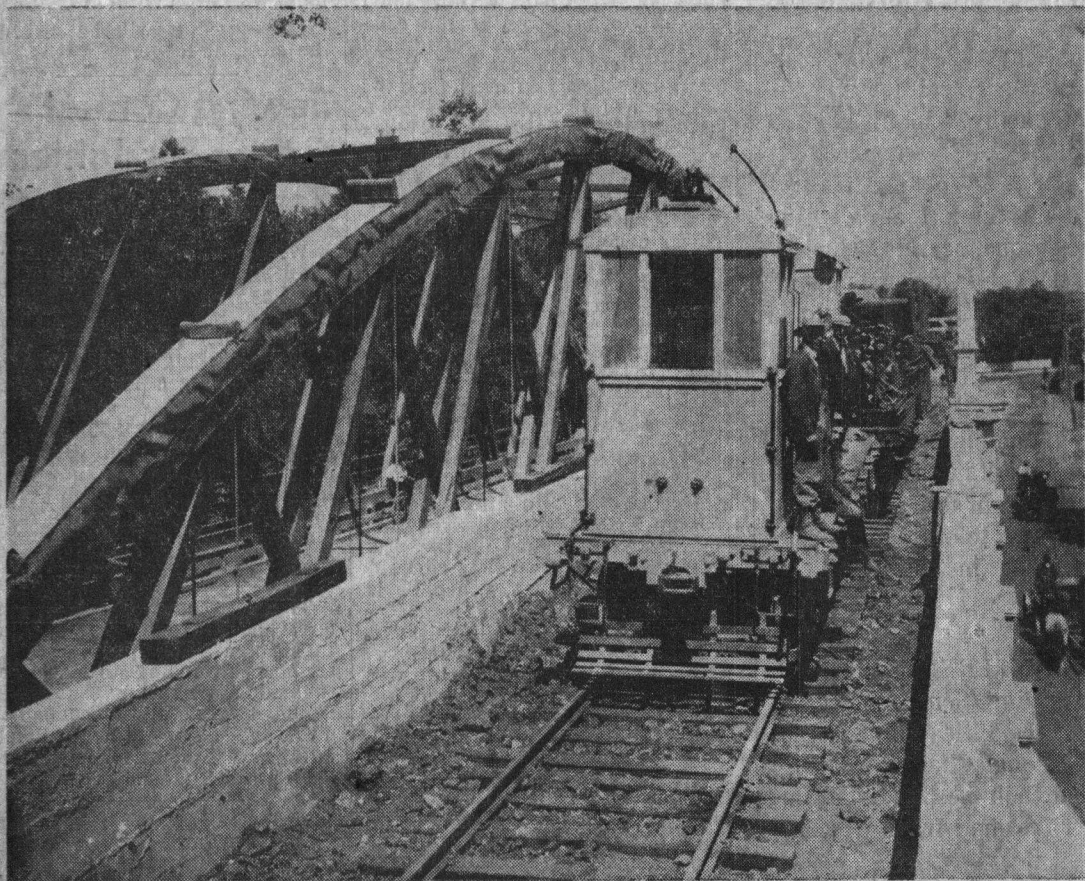


Santa Cruz Yesterdays



OLD "100" — UNION TRACTION CO. WORK CAR

(From the Preston Sawyer Collection)

From around 1908 until the early 20's, covering a period of some 15 years the Union Traction company's line car, numbered "100," was a familiar sight along the trolleyways of Santa Cruz.

When the progressive electric carline people, under John Martin, president, decided to run a line out Water street they constructed a substantial concrete bridge parallel to the south side of the old wooden structure which had spanned the San Lorenzo since 1882.

Here at the site of a historic river ford of mission days, had been built one of the first foot-bridges across the river, followed as early as 1868 by a wagon bridge 20 feet wide and 14 feet above water, washed away and replaced.

The Soquel avenue covered bridge did not come until 1874, followed a year later by the railroad bridge near the river's mouth, at the beach. The Riverside avenue crossing was a late comer of 1888,

20 years after the pioneer Water street span.

New and Old

Today's oldtime picture reveals clearly that the track level of the new trolley bridge was somewhat higher than the roadbed of the last of the wooden bridges at Water street. Taken around 1908, the view shows "100" poised above the river, loaded and pushing a flatcar carrying men and material for track laying. No doubt the work was then in progress building the route out Morrissey boulevard, eventually (1910) to be extended even to the then main gate of DeLaveaga park, at the upper end of Pacheco avenue.

In those days, summertime auxiliary wagon bridges were customary, reached via dirt roads down to river level, thence by fills to the short temporary wooden bridge over the actual channel. These were removed with the approach of winter. At extreme right in the

picture two wagons are seen headed for the stream-level crossing.

On With the New

In 1914 the present Water street bridge was built, replacing the old one in the picture. In the process the two spans were physically united, with roadbeds at even level. The solid concrete guard rail (see picture) kept ordinary traffic from the trolley track.

After the street car system converted to buses in 1926 the city took over the company's part, removed the barrier and widened the bridge by about a third, as it is today.

One of the last acts of mob violence here, the last "necktie party" of an earlier era, occurred at the Water street bridge. The old wooden bridge where two young Indian murderers were hanged in 1877 was not the bridge in the picture, but its immediate predecessor.