



San Jacinto Railway was incorporated on March 7, 1887, but this company had not started any work when it was purchased by the California Central Railway. The CC started rail work in 1887 from a junction with the California Southern at Perris, and reached the end of the line in the agricultural area of San Jacinto in 1888. The CS mainline through Temecula Canyon suffered continual washouts and was abandoned in 1891, replaced by the AS&SF coastal route, and was abandoned in stages northward to Perris by 1927. After 1927, the remaining CS route from Riverside southward to Perris and continuing east on the CC to San Jacinto became the San Jacinto Branch of the AT&SF. In Perris, the CS tracks remain in place for about a mile south of the junction with the original CC branch and are used by the Orange Empire Railway Museum.

A setting sun illuminates the California Central grade.



Same location as previous but two year later, after a washout.





A few steps from previous photo; I don't know how this rail got bent.



Hemet is a few miles south of the end of the CC in San Jacinto, but became the largest town on the CC route. The current Santa Fe depot is the third Hemet train station. Its passenger section was completed in 1914 and the adjoining freight room was constructed elsewhere in 1898 and then moved to its present location. The Historic Hemet Train Depot was restored in 1998 and is now home to the Hemet Museum.





Detail of Historic Hemet Train Depot.



The San Jacinto Valley is still largely agricultural, but development continues to encroach on the agricultural land that produced citrus and other products that were shipped across the nation for decades on the CC.