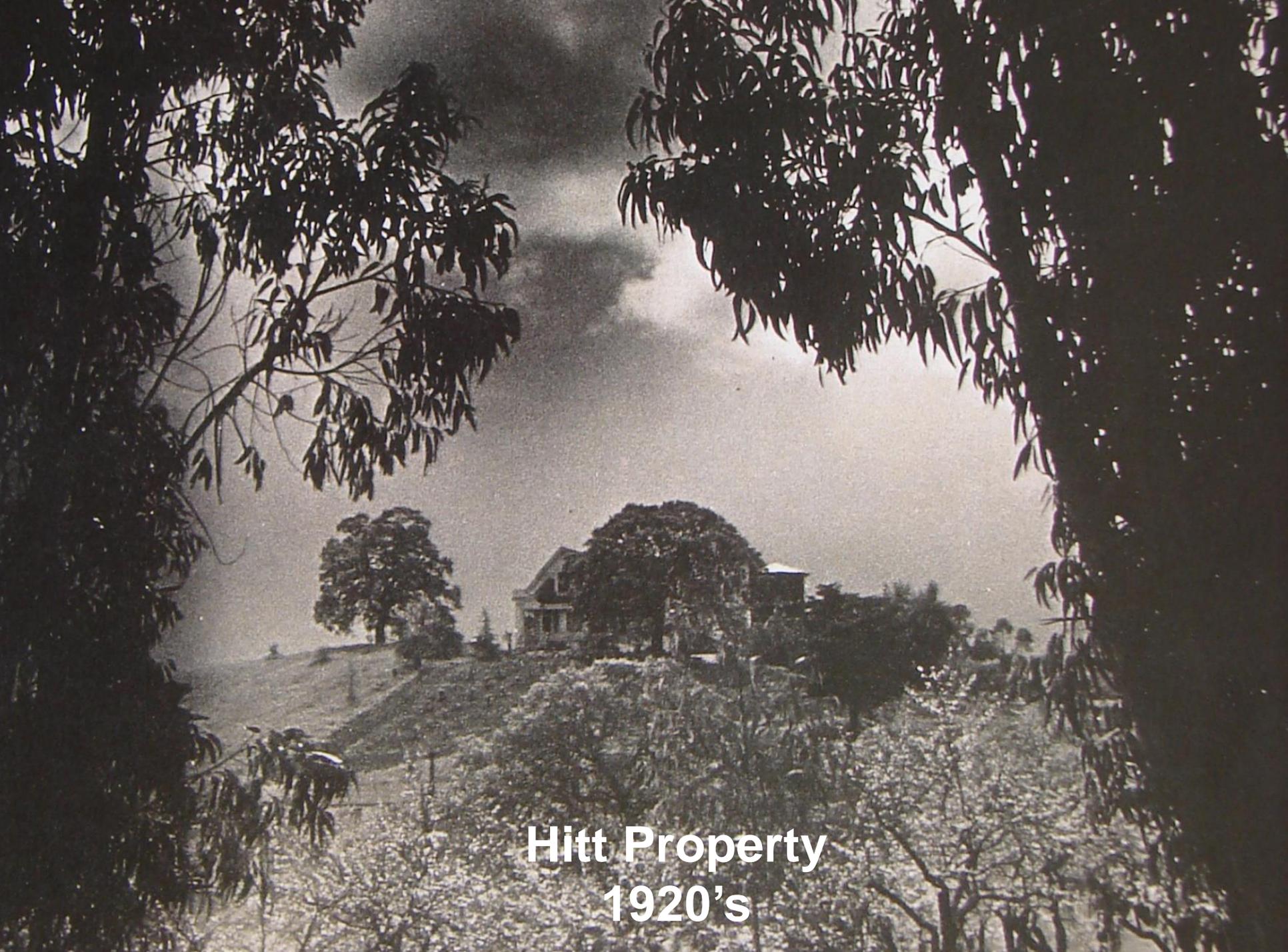
The audience will then be led in singing "America" by Ed J. Ferguson. Guests will be introduced and Mayor Parker Hathaway will give a brief address on the "Significance of Fourth of July."

The audience will join in singing "God Bless America," and then the firing of aerial rockets will begin the fireworks display.

Included in the program scheduled by the Atlas Fireworks Co. will be skyrockets and displays which will show President Eisenhower, the American Flag, palm trees, a lattice of silver blossoms, a revolving globe, Roman candles, and a giant fountain.

Parents and children have been asked by the Chamber of Commerce not to bring sparklers to the stadium. In past years they have caused some difficulty.

Traffic control to and from the Spartan Stadium will be enforced by the San Jose Police Department. Areas near the Municipal Ball Park have been set aside as



**Hitt Property
1920's**



**Fred Hitt's Pacific States Fireworks Factory
Late 1920's**



**Hitt Family's Famous
Pyrotechnic Cinema Contribution
The Burning of Atlanta
"Gone With The Wind"
1931**

1925



**Fred Hitt's Home and Fireworks Factory
1925 to 1963**



**Fred Hitt's View of the Fireworks Factory
Late 1930's**

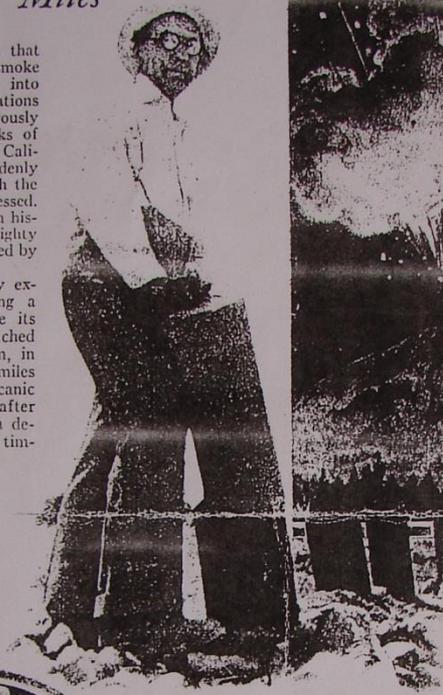
Electric Key Fires Old Volcano

*Man-Made Eruption in Lassen
Crater Seen for Miles*

WITH an explosion that threw columns of smoke five hundred feet into the air and detonations that reverberated thunderously among the surrounding peaks of the Cascades, Mount Lassen, California's dying volcano, suddenly sprang into life recently, with the strangest eruption ever witnessed. For probably the first time in history, the spectacle of a mighty volcanic eruption was reenacted by man.

With rumblings and heavy explosions the aged peak flung a plume of smoke high above its 10,000-foot summit and belched forth fire, smoke, and steam, in a spectacular display visible miles away. This man-made volcanic demonstration was patterned after Lassen's 1915 eruption which destroyed thousands of acres of timber and devastated the countryside for a distance of ten miles.

Behind the brilliant display that thrilled thousands of spectators lay weeks of patient study and preparation by pyrotechnic experts. For days, pack trains, laden with rockets, mortars, and a vast quan-



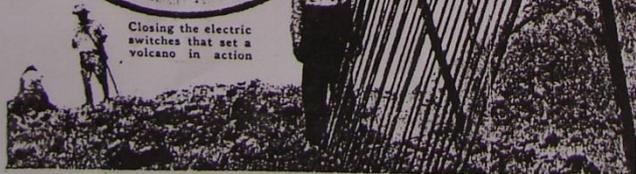
Fred G. Hitt, engineer in charge, placing bombs used in the man-made eruption



Crater of Mount Lassen ablaze as the result of the explosion by electricity of a quantity of fireworks designed to imitate a real volcanic eruption



Closing the electric switches that set a volcano in action



These caterpillar smokes, whirling skyward over Mount Lassen, created columns of white smoke in imitation of the steam jets from the crater of an actively erupting volcano

tity of other equipment, including 6,000 pounds of powder, toiled up the steep trail to the summit.

The artificial eruption, for which all this material was used, was under the control of a single operator seated at an electrical keyboard far from the point of explosion.

THE DISPLAY began at four P. M., following the formal dedication of the new Lassen Volcanic National Park by Dr. Ray Lyman Wilbur, Secretary of the Interior. Waiting at his electrical switchboard on the mountainside some distance below the crater, Fred G. Hitt, engineer in charge, watched for the signal rocket to be fired from Kings Meadows, five miles away, where the services were held.

When he heard a distant boom, and saw a puff of smoke float upward from the meadow, his hand moved over the controls. Upon the contact of a single switch, a mighty roar sounded from the old volcano's top.

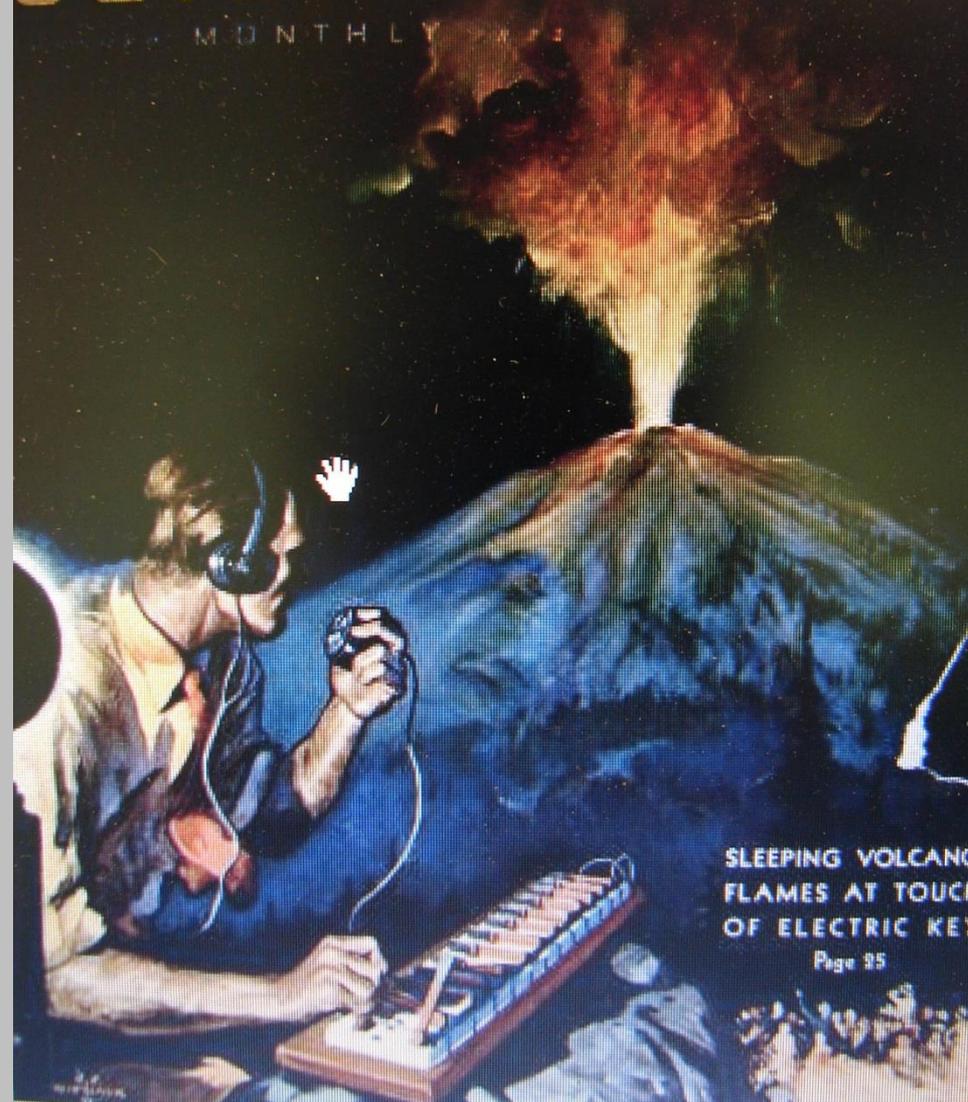
Following this activity, old Lassen seemed to quiet down for a period. But at eight-thirty o'clock in the evening, Engineer Hitt, working the electrical controls, again released tons of pyrotechnic material from the crater.

Geologists are of the opinion that Mount Lassen will never again flare forth in real eruption, although jets of steam still issue from among its heated rocks.

SCIENCE

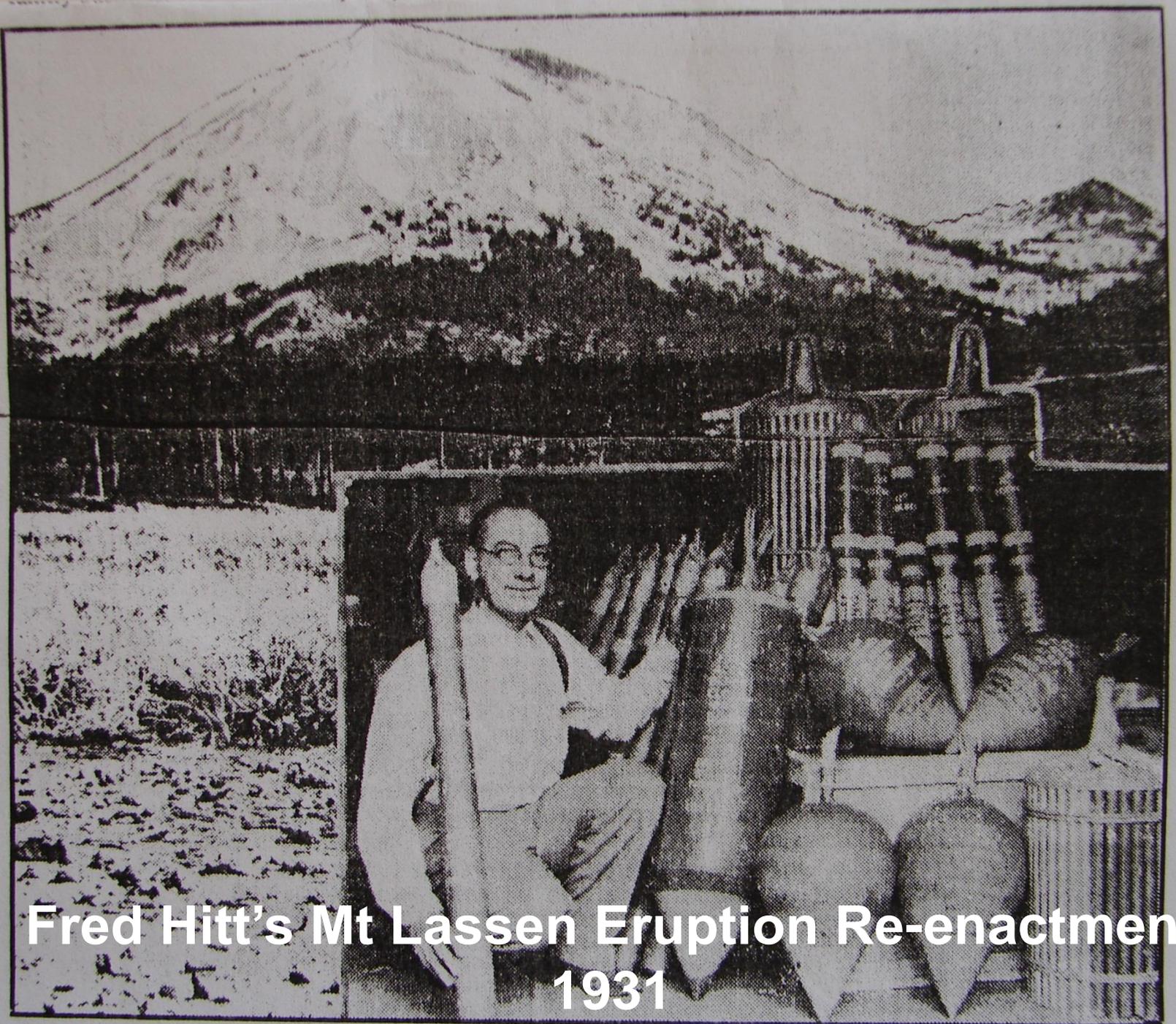
MONTHLY

25 CENTS



SLEEPING VOLCANO
FLAMES AT TOUCH
OF ELECTRIC KEY

Page 35

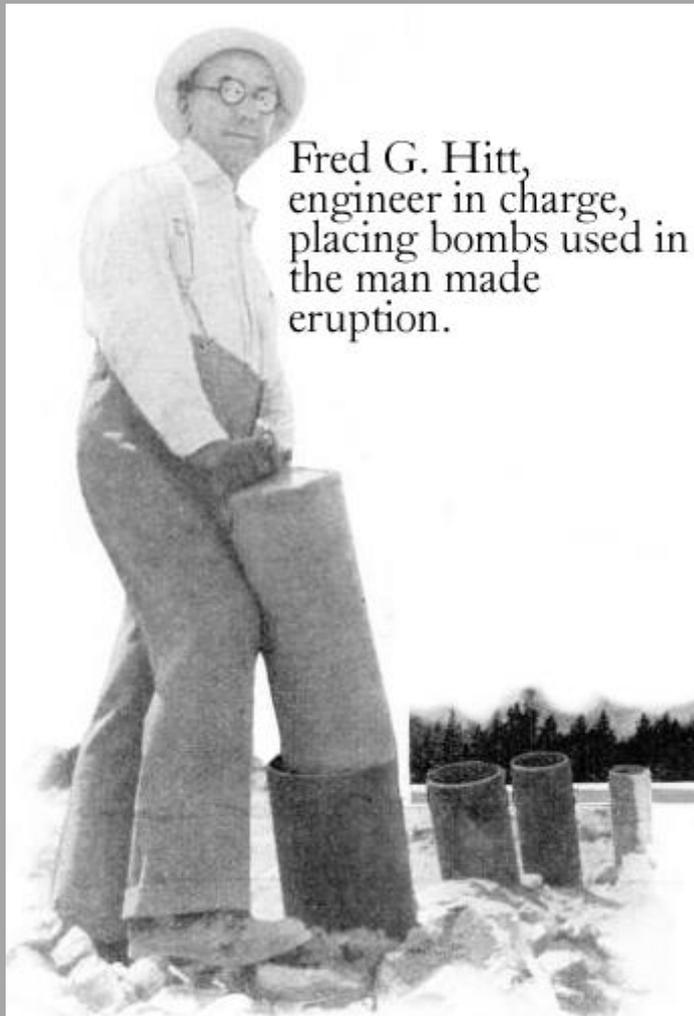


Fred Hitt's Mt Lassen Eruption Re-enactment 1931

Fred Hitt crouches with the ammunition for his most famous firework display - a simulated volcanic eruption.



**Fred Hitt's Wiring the control board
Mt Lassen Eruption Re-enactment
1931**

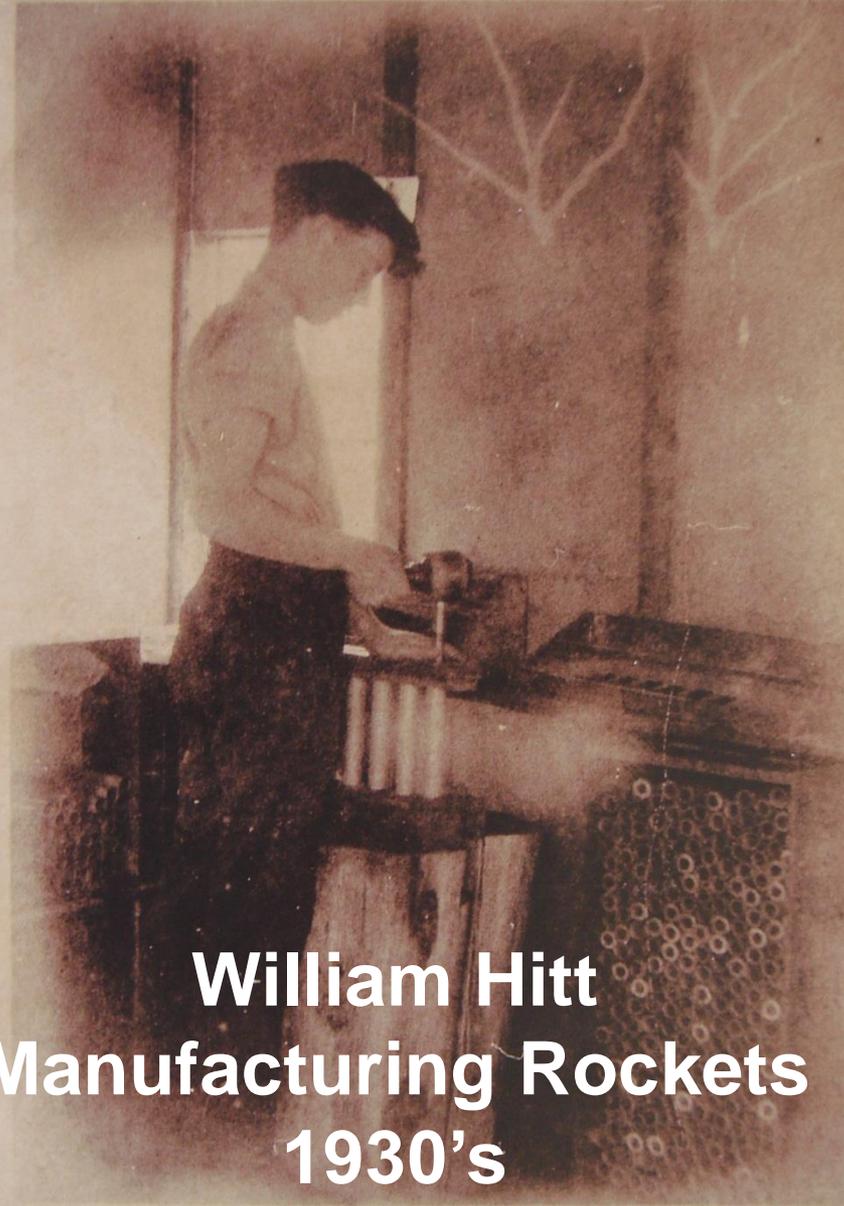


Fred G. Hitt,
engineer in charge,
placing bombs used in
the man made
eruption.



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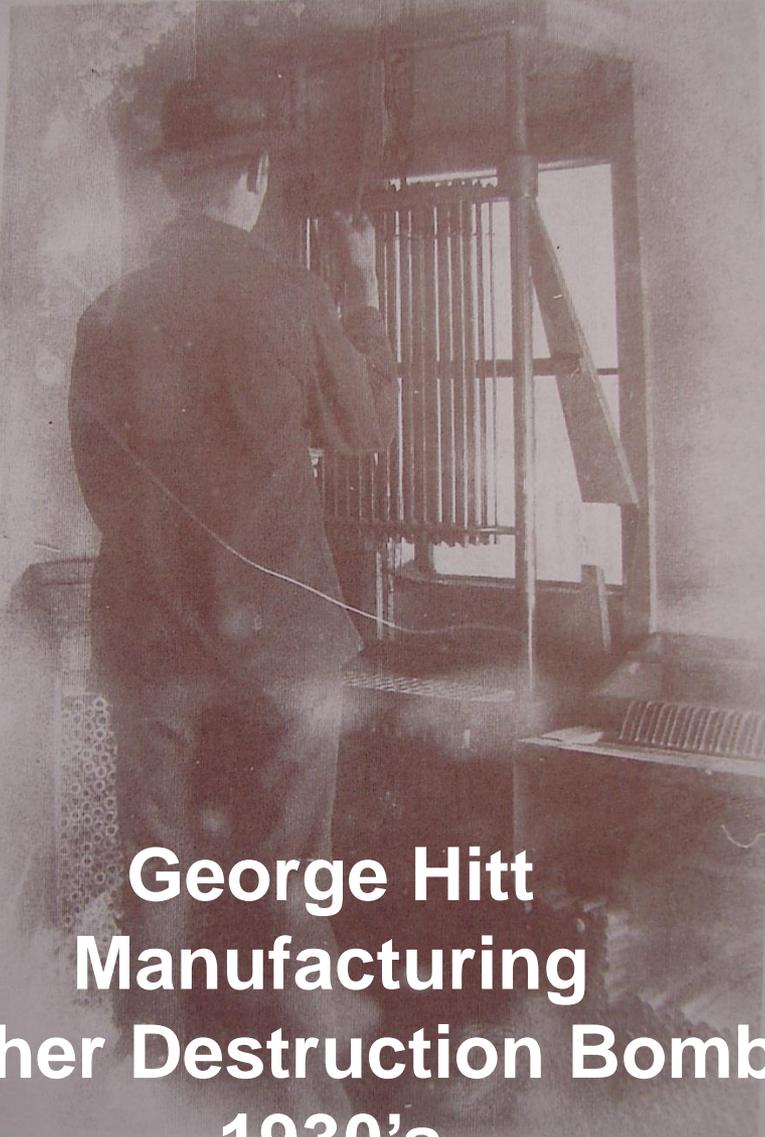
ROCKET SHOP.



William Hitt
Manufacturing Rockets
1930's

Filling 2 Pound Rockets. "120 Blows Each"

Filling Machine.



**George Hitt
Manufacturing
Gopher Destruction Bombs
1930's**

Fills Gopher Destroyers. Roman Candles. Torches etc.



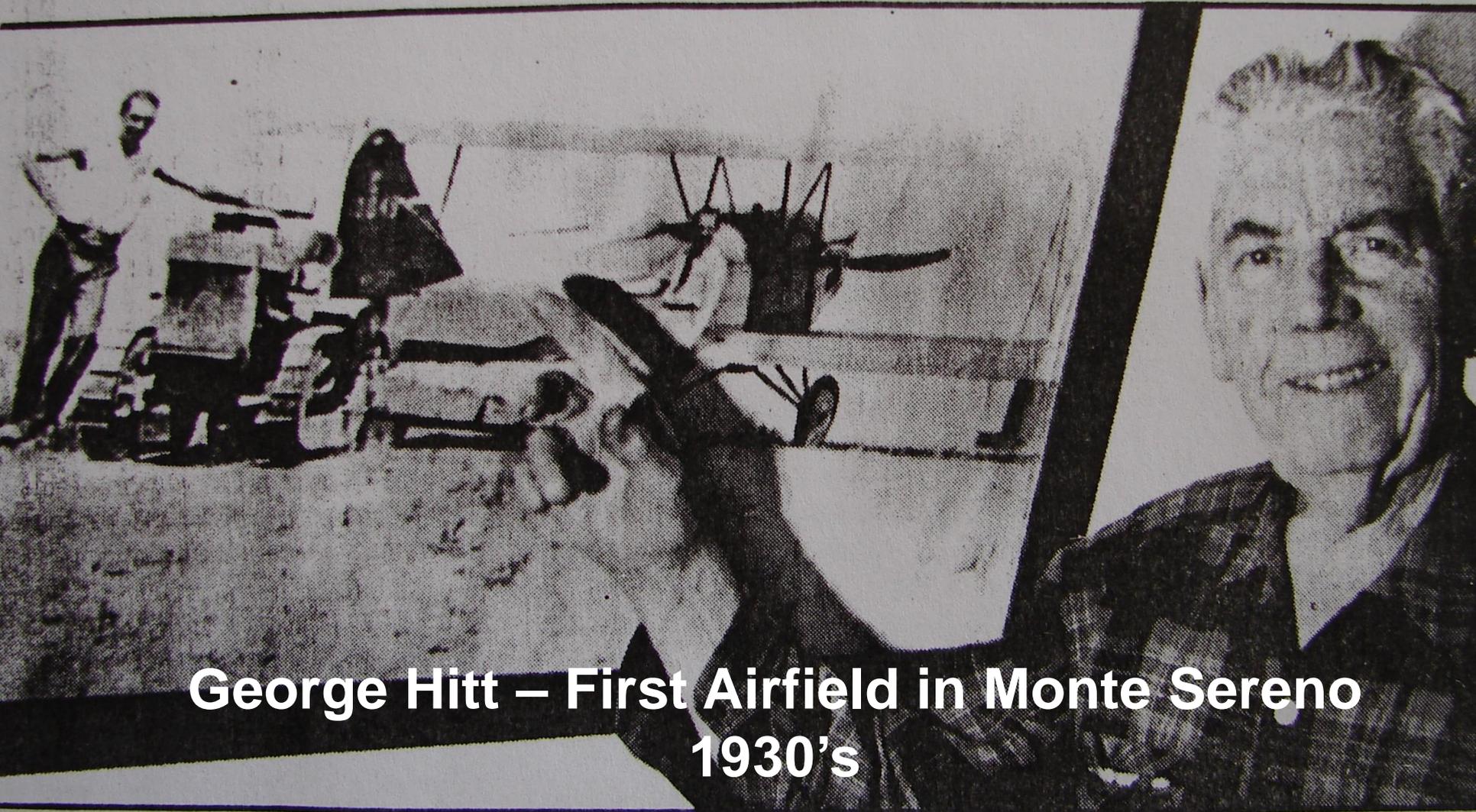
Bud at Spartan Stadium

Bud Hitt Preparing for Fireworks Show at Spartan Stadium

**Bud Hitt at San Jose at Spartan
Stadium**



family firework tradition



**George Hitt – First Airfield in Monte Sereno
1930's**

Some shows in the early 30's we liked to open with the airplane rigged with flares on the wings struts. I did wear a parachute and tried to stay over water – just in case,' – George Hitt.

Ron Dean/The

Dear Joe's
I'm sorry I can't stop
in and say hello, but the
field is to walk from the
wagon.

How are things going? If you
find time you might drop
me a line.

If you see Joe, tell him
to come up next Saturday
will.

Bye Joe
always
Bill



1928
Tail attached
to with Bill
dropped out
from the year
before we met



A-29412-16



NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
AMES RESEARCH CENTER, MOFFETT FIELD, CALIFORNIA

Times Observer

Volume XXXVIII 15 Cents Per Copy LOS GATOS, CALIFORNIA Phone 354-3900 THURSDAY, APRIL 18, 1974 SJ67 U.S. POST OFFICE PERMIT NO. 1111 LOS GATOS, CALIF. 95030 Number 29



**BILLY JONES RR
DEDICATION** — The site of
the original Billy Jones
miniaturized railroad was
dedicated with a bronze
engraved plaque, placed in a
stone wall along Winchester
Boulevard just north of
Laves Avenue, Monte
Serenio. Those taking part in
the commemorative
ceremony included (from
left): Albert B. Smith,

Civic leaders commemorate spawning ground of railroad

Los Gatos and Monte
Serenio civic leaders and the
builders of the railroad

the delight of old and young
throughout the Santa Clara
Valley. The railroad is now

railroad were located on
what is now the Monte
Serenio site of the Sereno

locomotive's long record of
service to small western
communities.

MONTE SERENO

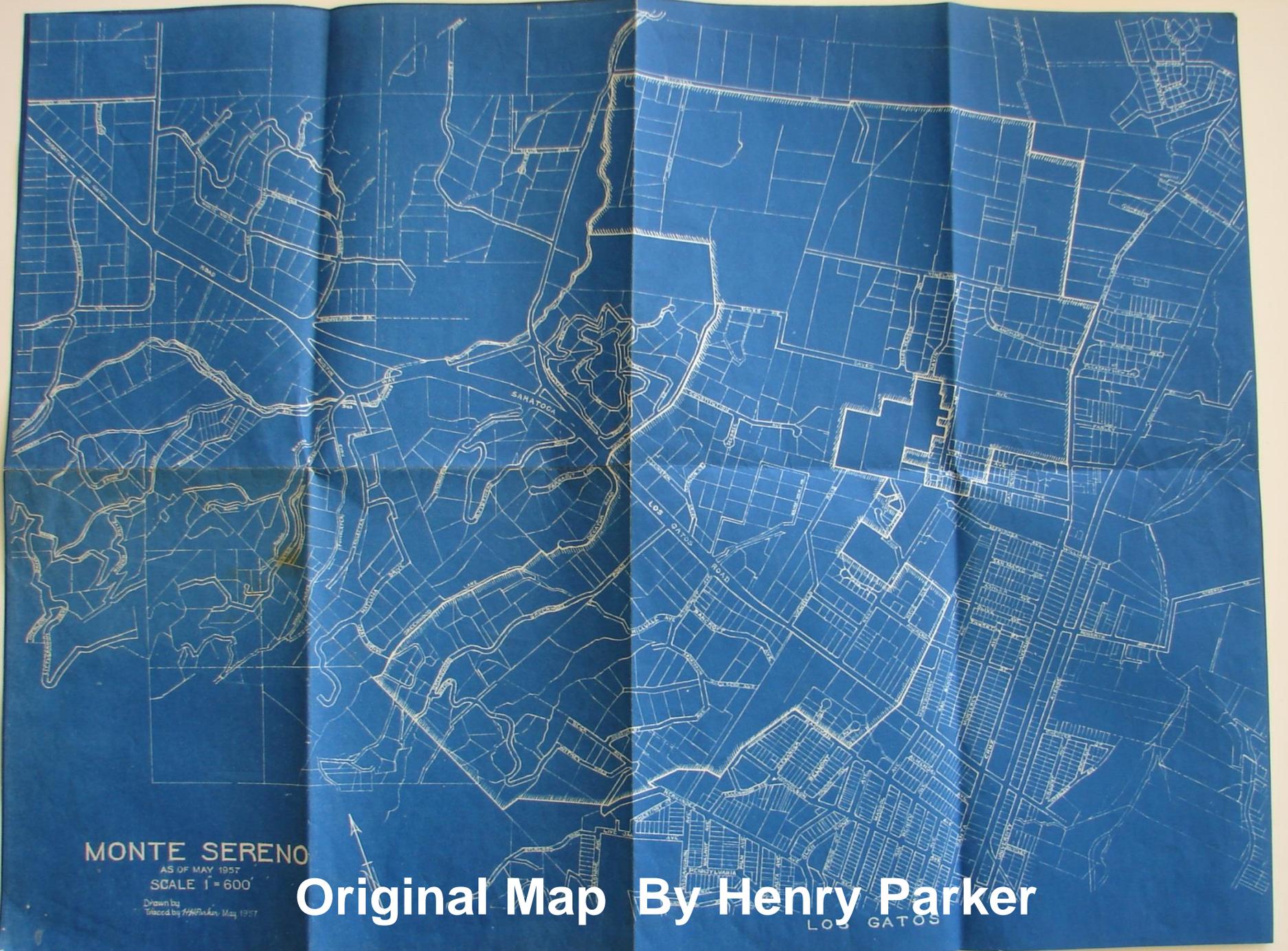
AS OF MAY 1957

SCALE 1" = 600'

Drawn by

Traced by *HWParker* May, 1957

The First City Map 1957



MONTE SERENO

AS OF MAY 1957
SCALE 1" = 600'

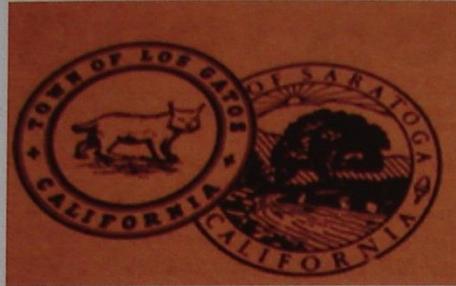
Drawn by
Traced by H.H. Parker, May 1957

Original Map By Henry Parker

LOS GATOS

Design of City Seals

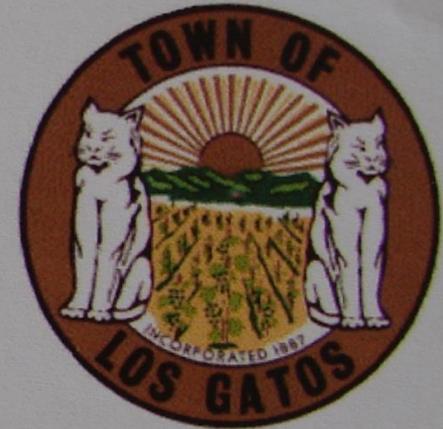
1948
Los Gatos
Seal



City Of Monte Sereno



Claravale Dairy Logo



City of Los Gatos

Los Gatos and Monte Sereno Seals were designed by Monte Sereno resident Henry H. Parker in 1957. He won the seal design contest which included a \$10 prize.



Original Design By Henry Parker

Contact Information

Monte Sereno History Project

- Doug McNeil, Vice Chair MSCC and local historian
- dougmcneil@comcast.net

Chronologies

Thomas Ingles

1968 Initiates effort to make Highway 9 Scenic HWY

1957 Mayor first ten years

1957 Spearheads City Incorporation

1953 Builds home

1951 Thomas Ingles buys land for retirement

1947

1919 Thomas Ingles visits Los Gatos

Billy Jones

1968 Billy Jones Railroad closes after 25 years of operation

1952 Walt Disney makes several attempts to buy BJWCRR

1952 Billy Jones Named "Man of the Year"

1943 Billy Jones opens Wildcat Railroad

1917 Billy Jones buys Oro Ranch

Fred Hitt

1963 Hitt estate is sold to the Ross Family

1956 Signal flare company moves to Morgan Hill

1953 Signal flare company explodes

1931 Freds family and sons performs several Fireworks shows County fairs State fairs

1931 Fred opens Lassen state Park w/fireworks show

1923 Fred Hitt moves to Los Gatos starts Pacific States Fireworks

Kenneth Peake

1996 closes Claravale Dairy after 65 years of operation

1931 Ken opens Claravale Dairy

Local History

1983 95% of the Land is occupied

1962 Post office

1956 Annexation Battles begin

1953 Daves Avenue Elementary opens

1936 Steinbeck writes the Grapes of Wrath on Greenwood Lane

1938

1902 Interurban Railroad opens

Monte Sereno Council



**First City Council in Monte Sereno
1957**

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