



EAGLE Rock VALLEY HISTORICAL SOCIETY

Fall, 2014

Clang...Clang...Gone! Went the Trolley

How do I get to high school in Glendale? How can I get lumber to build my new house?

How can I get to Inglewood for a nickel? How does dad get to work downtown?

How can we build a college in the middle of nowhere? How can I make money on this beautiful farmland?

The answers to these questions and many others will be supplied by our trolley experts Alan Weeks and Mike Morgan at the public meeting of the Eagle Rock Valley Historical Society October 21, 7:00 at the Center for the Arts Eagle Rock, 2225 Colo-

rado Boulevard. All are welcome to this free event. Light refreshments will be served.

The 5-car line was constructed in 1906, going up Eagle Rock Boulevard to Colorado, turning right, and ending at Townsend. This was the key to the suburban development of Eagle Rock. Rumor has it that a group of landowners paid Henry Huntington \$40,000 to build it. The value of their land skyrocketed overnight.

Huntington himself extended the W line along Figueroa Street in 1913 to the Eagle Rock canyon to build the southern terminal substation of the Big Creek Project, then the largest hydroelectric project west of the Mississippi. . The only way to move the heavy equipment needed was then by rail. The project would supply electricity to his trolley empire.

In 1910, early Eagle Rock settler E.D. Goode began the Glendale and Eagle Rock Railway. The line connected the freight and transit lines in Glendale with the LA Railway 5 line in Eagle Rock. He foresaw a ready market for freight and a possible sale to the larger line. The line was later extended to Montrose anticipating development, which didn't happen until later. The line closed in 1930.

At the time they were built, these lines were vital to the future of the areas they served. Almost simultaneously, the automobile was perfected and began to be sold in mass quantities. The LA Railway lines lasted into the early 1950's before being removed, due to declining ridership and their interference with automobile traffic.

CLANG, CLANG, GONE! WENT THE TROLLEY



EAGLE ROCK AND COLORADO 1948

MEET TROLLEY EXPERTS
ALAN WEEKS & MIKE MORGAN

Eagle Rock Valley Historical Society
Center for the Arts, Eagle Rock

2225 Colorado

Tuesday, October 21, 7:00
Free and Open to All

VISIT OUR WEBSITE: EAGLEROCKHISTORY.ORG

President's Message

Members and Friends

The ice cream social was a great success thanks to the many community members who attended and thanks to:

Auntie Em's for their toppings sponsorship.

Colorado Wine Company

Colombo's

Trader Joe's

Spitz

Swork

Milkfarm LA

Dave's Chillin' & Grillin'

Cory & Sarah Stargel

Frank Parrello

for their raffle prize donations.

Karin Heyl for her bakery magic.

Musicians:

ERHS Latin Jazz Band

Fifth Friday Folk Band

The ERHS Key Club for their expert dipping

Sir Michael's for the PA system

Come visit us at the:

ER Music Festival

October 4, on the Boulevard.

Check us out along with all those other crazy archives and museums at the:

Archives Bazaar at USC.

October 25, 9 AM-5 PM

Clark Thomas Passes

Clark always wanted the best for Eagle Rock. In his work on Eagle Rock Community Preservation and Revitalization (ERCPR), he emphasized the role and history of automotive related businesses on the boulevards. On the Neighborhood Council Land Use Committee, he ably represented the citizens of the community he loved. His thoughtfulness, good humor and pleasure in wide-open discussion will be missed.

The Dump-Not Gone-Not Forgotten

While we have had some success informing

the public and our representatives about Glendale's outrageous dump expansion proposal, there is much controversy ahead. Thanks to Frank Parrello's tireless efforts to dissect a massively defective document, we have submitted detailed comments on the draft environmental impact report. It would be extremely surprising if the revised EIR or Glendale's city council's oversight gives rise to significant improvements in the project. There is a long fight ahead. Please stay informed and actively encourage elected officials to abandon this environmental disaster.

Membership

Thanks to John de la Fontaine and Katie Taylor we can now accept memberships and renewals on our website via Paypal. Please start that digital cash flowing.

The objectives of the Eagle Rock Valley Historical Society

- to preserve, clarify through research and to perpetuate the history of Eagle Rock Valley
- to make this history available to students, researchers, libraries and all interested persons
- to preserve and protect our local landmarks, especially the Eagle Rock

Membership is open to all who would further these objectives

Public Archive Hours 10 to 12 every Saturday at the Center for the Arts, Eagle Rock 2225 Colorado Blvd. Eagle Rock CA 90041 for information call 323-257-1357

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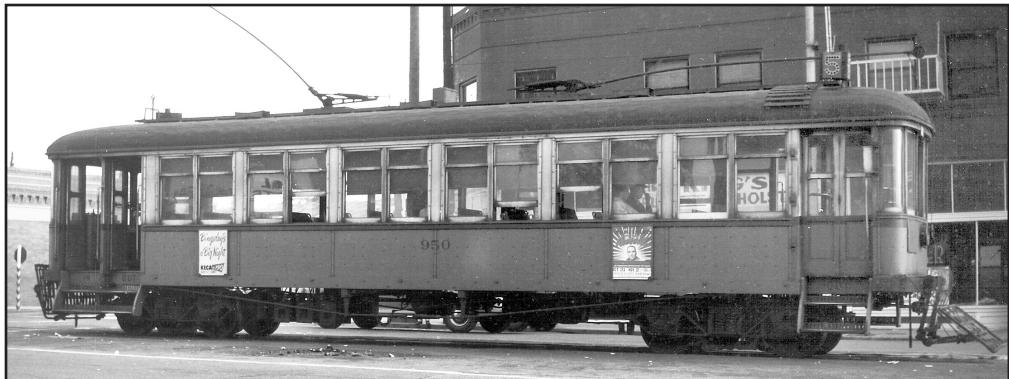
Contributors, Katie Taylor, Frank Parrello, Eric Warren

Visit our website at:
eaglerockhistory.org

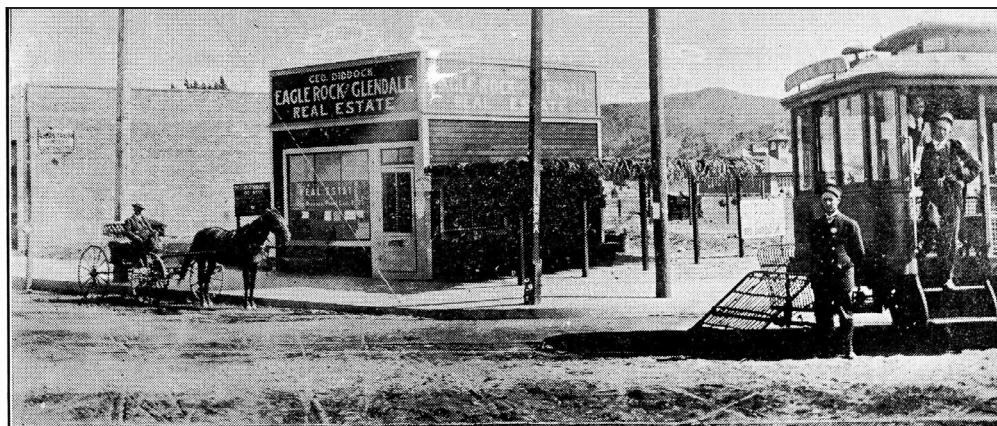
Los Angeles Railway's 5 Line

The extension of the line was essential to Eagle Rock's development as a suburb. Rumor has it that the landowners paid Henry Huntington \$40,000 for its construction, a good investment which ballooned the value of their farmland. Completed in 1906, it was the first permanent link to Los Angeles through the seasonally impassable west York Valley.

Alan Weeks photographed the 5 car in front of the building in 1947, shortly before the line was truncated to Eagle Rock and Colorado in 1948.



The car is proceeding north on Eagle Rock Boulevard in front of the Presbyterian Church at Addison Way. This segment of the line was abandoned in 1955.



GEORGE DIDDICK, Real Estate and Insurance. "The Best Buys in Eagle Rock." For appointments address R. F. D. No. 1, Box 704, Los Angeles.

In 1909, George Diddick claimed to offer the "best buys" at the corner of Eagle Rock and Colorado. Edwards and Wildey, across the street, would prove to be Eagle Rock's key developers.



In 1907, Godfrey Edwards and an earlier partner Harry L. Winters built the first commercial brick building in Eagle Rock at the end of the line at Townsend. Tritch Hardware occupies it today.

Los Angeles Railway's W Line

The original Garvanza line was extended to serve the growing community of the York Valley in 1907. With Occidental coming to the area, it would undoubtedly grow. At the same time, the line was extended up Figueroa to Buena Vista Terrace. In 1911, it was extended into the Eagle Rock Canyon to allow construction of Huntington's Pacific Power and Light Substation, the southern terminus of the big creek project.

Alan Weeks captured the W car at Avenue 50 and York Boulevard shortly before its removal in 1955.

The end of this line deprived the intersection of much of its vitality until recent times.



The W car heads north along Figueroa Street toward the valley of the Rock to the area developed by Huntington as Eagle Rock Park. Weekend service ended in 1928.

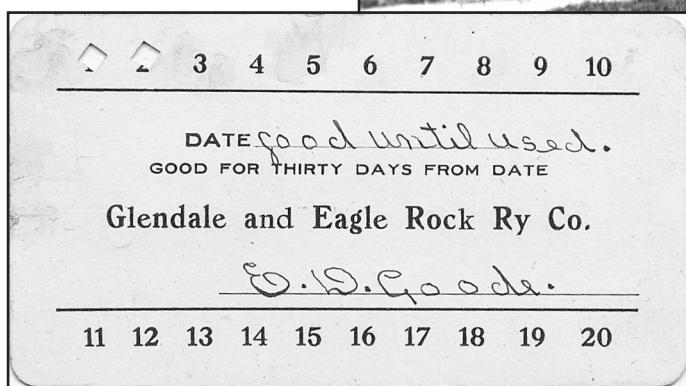
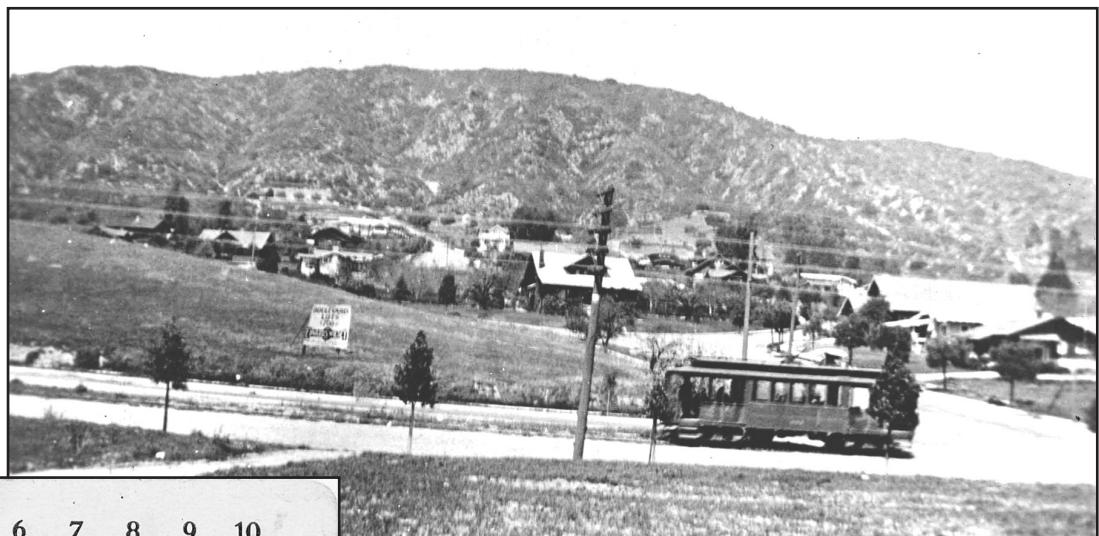
The terminus at Buena Vista Terrace was abandoned in 1948. Figueroa was expanded into the former right-of-way. The surrounding commercial district withered.



The Glendale and Eagle Rock Railway

After several announcements by Huntington that the Eagle Rock Line would be extended to Glendale, Eagle Rock pioneer E.D. Goode decided to build the important connection himself. The line delivered freight from the rail connection in Glendale, after its completion in 1909, until truck deliveries became possible. Students from Eagle Rock commuted to the Union High School in midtown Glendale. In 1913, the line was extended to Montrose and in 1914, the name was changed to the Glendale and Montrose Railway. Never profitable, the service ceased in 1930.

The G&ER car heads up the hill on Colorado just west of Ellenwood Drive. Note the Edwards and Wildey real estate sign, center.



The line passed the former Glendale Hotel on Broadway in Glendale. This became several schools and finally the original location of the Glendale Sanitarium, now the Glendale Adventist Medical Center.





**at the Center for the Arts, Eagle Rock
2225 Colorado Blvd. Eagle Rock CA, 90041**

**CLANG , CLANG, GONE !
WENT THE TROLLEY
TUESDAY, OCTOBER 21, 2014, 7:00**

**THEATRE IN EAGLE ROCK
INDOOR, OUTDOOR, & MOVIES
TUESDAY, FEBRUARY 17, 2015, 7:00**

**HISTORY ONLINE-WIKI, PIN & CNP
Edit it, show it, know it
Tuesday, April 21, 2015, 1:00**

Name(s) _____

Address _____

Phone # _____

E-mail _____

Membership Category:

- Individual \$20 Business \$35 New
 Family \$25 Life \$300 Renewal

Will you help with the ongoing activities of the ERVHS ?

Yes No

- Archives Newsletter Oral history
 Meetings Fundraising E-mail me
 Publicity Displays to help

Other _____

Clip and mail to : **ERVHS**
c/o Center for the Arts **Date** _____
2225 Colorado Blvd.
Eagle Rock, CA 90041

The Member's Corner

Robert Bauer



Robert has lived in ER for close to 40 years. In 1976, he married and he and his wife Mary Ann bought a house on Glen Aylsa where they have lived ever since. They raised three children there. Robert grew up in Highland Park, attending Latona Elementary, Luther Burbank Jr. High, and Franklin High School. College took him out-of-state to Lewis & Clark in Oregon, only to return to the area to obtain his Masters in Education from Cal State LA. He went on to work for the LAUSD for 36 years, retiring in '06. He taught and administered at five different schools from Lincoln Heights to South Gate.

Both Robert and Mary Ann have been highly involved with the local ER Boy Scout Troop 188. Robert was Scout Master from 1991-1996 and both currently train adult leaders. They flew to England for the 100th international anniversary of the Boy Scouts in '07 and to Virginia for the 100th American anniversary in 2010, where they were on staff. Robert has four grandchildren whom are his number one priority, alongside volunteering with Highland Park Heritage Trust which he joined in the 1970's during its inception. Why has Robert stayed in Eagle Rock? "Don't know of any better place," was the answer. There you have it! Thank you, Robert!

Katie Taylor