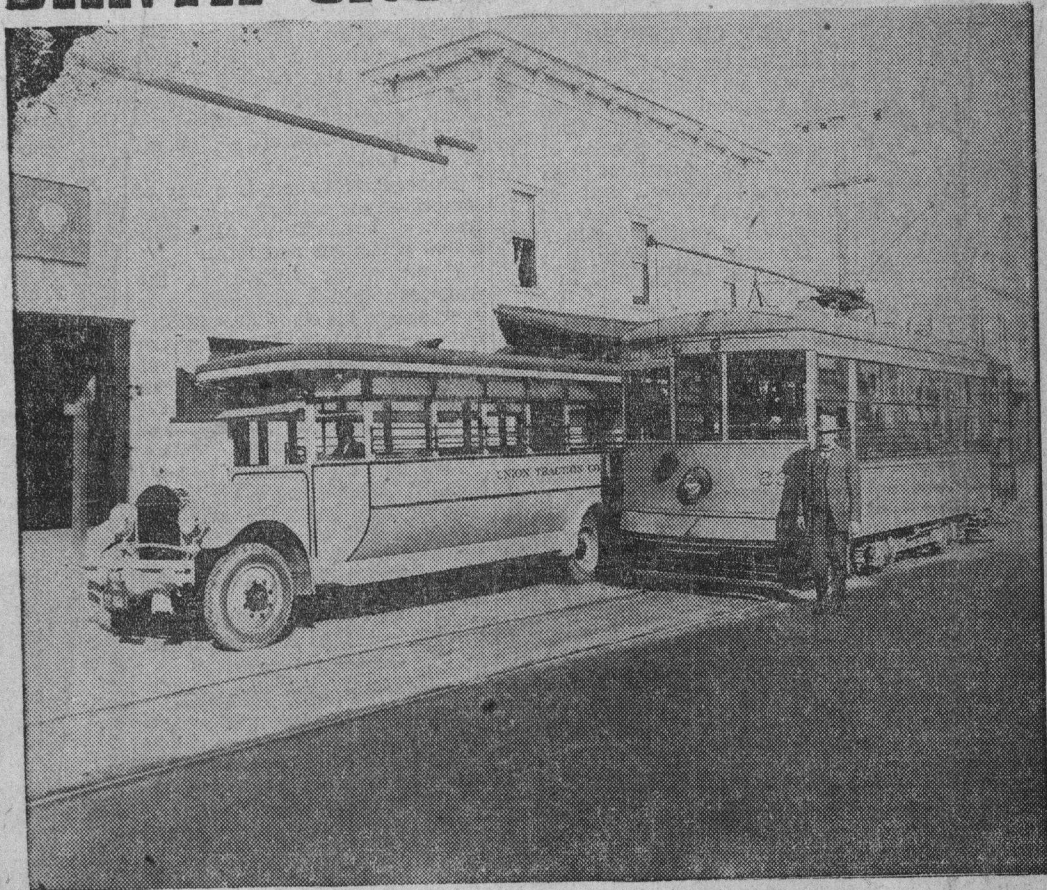


SANTA CRUZ YESTERDAYS



TROLLEYS TO BUSES IN '26

(From the Preston Sawyer Collection)

The last trolley car in local public service made its farewell run on Santa Cruz streets at midnight of January 14-15, 1926, ending almost 35 years of electrical transit here.

Motorman-Conductor Lee Baldwin, driving a one-man Birney like the one in the picture, departed the beach at 12, arriving a few minutes later at the old car barns, Pacific avenue and Sycamore street. Only a few hours later, on the morning of January 15, motor buses started taking over, as indicated in the above photo.

Water and Pacific

The location shown is the downtown end of the Laveaga Park

line, on Water street at Pacific avenue, and indicates the change-over from trolley to bus, both vehicles being marked "Union Traction Co." Mayor John B. Maher stands by the street car.

Fifty years before, in 1876, "rapid" transit for Santa Cruzans had begun when a horse car trundled down narrow gauge Pacific avenue tracks toward the beach.

Electrification came in 1892. The horse-drawn systems, one of which, the Ely line, extended as far as Twin Lakes, yielded to progress.

The faster carriers served the Vue de L'Eau Casino, now the end of Woodrow avenue, the downtown area, the beach, and the

Mission Hill hotels, the Pope House and Bedell.

Seek New Routes

By 1904 rival companies were seeking new routes. Santa Cruz, Capitola & Watsonville Railway company has ambitious plans to continue to the Apple City. They were completing the Capitola phase when the Union Traction company was born by consolidation with Santa Cruz Electric Railway.

Capitola passengers were then enabled to transfer at Soquel and Pacific avenues, to a Casino car, going via Lincoln and Center streets instead of Pacific avenue, if desired.