

History of the "W" car line

About January 1888 the L.S., Garvanza & Eagle Rock Ry. was placed in operation between Garvanza and Eagle Rock, with an old trailer from the Temple Street Cable Ry. in which was installed in one end a small upright boiler, and an engine for rolling stock. Operation continued for 10 days, then was discontinued, as the subscribers to the company refused to pay the bonus because the line didn't go into Los Angeles.

On the night of April 13, 1889, and on Sunday April 15th, the tracks were secretly removed and stored in Garvanza for further use.

August 15, 1895- LARY placed West Washington St. line in electric service from Washington & Estrella to Rosedale Cemetery.

May, 1902- Service extended on Washington St. from Washington & Mariposa via P R/W on LaSalle Ave. to 22nd St and to 22nd and Western Ave.

March 31, 1903- LARY began operation to Ave. 61 & Pasadena Ave. over P.E. tracks.

May 1, 1904- LARY began service from Ave 20 & Pasadena Ave to Ave. 60 and Monte vista. The P.E. planned to widen the gauge of their track on Pasadena Ave., so it was necessary that LARY construct a new line.

July, 1906- Track extended from Ave 60 & Montevista, via Montevista Ave 61, Piedmont Ave to Pasadena Ave.

May 1, 1909- Service extended on West Washington from LaSalle Ave to Gramercy Place.

In 1910- Line probably extended to Rimpau

In 1911- Service was split at Washington & LaSalle-one half of cars operating to Rimpau and the other half via LaSalle Ave. On the north end service was split at York Jct.- one third of the card operated to Eagle Rock Park, One third to Ave. 50 and York and the other one third turned back.

In 1919- Eagle Rock Park Branch routed from Main St. Line. York Blvd. Branch routed from Manchester & Moneta via Main St.

May 9, 1920- Designated line "W" and routed from Garvanza via Spring, Main, 10th St., Flower and Washington to Rimpau.

April 6, 1926- Routed through North Broadway Tunnel due to abandonment of route through new City Hall site.

Route: From Rimpau & Washington via Washington, Flower, 11th, Broadway, Pasadena Ave. San Bernado Road, Dayton Ave., Marmion Way, P R/W on Marmion Way from Museum Dr. to Monte Vista St. Monte Vista Ave 61 Piedmont Ave., Pasadena Ave to:

(1) Ave 50 & York Blvd. via York Blvd.

(2) Eagle Rock Park via Eagle Rock Ave and P R/W

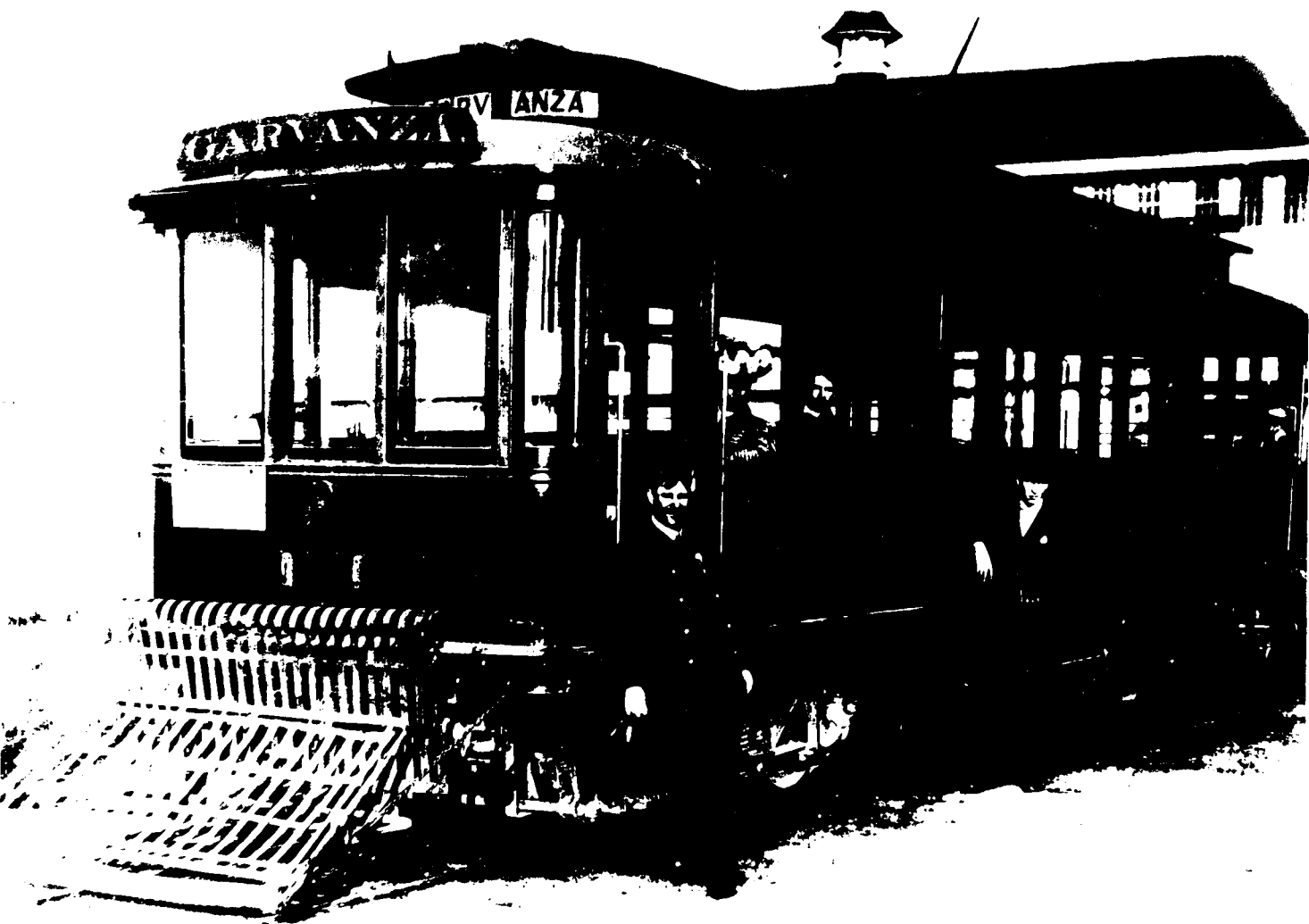
January 23, 1928- Trackage in to Eagle Rock Park abandoned from Buena Vista Terrace to end of track.

November 25, 1937- Routing via Flower St from 11th to Washington discontinued and Line "W" cars routed over Figueroa St. Between 11th and Washington. Track on Flower St. and Washington from Flower to Figueroa St abandoned and paved over.

April 18, 1948- North Figueroa St. branch abandoned from just north of York Jct. to Buena Vista Terrace (L.A.T.L.)

Route: from Rinnau & Washington via Washington, Figueroa, 11th St. Broadway, Pasadena Ave., San Fernando Road, North Figueroa St., Harmon Way, Monte Vista St., Ave 61, Piedmont Ave., North Figueroa St. to (1) Ave. 50 & York Blvd.
(2) North Figueroa St. and Buena Vista Terrace.

Taken from note book loaned by Mr. Gotchy
6157 Piedmont Ave.



Los Angeles--Highland Park- history

Los Angeles- South Pasadena P.M. Cars

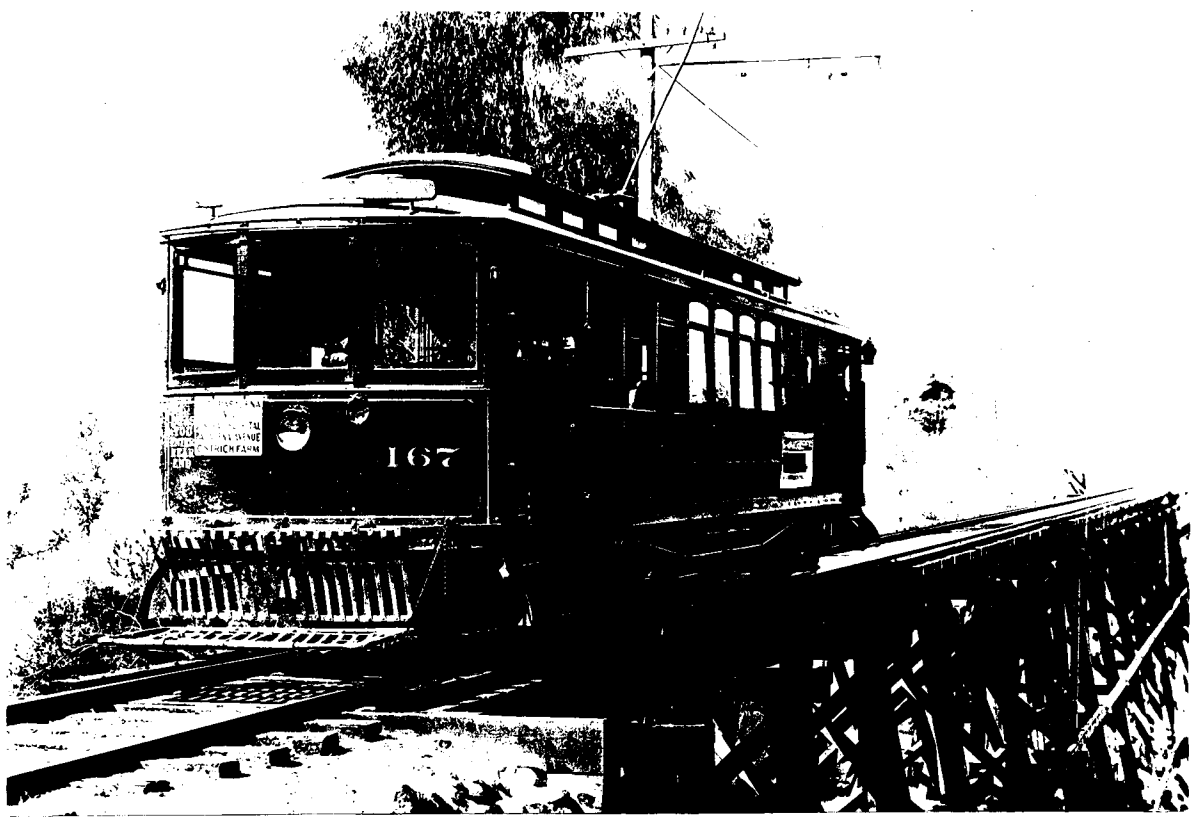
Time point stations from L.A. to South Pasadena (taken from PERY Time card Aug.1,1910)

- North Broadway & Daly
- Sycamore Grove
- Highland Park & Ave 56
- Garvanza Ave 64
- Cawstons Ostrich Farm
- South Pasadena Meridian ve
- Mission & FairOaks

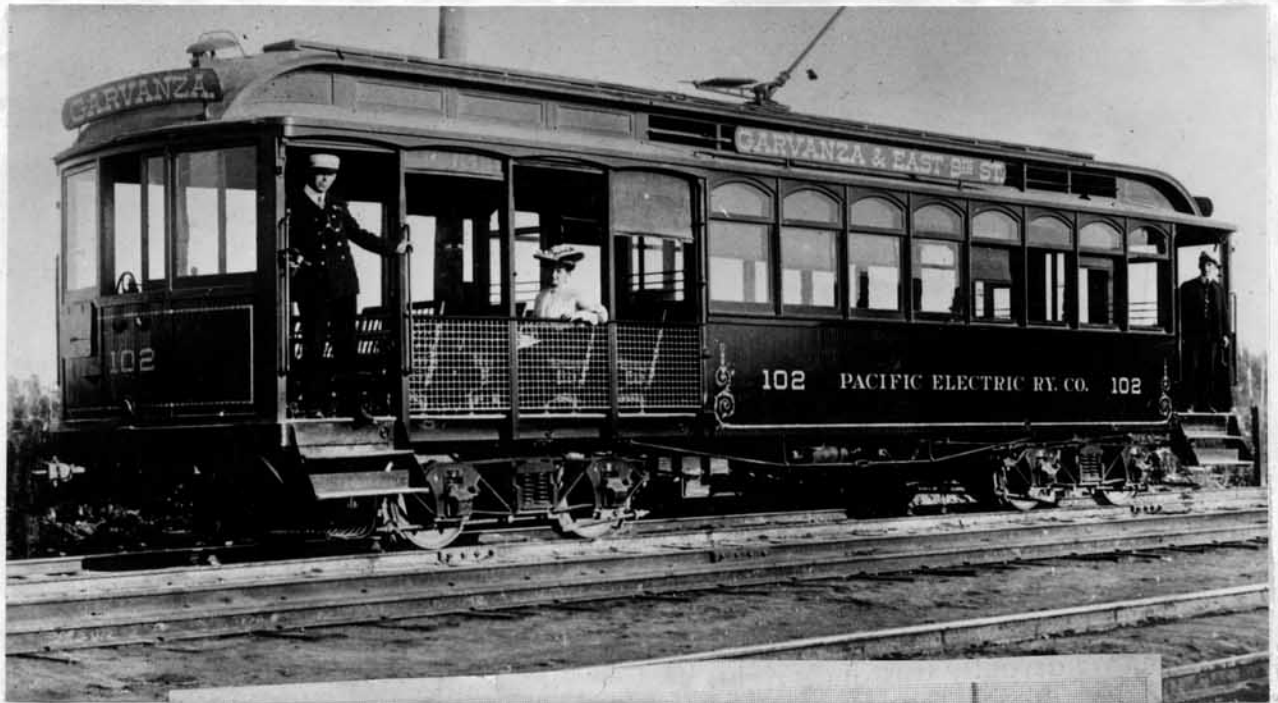
In Bound to L.A. Reverse of above.

Los Angeles to Annandale in Pasadena

- North Broadway & Daly
- Sycamore Grove
- Highland Park Ave 56
- Garvanza Ave 64
- Church of Angels
- Annandale



Blair 4/28



Herald-Express

4-8-61

At right is a Pasadena car on the old Los Angeles & Pasadena Railway. Another of Pacific Electric's famous excursions was the old Mission trip to quaint San Gabriel Mis-



sion. Photo was taken at a point between Garvanza and Highland Park near York Blvd. as car made a flag stop at Union Pacific tracks.

Herald-Express
4-8-61

