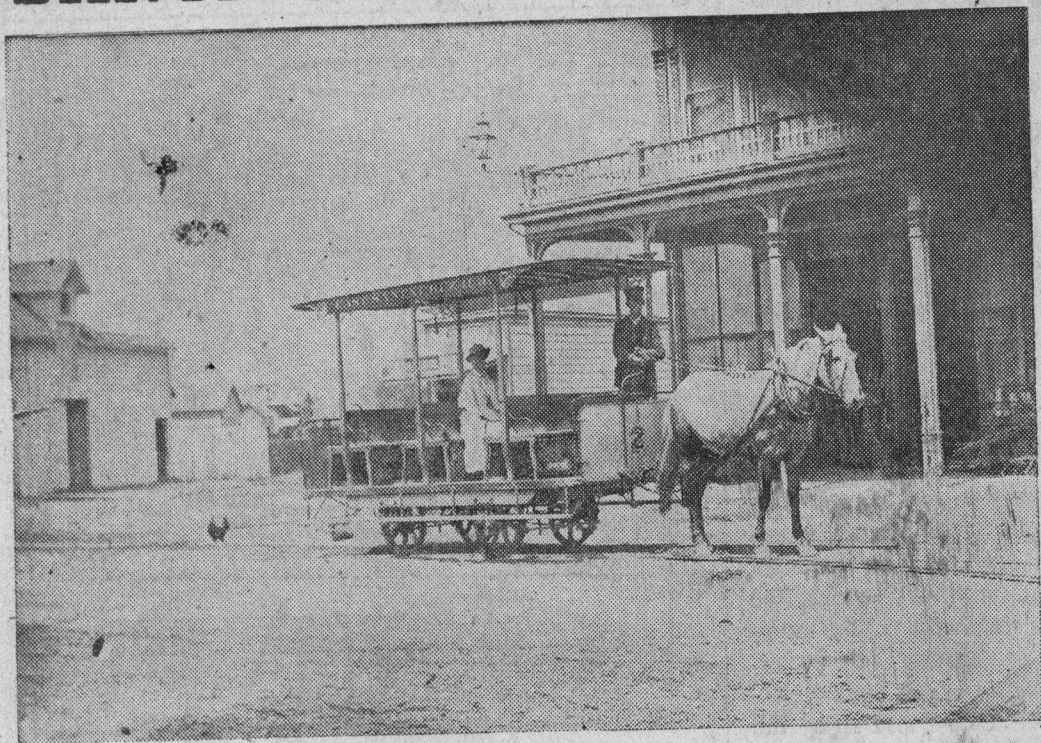


SANTA CRUZ YESTERDAYS



EAST SIDE HORSE CAR LINE, 1890-92

(From the Preston Sawyer Collection)

The East Santa Cruz Railway, a horse drawn street car line, which pioneered street railroad service to the eastern parts of town, was organized late in 1889.

The company had a franchise from the city for the line to the east city limits (then Ocean street) and for the rest of the way

from the county. Its incorporators, who each took a thousand dollars in stock, were William H. Ely, Jackson Sylvar, Oliver H. Bliss, W. D. Haslam and I. L. Thurber.

Ely was general manager and superintendent of the line which completed its rails out to its "car barns" at the Soquel avenue and Doyle street triangle, in time for inauguration of traffic, with free rides, and bunting on east side stores, on May 1, 1890. (The railway's barns mentioned, show at extreme left in the picture).

Energetic Railroad

Business was good and the "Ely line" did not rest long on its laurels. In September its tracks reached Twin Lakes, with a little station at the beach front of Wood's lagoon.

By arrangement with the already existing Front Street Railroad, Ely and his cohorts were able to establish a lower plaza terminus at what is today the post office corner.

This enabled the line to provide direct service from the heart of town to the developing religious conference center at "the lakes", not to mention Seabright.

The whole ride could be had for five cents, with John Soper or Ed Ely holding the reins over the one horse motive power.

The cars—the line had two; one open, the other a closed one for the rainy season—were home town products.

Built By E. Lukens

They were built in the shop of Evan Lukens on Park street, just east of the Opera House. Lukens, a Pennsylvanian, was about 56 at the time. He had built his two

story Park street establishment a dozen years before.

Lukens began as a Front street blacksmith, but developed into a first rate car builder and for some time had worked near and in conjunction with the Amner foundry on River street, where wheels and certain parts were cast.

Ely also built a stub line out the "Soquel road" to Arana Gulch, in 1891, but this as well as a small locomotive secured from the Baldwin Works in the east, were not popular, and soon faded.

Electricity vs. Dobbin

It was a different story, however, with the coming in 1892 of electrically propelled street cars. The roadbed between downtown Santa Cruz and Twin Lakes, which had also involved the building of a special trestle on the north side of the long Soquel avenue bridge, became highly desirable for a projected line to Capitola and Watsonville.

The horse car line eventually gave way to the Santa Cruz, Garfield Park and Casino Electric, later called the Santa Cruz, Capitola and Watsonville, and finally the Union Traction company, which went over to buses in 1926.

Electric car service to Watsonville was never realized.