

Chronology of San Francisco Street Railway Operations

References

- San Francisco's Transportation Octopus, Rice & Echeverria, 2016
- When Steam Ran on the Streets of San Francisco, Rice & Echeverria, 2002
- Langley's Guides, 1860-1880
- Report on the improvement and development of the transportation facilities of San Francisco Submitted to the Mayor and the Board of Supervisors, city of San Francisco, by Bion J. Arnold, 1913.
- Transit in San Francisco A Selected Chronology, 1850-1995 Robert Callwell, Communications Department San Francisco Municipal Railway September 1999
- Cable Car Chronology, Walter Rice
- David Rumsey Historical Map Collection – individual maps cited.
- The Sutter Street Railway - San Francisco's Second Cable Car Line, Rice & Echeverria, 2007
- San Francisco's Interurban to San Mateo, Vielbaum et al, 2005
- Inside Muni, McKane & Perles, 1982
- The People's Railway, Perles, 1981
- The White Front Cars of San Francisco, Charles Smallwood, 1978.
- San Francisco's Century of Streetcars, Fred A. Stindt, 1990
- Chronological History of Routes by Lines, San Francisco Municipal Railway Schedule and Traffic Department, June 30, 1972.

Explanatory Notes

US dating convention (month/day/year) is used for date abbreviation.

As a general rule, where sources conflict, information with the later publication date has been used. Conflicts between sources are listed.

Mode of propulsion indicated by colour-coding (**steam**, **horse**, **cable**, electricity)

Heavy rail operations on streets have not been considered. Thus, the operation of the San Francisco and San Jose RR on Valencia and Market Sts, and the operation of the Ocean Shore Railway, are not listed.

Dates of opening relate to the first day of service to the public, rather than ceremonial opening if these clash. Dates of closure relate to the last full day of service, even though in some cases service continued past midnight on the following day. (In the case of services over the Bay Bridge, the last train departed San Francisco at three in the morning after the last full day).

Operations run purely to hold a franchise have not been considered. For instance, in 1888 the Sutter St RR built a horsecar line on Bush St as far as Central (Presidio) Ave. There is no evidence that more than one car a day ever ran on this line, and therefore it has not been depicted and its "operations" are not recorded.

Coloured reference numbers relate to my forthcoming historical map of street railways in San Francisco. Where "text" appears, the map shows the detail adjacent to the relevant street.

Note: Currently this chronology is a work-in-progress. You are welcome to contact me at attawatsons@bigpond.com with any comments, suggestions and especially corrections.

Date	Map Ref.	Event
7-15-1860	2	MSR opened line from 3rd & Market along Market and Valencia to Valencia & 16 th . Test runs from 7-4-1860, regular services commenced a few days later (Rice & Echeverria, Octopus, p.8)
10-15-1860	1	MSR line extended from 3rd St to Drumm St. (Rice & Echeverria, Steam, p.12)
10-15-1860	text text	Hayes Valley branch of MSR opened. Market to Grove via Hayes and Laguna. (Rice & Echeverria, Steam, p.13)
1-17-1861	4	MSR Market/Valencia line extended from 16th to 18th St (Rice & Echeverria, Steam, p.10)
12-22-1862	2, 3, 4, 5, 6, 7, 8, 9, 18, 78, 87, 88, 113	First Omnibus lines opened, except trackage on Montgomery, Howard, and Center (16 th) Sts. Line 1 – Powell & Union to Stockton, along Stockton to Jackson & Washington, along both these streets to Montgomery and Sansome, through these streets to 2 nd , then to Howard, 3 rd and Townsend. Line 2 – Montgomery & Washington, through Montgomery to 2 nd , thence to Howard, Center (16 th) and Mission Dolores. (i.e. to Dolores St). A branch from Market through 3 rd to Howard. Line details Langley 1863 (pp. 27-29). Note that an 1863 date is given for the opening of the tracks on Montgomery St (see below), so cars must have operated via Sansome only. Opening date (Rice & Echeverria, Octopus, p.9) give “by December 1862”, however note 7 on p.9 quotes “The Cars are Running,” The Bulletin, 22 December 1862 Rice & Echeverria, Steam, p13 gives 1/13/1863 as the opening date for the Howard and 16th St trackage
1-13-1863	10, text	Omnibus trackage on Howard and Center (16th) Sts opened. Rice & Echeverria, Steam, p13
1-15-1863	13, 15, 16, 39, 100, 114	North Beach & Mission RR opened. Line 1 – Powell & Union, through Kearny, “etc”, to the corner of 4th and Brannan. Line details: Langley 1864 (Arnold’s map shows route via Powell, Broadway, Kearny, Geary, Stockton and 4th). opening date (Rice & Echeverria, p.417)
8-16-1863	66, 68, 94	Omnibus RR Jackson St to 2 nd St via Market and Montgomery opened. Opening date (Rice & Echeverria, p. 9, p.417)
9-1-1863	14, 24, 25, 26, 27, 28, 29,	Central RR opened. From the corner of Davis and Vallejo Sts through Davis to Washington, along Washington to Sansome, along Sansome to Bush, through Bush to Dupont (Grant Ave), along Dupont to Post, through Post to Stockton, along Stockton to Geary, through Geary to Taylor, along Taylor to Turk, through Turk to Fillmore, to Post and along Post to Lone Mountain cemetery. (Section along Sansome from Washington to Bush (6) already opened by the

	30, 31, 32, 106, 107, 116	Omnibus RR) A branch at Taylor through 6th to Brannan and along Brannan to the bridge at Mission Creek. Arnold's map shows the terminus at 8 th , however the bridge was just beyond 9 th St) Also, along Davis to Bush. (not shown on Arnold's map) Route description, Langley 1864. Opening date, Rice & Echeverria, Octopus, p.417 Note: Rice & Echeverria (Octopus) state that the branch from Taylor to Lone Mountain cemetery opened on 4/30/1864.
September 1863	20, 21, 23	North Beach & Mission opened Line 2 – California & Kearny, through California, Battery, First & Folsom to the Willows Racecourse. (Arnold's map shows route originating at California & Kearny, and extending to Folsom & 22nd). Langley's 1864 guide states that this line originated at California & Montgomery, however I have assumed California & Kearny as the terminus of this line as it (a) connected with NB&M RR's Kearny St line, and (b) an 1867 notice of intention to conduct works on California St between Kearny and Montgomery specifically excludes the portion of the road that the NB&M RR was required by law to maintain (see San Francisco Examiner 8-27-1867, p.4.) Line details Langley 1864 opening date (Rice & Echeverria, Octopus, p.9 (implied) (p.417 states the year 1863)
4-30-1864	text	Central RR branch from Taylor St to Lone Mountain opened. Rice & Echeverria, Octopus, p.417
Fall 1864	96	North Beach & Mission opened a branch from Folsom to the Willows Racecourse. (Arnold's map shows branch from 18th & Mission to 18th and Folsom) Opening date - Rice & Echeverria, Steam, (p.15)
1-30-1865	3	MSR Valencia St line extended from 18th to 25th St. (Rice & Echeverria, Steam, p.15)
5-1-1866	37, 40, 84	Front St Mission & Ocean (later Sutter St RR) opened line from Sutter & Sansome to Broadway & Polk via Sutter and Polk. Route various Langleys, opening date Langley (1877) confirmed by San Francisco Examiner, 5-2-1866, p.3.
12-1-1866	38	Sutter St RR opened line from Sutter & Sansome to Broadway & Davis via Battery and Broadway. Note: a short stretch of Market St was used to connect Sutter and Battery Sts. Note: section on Battery between Market and California previously opened by North Beach & Mission RR in September 1863 (21) Route & Opening date: Rice & Echeverria, Sutter. Confirmed by Langley (1867)
1867	17, 73	North Beach & Mission Line 1 now starts at Mason and Francisco Sts and travels along Mason to Greenwich, to Powell, Kearny & 4th Sts to Townsend. Route and opening date Langley (1867). Note: advertisement in San Francisco Chronicle, 9-11-1867, p.4 outlines route.
3-6-1867	text 1, 35, 93, 1, 2, 3, 4	MSR steam service (Market/Valencia and Hayes Valley lines) ended. Replaced by horse traction (already in use part-time on the Hayes Valley line).
1867	79	MSR Market St line terminus now the waterfront. Assume post conversion to

		<p>horse traction as Rice & Echeverria, Steam does not mention extension. Source: Langley (1867). Callwell Chronology states that MSR operated to the foot of Market prior to the opening of the ferry building.</p> <p>Note that later Langley guides and maps as late as the 1881 Bancroft show the terminus at around Drumm St. Note that the ferry building did not open until 1875 – until this time the Oakland ferry left from Vallejo St wharf. “The Waterfront” may not have meant the same in 1867 as it did in 1875 due to land reclamation.</p>
5-16-1867	text	<p>Potrero and Bayview RR opened. Description of franchise (Langley 1867) – starting at Post and Montgomery Sts, along Post to Powell, along Powell to Market, across Market to its intersection with 5th, along 5th to Townsend, then to the bridge over Mission Bay, then over the bridge to the New Potrero, then along Kentucky (3rd) St to the Bay View racecourse. Later Langley editions state that the southern terminus was 34th Ave (now Ingerson Ave). 1875 Langley gives a route via Post, Dupont (Grant Ave), Market, 5th, Bluxome and 4th to Kentucky (3rd).</p> <p>Rice & Echeverria – most of the franchise was not built, only the section as far as Brannan St (implied), where a transfer arrangement with the NB & M allowed travel into the city. (Octopus p.11)</p> <p>Opening date – Rice & Echeverria p. 417</p> <p>Note: there is an advertisement in San Francisco Chronicle, 9-11-1867, p.4 announcing opening.</p>
9-28-1867	216	<p>Mail Dock line opened (Omnibus RR) Third & Brannan to Pacific Mail Dock via Brannan & 1st. Advertisement in the San Francisco Examiner, 9-28-1867, p.2. gives the opening date as 9-28-1867, also snippet on p.3. the next day, as well as through late 1867.</p> <p>Route - Langley 1870. Note: opening date given by Rice & Echeverria, Octopus, p.417, is 1869.</p>
1868	11	<p>Omnibus RR Howard St line extended from 16th to 25th St. Route & date, Langley, 1868</p>
12-10-1868	41, 42	<p>Sutter St RR opens Pacific Ave horse line from Polk to Pierce. Source: Rice & Echeverria, Sutter. Cut back to Fillmore St by 1873. Source: Official Guide Map of City and County of San Francisco Bancroft, A.L. 1873. David Rumsey Collection</p>
1-6-1869	85, text	<p>Sutter St RR opens Presidio horse line from Broadway to Presidio via Polk, ROW, Union, Steiner, Greenwich, Baker, Lombard and ROW. Source: Rice & Echeverria, Sutter. Note: full service commenced in March.</p>
7-4-1869	33	<p>City RR Mission St line opened. Route - From the corner of New Montgomery and Market via New Montgomery and Mission to 24th St (Langley, 1870)</p> <p>Opening date – Rice & Echeverria p. 417, confirmed by San Francisco Examiner, 5-22-1893</p>
1869	96	<p>North Beach and Mission RR 18th St branch assumed to have closed as not depicted for the first time. Source: United States Coast Survey, 1869 David Rumsey Collection</p>
By 1870	89	<p>Central RR opens trackage on Jackson St from Sansome to Davis. This is first mentioned in Langley’s 1870 guide – the previous guide with details of streetcar routes (1867) only mentions trackage on Washington St.</p>
1870-1873	106	<p>Central RR truncates its Brannan St trackage to 8th St. Langley’s 1870 guide mentions the terminus of this line as 9th St, but the next edition with details of streetcar routes (1873) has the terminus at 8th.</p>
1870	72	<p>Omnibus RR Howard St line extended from 25th to 26th St. Route & date,</p>

		Langley, 1870
1870	74	North Beach & Mission Line 1 now starts at North Beach and travels along Mason to Greenwich, to Powell, Kearny & 4th Sts to Townsend. Route and opening date: Langley (1870). Langley map (1873) shows the northern terminus as Jefferson St.
1870	80	North Beach & Mission Line 2 southern terminus now 24 th St. Route and opening date: Langley (1870)
1870	75	Omnibus RR runs from the foot of Powell through Powell, Union, Stockton, Jackson, Washington, Sansome, Montgomery, Market, 2nd, Howard and 3rd to the foot of 3rd. (i.e. a northward extension along Powell St). Route and opening date Langley (1870). Langley map (1873) shows the northern terminus as Jefferson St.
May 1870	43, 91	Sutter St RR opens its line on Larkin and 9 th Sts from Sutter to Mission. Rice & Echeverria, Sutter. Note that Langley's 1870 guide lists this line as belonging to the City RR.
5-17-1870	44	Sutter St RR opens the first stage of its Cemetery line, from Polk to California via Bush and Fillmore. Rice & Echeverria, Sutter.
By July 1870	34	City RR Mission St line terminus now 26th St. San Francisco Chronicle, 7-24-1870, p.5.
9-17-1870	45	Sutter St RR opens the balance of its Cemetery line. Fillmore to Geary via California and Presidio. Rice & Echeverria, Sutter.
1871	19, 36	City RR Dupont St (Grant Ave) line opened Route from Bush & Dupont via Dupont, Market, 5th to Mission (services extend to Woodward's Gardens (near 14th)). Note: Dupont St trackage from Bush St to Post St (27, 28) already opened by Central RR in 1863. Route, Langley (1873) Opening, Rice & Echeverria, Octopus, p.417
1872	46, 49	Potrero and Bayview RR St line now extends from Post & Montgomery via Post, Dupont, Market, 5th, Bluxome, 4th, Kentucky and Railroad Ave to 34th Ave. New trackage from Mission along 5th, Bluxome to 4 th . Post St trackage (14) already opened by North Beach & Mission in 1863. Dupont St (36) & some 5th St trackage (19) opened by City RR in 1871. Not stated whether trackage on 4th between Bluxome and Brannan was abandoned at this point or turned over to the North Beach & Mission. Route, Langley (1875). Rice & Echeverria, Octopus p. 417 gives the year 1872 for 5th St opening. First mentioned in Langley, 1875.
By January 1873	108, 109	The North Beach & Mission RR opens new track on Pacific Ave from Kearny to Grant (then Dupont St) and on Grant Ave from Pacific to Broadway. A description of an accident in the San Francisco Examiner, 1-10-1873, p.3, describes the line dividing at Kearny and Pacific, with one branch continuing up the hill to Broadway St, and the other turning into Pacific St. The 1879 McDonald & Williams map shows a 1 block diversion via Dupont. Additionally, San Francisco Examiner, 4-7-1877, p.3 describes the Omnibus RR laying track on Pacific St between Dupont & Stockton to connect with the NB&M track on Pacific.
1873	text	Branch on 16 th from Howard to Mission Dolores probably closed by this year. Langley's guide (1873) does not mention the branch (previous editions do).
1873	42	Sutter St RR Pacific Ave horse line cut back from Pierce to Fillmore by this year. Source: Official Guide Map Of City And County Of San Francisco Bancroft, A.L. 1873, David Rumsey Collection
1873	81	North Beach & Mission Line 2 southern terminus now 26 th St. Route and

		opening date: Langley (1873)
4-1-1873	65, 83, text	MSR extended Hayes Valley line Rice & Echeverria (Steam, p. 16) gives the route as: from Grove and Laguna, via Laguna, McAllister, Fillmore, Tyler (Golden Gate Avenue), Steiner, Eddy, and Divisadero to O'Farrell. This route confirmed by Disturnell's 1883 guide. San Francisco Examiner, 4-2-1873. p.3. states that the Hayes Valley line extension to Lone Mountain Cemetery opened the previous day (4-1-1873) Note: Rice & Echeverria, Octopus, p. 417 gives the opening date as August 1874
9-1-1873	3	Clay St Hill Railroad starts passenger service on Clay Street from Kearny to Leavenworth. Cable Car Chronology
4-1-1873	65, 83, text	MSR extended Hayes Valley line Rice & Echeverria (Steam, p. 16) gives the route as: from Grove and Laguna, via Laguna, McAllister, Fillmore, Tyler (Golden Gate Avenue), Steiner, Eddy, and Divisadero to O'Farrell. This route confirmed by Disturnell's 1883 guide. San Francisco Examiner, 4-2-1873. p.3. states that the Hayes Valley line extension to Lone Mountain Cemetery opened the previous day (4-1-1873) Note: Rice & Echeverria, Octopus, p. 417 gives the opening date as August 1874
1873-75	83	Hayes Valley line cut back to Eddy & Pierce. San Francisco Examiner, 10-7-1875, p.3 states that the "present terminus of the Hayes Valley line is Eddy & Pierce".
1875	36	City RR Dupont St line now extends from Sutter and Sansome via Sutter to Dupont. (trackage on Sutter (37) already opened by Sutter St RR in 1866) Route and date, Langley (1875) Need to determine whether trackage on Dupont (27) between Sutter and Bush continued to be used by Central RR.
1875	69	City RR Mission St line now extends from 2nd & Mission to 26th St via Mission. (tracks on New Montgomery St abandoned??). Route and date, Langley (1875)
Late 1875	102, 103, 104, 105	Central RR opens new tracks on Pine St between Sansome and Market, on Bush between Battery and Sansome, and on East St (the Embarcadero) from Market to Jackson, and on both Jackson and Washington from East to Davis. The new Ferry building at the foot of Market St opened on 9-4-1875. SF Examiner, 5-26-1875, p.4 describes new franchises granted to non-MSR companies to gain access to the ferries (and mentions existing MSR tracks on Market). Oakland Tribune 8-13-1875 p.3. describes new tracks being built along Bush and Sutter Sts from Sansome to the Ferry. SF Examiner 8-20-1875 p.3. describes bidding for trackage in front of the ferry.
Mid 1870s	92	Central RR opens track on Turk St between Taylor and Market. Newspaper articles for the year 1875 detail the Central RR's attempts to gain a franchise on Market St. San Francisco Examiner 10-25-1875, p.3 indicates that track-laying had commenced. No precise date for the commencement of services is available.
1876	70	City RR Mission St line now extends from Mission & Steuart to 26th St via Mission. Route and date, Langley (1876)
12-2-1876	39, 77	The North Beach & Mission RR reroutes part of its North Beach line off Broadway and Kearny St and onto Montgomery Ave. San Francisco Examiner, 12-2-1876, p.3. states that "the cars of the NB & M RR Company no longer

		come down the steep grade on Kearny St from Broadway to Pacific St. The cars now turn into Montgomery Avenue at Broadway”
By January 1877	38	The Sutter St RR closes its Battery St branch. See remarks of Henry Casebolt at the opening of the Sutter St cable line, quoted in San Francisco Examiner, 1-29-1877, p.3 – this occurred prior to the closure of the Harbor View branch. The shift of the main Ferry terminal to the foot of Market St is likely to have caused this closure. Horse trackage closed on Battery St from California to Broadway and on Broadway from Battery to Davis
By January 1877	85, 115, text	The Sutter Street RR ends service on its Harbor View horsecar line. See remarks of Henry Casebolt at the opening of the Sutter St cable line, quoted in San Francisco Examiner, 1-29-1877, p.3. Note: San Francisco Examiner, 9-27-1877, p.3, reporting on the opening of the steam line along this route, states that the track had “not been in use for a long time past.” However, the 1877 Langley’s guide states that the line to the Presidio via Filbert (i.e. using the original route) is operating, so “long time past” may not have been several years.
1-27-1877	37, text	The Sutter Street RR starts cable car operation (converted from horse car) on Sutter Street from Larkin to Market St. Rice & Echeverria, Sutter. Rice & Echeverria, Steam, p.17 states that this was achieved without a break in service (presumably through the use of side tracks during construction).
April 1877	18, 78, 94, 110, 111	The Omnibus RR reroutes part of its North Beach line via Columbus (then Montgomery) and Pacific Aves. New trackage on Pacific Ave between Stockton and Grant, and on Columbus Ave between Washington and Pacific, while trackage on Jackson between Stockton and Montgomery, and Montgomery between Jackson and Washington, is taken out of use. San Francisco Examiner, 4-7-1877, p.3 reports that the Omnibus RR is laying track on Pacific St between Dupont & Stockton to connect with the NB&M track on Pacific. Cars will run along Sansome and Jackson Sts to Montgomery Ave, along Montgomery Ave to Pacific, and along Pacific to Stockton. Omnibus cars will no longer ascend Jackson St through Chinatown.
9-22-1877	text, text	The Sutter Street RR converts its Harbor View line to steam traction and reinstates service. Rice & Echeverria, Steam, p.19. Note: changed route via Vallejo & Octavia Sts. (San Francisco Examiner, 6-18-1874, p.3. states that “the value of property on Vallejo Street has been improved by the change of car route from Union Street”). There is uncertainty about the point of transfer from horse traction to steam on this route. Rice & Echeverria, Steam state that this point was at Polk and Broadway. However, it is likely that that horse service was provided from Polk to Union via Vallejo and Octavia at some or all times after the steam line opened. San Francisco Chronicle, 5-22-1877, p.4. states that Rudolph Herman* is seeking a franchise to operate by steam to Harbor View on the tracks of the Sutter St RR commencing at Octavia and Union. San Francisco Examiner, 9-22-1877, p.3, reporting on the opening of the steam service, implies that the starting point of steam service was Octavia & Union (this was the starting point on opening day). Langley’s guide for 1879 describes the main line as running to Octavia and Union and the line beyond as being leased, while Langley’s guide for 1880 describes horsecar service via Vallejo and Octavia. *Herman was the owner of Harbor View House and attended the opening of the steam service in September 1877.
November	4,	Clay St Hill RR extends service on Clay Street from Leavenworth to Van Ness.

1877	text	San Francisco Examiner, 11-14-1877, p.3. (Exact date unknown - San Francisco Examiner, 11-10-1877, p.3. reports that service on the original line had been suspended for more than a week due to construction work on the extension)
1877	50	MSR 5 th St branch (spun off from the Potrero and Bayview RR) now terminates opposite the SP depot (Langley, 1887). Route shown by map (1889 San Francisco. Cram, George Franklin) in the David Rumsey Collection and other late 1880s early 1890s maps.
1877-1878	24	The Central RR abandons service on its line to the Davis St wharf (the original Oakland Ferry). San Francisco Examiner, 4-12-1878, p.4. has details of a motion to require the Central RR to repave Davis St between Washington and Pacific, as the track is no longer used. Note: Langley's 1877 guide lists this line, while the 1878 guide does not.
3-23-1878	7, 112	The Omnibus RR reroutes its North Beach line via Columbus Ave and abandons its tracks on Washington St. San Francisco Examiner, 3-23-1878, p.3 gives the date on which the change occurred but wrongly describes the NB & M RR, which did not use Montgomery or Washington St. The text reads "The cars of the North Beach and Mission Railroad Company now switch up Montgomery avenue, from Montgomery street, rather than following the old route by Washington St." Note: this change was reversed in 1891-94.
4-10-1878	text	The California Street Cable Railroad Company (Cal Cable) opens on California from Kearny to Fillmore Street. Cable Car Chronology
May 1878	97	North Beach and Mission RR opens trackage on California from Battery to Market. San Francisco Examiner 5-6-1878. P.3. refers to tracklaying for this connection. This work commenced in February 1878.
Late 1878	31, 32 43	The Sutter Street Railroad converts Larkin Street line from Sutter to Hayes (Market Street) to cable from horse car. Cable Car Chronology. Assumed that horse line on Larkin between Sutter & Market closed at this time (No source for closure date)
By November 1878	54, 73	The North Beach and Mission RR reroutes part of its North Beach line onto Columbus Ave (then Montgomery Ave) between Union and Mason Sts. The Company was directed by the City to take up its tracks on Greenwich between Powell and Columbus Ave. (because they were out of use) San Francisco Examiner, 11-5-1878, p.3., so it is likely that this rerouting occurred some months or years previously.
5-5-1879	text	Cal Cable extends California St line from Fillmore St to Central (Presidio) Avenue. Cable Car Chronology. (Cable Car Guy website gives 5-30-1879).
6-14-1879	text	Sutter St RR extends its Sutter St line west from Larkin St to Buchanan. Temporary steam dummy shuttle from Buchanan to Central (Presidio) Avenue. Cable Car Chronology
10-10-1879	text	Sutter St RR extends its Sutter St line west from Buchanan to Central (Presidio) Avenue. Cable Car Chronology
1879	71	City RR Mission St line now extends from Mission & Steuart to the Oakland Ferry via Mission and East Sts. Route and date, Langley (1879)
1879	47	MSR opens a horsecar line on McAllister St from Market to Laguna. San Francisco Examiner, 5-15-1879, p.3 mentions MSR building a line on McAllister originating at Market, while San Francisco Examiner, 5-17-1879, p.2 details a franchise application. San Francisco Examiner, 8-2-1879, p.3 states that the line is only built as far as Hyde St due to a shortage of rail. San Francisco Examiner, 6-16-1883, p.5 details the operation of the line.
1880	65	MSR truncates its Hayes Valley line to Steiner & Turk. San Francisco

		Examiner, 6-10-1880, p.3 details protests against the removal of service on the Hayes Valley line beyond Turk and Steiner. San Francisco Examiner, 6-16-1883, p.3 states that Hayes Valley line was previously truncated.
2-17-1880	text	Cal Cable opens its line from Presidio Ave to Arguello Blvd. Rice & Echeverria, Steam, p.26.
2-16-1880	text	Geary Street Park & Ocean opens line on Geary St from Kearny & Market Sts to Central (Presidio) Ave. Cable Car Chronology
4-24-1880	text	MSR opens Market St extension steam line from Valencia to Castro St. Rice & Echeverria, Steam, p.36
early 1881	text	Original Harbor View steam line closed. Rice & Echeverria, Steam, p.21.
July 1881	text	Ocean Beach Railway opens its line from 1 st (Arguello) Ave to 27 th . San Francisco Examiner, 7-25-1881, p.1. San Francisco Examiner of 7-30-1881 p.1 expresses scepticism about whether the service will run regularly. Service is likely to have been intermittent. An article San Francisco Examiner, 1-15-1883, p.5 indicates that service to the old Half-mile track (a racecourse) is operating, however by 1885 (San Francisco Examiner, 2-11-1885, p.3) a franchise for the service is being applied for.
11-16-1881	59	Central RR opens a new branch, on Turk St from Fillmore to Divisadero. Opening date: San Francisco Examiner, 11-16-1881, p.3. Route described in Disturnell's 1883 Guide.
Early 1882	85	Sutter St RR reinstates horsecar service on Polk between Broadway St and Union St. San Francisco Examiner, 3-26-1882, p.5. states that it is extending its tracks on Polk from Broadway to Union. Expected to be in operation about the 1 st of May.
1-10-1882	text	Presidio & Ferries cable line opens from Washington to Steiner via Columbus (then Montgomery) Ave and Union St. Source: San Francisco Examiner, 1-11-1882, p.3. Note: Cable Car Chronology gives January. Townley gives 10-23-1880.
5-22-1882	text	Presidio & Ferries Harbor View steam line opens from Steiner St to Harbor View. San Francisco Examiner, 5-21-1882, p.5. Note: Rice & Echeverria, Steam, p.21, gives January 1882
Jan 1882	text	Clay St Hill Railroad closes horse line from Clay to Chestnut via Leavenworth, Pacific & Larkin. Source: Personal communication from Emiliano Echeverria, 5-17-2021. San Francisco Examiner, 9-20-1881, p.2 reports that the CSHR is seeking to discontinue this line in light of the imminent opening of the Presidio and Ferries cable line.
4-21-1882	89, 90	Presidio & Ferries opens its horse line from Columbus Ave and Montgomery St to the Ferries via Washington and Embarcadero, returning via Embarcadero, Jackson and Montgomery St. Source: San Francisco Examiner, 4-22-1882, p.3. Note that Montgomery St trackage (94) some trackage on Washington (25, 87), and Jackson (88) had already opened.
8-19-1882	98	North Beach and Mission RR reroutes its Folsom St line via Market and 8 th . San Francisco Examiner, 8-18-1882, p.2. New track on 8 th between Market & Folsom. The article states that "Transfers will be given at Folsom & 8 th ", so the tracks on Folsom between 4 th and 8 th remained in use (confirmed by route descriptions in Disturnell's 1883 guidebook).
By 1883	82	Central RR truncates its Turk St line to Fillmore and Post. Exact date unknown. Disturnell's 1883 Guidebook lists the terminus at Post St, while an article in San Francisco Examiner, 6-16-1883, p.3 states that the line was truncated due to competition from MSR's Hayes Valley line. More likely to have closed in response to the extension of the Sutter St cable line to Central

		(Presidio) Ave in October 1879. San Francisco Examiner, 9-16-1878, p.3 describes a duellist(!) using the Lone Mountain line to travel to the Cemetery.
By 1883	text	City RR extends Mission St line to Cortland Ave. (referred to as 31 st St) Source: Disturnell's 1883 Stranger's Guide to San Francisco, p.114
1883	47 text	Horsecar service on McAllister St and the Hayes Valley line beyond McAllister St ends in preparation for cable service. Exact date unknown.
2-10-1883	60	Omnibus RR extends its Howard St service from 2 nd St to the Embarcadero via Howard. San Francisco Chronicle, 2-11-1883, p1. New tracks on Howard St between 2 nd and Embarcadero.
5-30-1883	text	Potrero and Bayview RR southern terminus cut back from Ingerson Ave to 23 rd St. Rice & Echeverria, Octopus, p.417 gives extent, while San Francisco Examiner, 5-26-1883 p.3. states P&BV RR has notified the City that it will discontinue its road over Islais Creek after 1 June. San Francisco Chronicle, 6-8-1883, p.4. states that cars have stopped running to Butchertown.
8-20-1883	1	Horsecar service on Market and Valencia from 8th St to Mission ends in preparation for cable service the following day. San Francisco Examiner, 12-11-1880, p.2 refers to the construction of several bridges 100 feet long which will be placed over the track during construction so as not to interfere with travel. The bridges are mentioned again in the San Francisco Examiner, 6-12-1882, p.3, again implying that service was continued during construction – “in order that work may not be impeded, a bridge is laid on the track, so that passenger cars can pass over the head of the workmen who are engaged in excavating underneath”. Note that horsecar service provided by other companies continued over the balance of Market St.
8-21-1883	text	MSR opens the Valencia Street line from the Ferry to Mission St and the Haight Street line from Market to Stanyan. Cable Car Chronology.
November 1883	text	MSR opens its starts McAllister line to Stanyan. Cable Car Chronology San Francisco Examiner, 11-4-1883 (a Sunday), p.8 states that cars have been run over the line on 11-3 and that the line is expected to be in complete working order by the first of next week i.e. 11-5-1883. However an article on p.2 of the same newspaper on the same day (!) states that cars are expected to be running between the 12 th and 15 th of November.
12-1-1883	text	MSR's Park and Ocean railroad opens. Route from Haight and Stanyan Sts to Balboa via Stanyan, Lincoln Way and La Playa. Note the line curved though Golden Gate Park via ROWs. Rice & Echeverria, Steam, p.27-30.
12-10-1883	32, 33,	Sutter St RR reroutes its Larkin Street line from Sutter via Polk and Post to Larkin. San Francisco Examiner, 11-28-1883, p.2. states that the connection via Post St will shortly be opened. San Francisco Examiner, 12-12-1883, p.2. states that the new cable machinery of the Sutter St RR was put into operation on 12-10-1883.
March 1884	4, 58	Omnibus RR opens Oregon Dock horsecar line on Spear St from Market to Bryant San Francisco Examiner, 3-12-1884, p.4. Howard St – Ferry service is diverted to Spear St and service on 2 nd St ends. San Francisco Examiner, 12-24-1883, p.2 states that this will occur once the Spear St line is opened. Later sources confirm that 2 nd St between Market & Howard was not used for horsecar service after the Spear St line opened. The San Francisco Chronicle, 4-3-1887, p.10. provides a list of all routes and lines (includes a map). Does not mention service on 2 nd St, nor does the map show 2 nd St

		(though tracks remained in place for many years afterward).
6-29-1884	text	Telegraph Hill Railroad opens. Unlike the rest of the cable system in San Francisco, this was a funicular railway where cars could not take up or release the cable via a grip. San Francisco Examiner, 6-30-1884, p.1. Note: Cable Car Chronology states 6-30-1884.
August 1884	34, 91	Sutter St RR extends its Larkin St line via 9 th to Mission. San Francisco Examiner, 8-19-1884, p.1 states that the Larkin St cable of the Sutter St company ran over Market for the first time yesterday. Does not state that car service has commenced. Note: Cable Car Chronology gives 1883. Assumed that horse line on 9 th between Market & Mission closed at this time (No source for closure date)
1884	48, text	Cal Cable's line on California St from Presidio Ave to Arguello Blvd converted from steam to horse traction. Rice & Echeverria, Steam, p.26 states that the changeover occurred in 1884. An article in the San Francisco Chronicle, 12-14-1886, p.3, refers to the operation of a horsecar.
1885-1887	32	Central RR truncates its 6 th St line to terminate at 6 th and Brannan (rather than 8 th and Brannan). Disturnell's 1885 guide gives the former terminus, while a report in the San Francisco Chronicle, 3-8-1887, p.8. listing the routes of the Central RR on its purchase by MSR describes the terminus of the route as 6 th and Brannan.
1885 -1887	9, 51	Omnibus RR reroutes its North Beach line off Union St between Columbus Ave and Powell St, and off Powell between Union St and Columbus Ave, creating new tracks along the Columbus Ave boundary of Washington Square. Disturnell's 1885 Guide describes the original route without the second section on Columbus. Route shown in Britton & Rey's Guide Map of the City of San Francisco, 1887, David Rumsey Collection San Francisco Call, 3-27-1891, describes the route as via Montgomery St, Montgomery (Columbus) Ave, Pacific Ave, Stockton St, Montgomery Ave (a second section), Mason St, to Beach St. The description of Mason St is an error, as the Omnibus RR used Powell St rather than Mason.
Early December 1885	text	Ocean Beach Railway extends its Point Lobos Rd (Geary Blvd) line to 33 rd Ave. San Francisco Examiner, 12-2-1885, p.1. Note that the article states that service is to commence to 35 th Ave, however Rice & Echeverria, Steam, p.55 gives 33 rd Ave as the western terminus, as does San Francisco Chronicle, 8-21-1887, p.7. Langley's 1890 and Faust's 1892 maps show 32 nd Ave as the terminus.
March 1886	text	MSR closes the remaining section of the Hayes Valley line. San Francisco Examiner, 3-15-1886, p.2. Note: Rice & Echeverria, Octopus, p.417, give May 1886.
6-1-1886	text	MSR Hayes St line opens Market St to Stanyan. San Francisco Examiner, 6-2-1886, p.3. See also San Francisco Call, 6-29-1890, p.11. Note: Cable Car Chronology gives 5-26-1886 & Townley gives 5-20-1886.
10-30-1886	text	Sutter Street Railway extends its crosstown Larkin Street line from Mission Street via 9th Street to Brannan. San Francisco Chronicle, 10-30-1886, p.3 and San Francisco Examiner, 11-2-1886, p.6. Note: Cable Car Chronology gives 1887.
1887	text	Telegraph Hill Railroad closes. Cable Car Chronology
1887	14	Horsecar service ends on Stockton between Geary and Post and Post between Stockton and Kearny. Rice & Echeverria, Octopus, p.63. San Francisco Chronicle, 1-1-1888, p.12 gives a description of the routes of the now merged MSR, Central RR and City RR, which suggests this stretch of

		track was still operating.
3-27-1888	text	MSR closes Market St extension steam line from Valencia to Castro St. Rice & Echeverria, Steam, p.36
3-28-1888	7	Powell – Mason line opens from Market as far as Jackson. Source: Personal communication from Emiliano Echeverria, 5-17-2021
4-5-1888	text	Powell – Mason line opens from Jackson to Bay & Taylor. Source: Personal communication from Emiliano Echeverria, 5-17-2021
4-5-1888	text	Powell – Jackson line opens from Powell to Presidio & California via Jackson and Presidio, return via Steiner & Washington to Powell. Source: Personal communication from Emiliano Echeverria, 5-17-2021
6-16-1888	48, text	F&CHR opens its line from the end of the Washington-Jackson line at California St. & Presidio Ave., on California and 7 th Ave to 7 th Ave & Fulton. San Francisco Chronicle, 6-15-1888, p.5. Horsecar service on California St between Presidio and Arguello assumed to have ended on this date.
7-1-1888	text	F&CHR opens its line from 7 th Ave on California to 33rd Ave. and then via Land's End to a terminal at 48th & Pt. Lobos Aves. San Francisco Examiner, 7-2-1888, p.4.
7-2-1888	text	MSR opens Castro cable, Valencia & Market to 26th & Castro. San Francisco Examiner, 7-3-1888, p.5. See also San Francisco Call, 6-29-1890, p. 11. Note: Rice & Echeverria, Steam, p.36. gives 8-27-1888, Townley gives 2-27-1888.
9-19-1888	5, 8	Ferries & Cliff House Railway starts its fourth line known both as Ferries & Cliff House line or Sacramento line. The line ran from the Ferry via Sacramento to Powell, Jackson hence to Central Avenue & California. Returning via Central Avenue, Jackson, Steiner, Washington Streets, Stockton, Clay to the Ferry. New trackage on Stockton and one block of Washington.
11-21-1888	86	Omnibus RR commences horsecar service over the 24 th St cable tracks. San Francisco Chronicle, 11-21-1888, p.6.
1888-1889	text	Ocean Beach Railway on Point Lobos Ave (Geary Bvd) closes in response to the opening of the Cliff House steam line in July 1888. Rice & Echeverria, Steam, p.55. Exact date of closure unknown. By September 1889, the line is described as being “a one-horse funeral car” operated to 26 th St only to keep the franchise. San Francisco Chronicle, 9-1-1889, p.2.
1888	41	Sutter St RR closes its Pacific Ave horse line for conversion to cable. No source for date of closure.
11-28-1888	35, 40, text	Sutter Street Railway extends its crosstown cable line north from Sutter St via Polk and Pacific to Divisadero St. Cable Car Chronology, confirmed by San Francisco Chronicle, 11-26-1888, p.8. Horsecar service on Polk between Sutter and Pacific assumed to have closed on this day. San Francisco Examiner, 6-30-1888, p.4 describes a side track being laid on Polk to allow for horsecar service on Polk to continue during construction.
8-25-1889	3, 10, 11, 12, 60, 72, 86	Omnibus RR closes Howard St and 24 th St horsecar lines prior to the initiation of cable service the following day. Note that San Francisco Chronicle, 7-8-1888, p.16. states that horsecar service is being maintained on the Howard St line during cable track construction by building side tracks. There is a report of an accident on the Howard St line on 6-17-1889 (San Francisco Chronicle, p.8), which confirms the continuation of service.
8-26-1889	text	Omnibus RR opens two cable lines. Howard & 24th St from the Ferry via East Street (Embarcadero), Howard, 24th St to Potrero Ave. Howard & 26th St same as the 24th Street line except continued on Howard to end at 26th

		Street. Cable Car Chronology, confirmed by contemporary newspaper reports.
10-13-1889	2	Omnibus RR opens the Post Street line, running from Market via Post, Leavenworth, City Hall Avenue, Grove, Polk, 10th Street to Howard. San Francisco Chronicle, 10-13-1889, p. 16. Note that the Cable Car Chronology gives the opening date of this line as 8-26-1889.
11-2-1889	text	Omnibus RR opens the Oak Street line ran from Polk via Fell, Franklin, Oak, Stanyan to Haight. Cable Car Chronology. Note that the Cable Car Chronology states that the Ellis St line opened on the same day (see below).
11-21-1889	text	Omnibus RR opens the Ellis St line from Market via Ellis, Broderick, Oak and Stanyan to Haight. San Francisco Chronicle, 11-22-1889, p. 5.
5-15-1890	text	Omnibus RR opens Oakdale Ave horsecar line (San Bruno to 3rd). Francisco Call, 5-15-1890, p.1. Service from the cable terminus at 24 th and Potrero.
5-15-1890	text	Omnibus RR opens San Bruno Ave horsecar line. Oakdale Ave to Dwight St. Note that accounts of the Oakdale Ave horsecar line opening do not mention the branch to University Mound, however an article in the Francisco Call, 9-5-1890, p.1 regarding the possible withdrawal of service on Oakdale Ave due to the condition of the roadway, states that the opening of the extensions to Railroad Ave (now 3 rd St) and University Mound (i.e. on San Bruno Ave to Dwight St) were celebrated by a banquet, so it in the absence of evidence to the contrary, it is assumed they occurred concurrently.
Between 2-21-1891 and 3-8-1891	text	Omnibus RR opens 10th and Potrero horsecar line. Howard St to 24th St via 10th and Potrero. Source: San Francisco Call, 2-21-1891, p.1. Potrero Ave line to commence operation in a few days. San Francisco Call, 3-8-1891, p.1. Potrero Ave line operational (rocks being laid on the tracks!)
1891	58	Omnibus RR withdraws service on the Oregon Dock line. San Francisco Examiner, 3-25-1892, p.4. states no cars on the Spear St line for several months
1891-1894	7, 112	Omnibus RR (or possibly MSR after consolidation) reroutes its North Beach line back to Stockton and Washington Sts. San Francisco Call, 3-27-1891, describes the route as via Montgomery St, Montgomery (Columbus) Ave, Pacific Ave, Stockton St, Montgomery Ave, Mason St, to Beach St, while the 1894 guide describes the route as via Montgomery, Washington and Stockton. An article in the San Francisco Call, 6-20-1894, p.3. describes an out-of-control horsecar on Washington St from Stockton to Montgomery.
1891-1894	29	Central RR (or MSR post amalgamation) reroutes the 6 th St line off Geary and Taylor St (north of Turk St). The 1891 Faust's guide lists the original route, however the 1894 guide has this stretch of track bypassed in favour of Market St.
2-9-1891	text	Cal Cable opens crosstown O'Farrell, Jones & Hyde Streets line and the Jones Street shuttle from O'Farrell to Market Street. Cable Car Chronology
6-27-1891	10	Cal Cable extends its California Street line from Kearny St east to Drumm St. San Francisco Call, 6-28-1891, p.3. Note: Cable Car Chronology gives 6-28-1891.
9-9-1891	3, 4, text	Ferries & Cliff House Railway discontinues Clay St Shuttle (Powell to Van Ness Avenue) to create new Sacramento-Clay line. Cable Car Chronology
11-2-1891	3, 4, 6, 9,	Ferries & Cliff House Railway opens Sacramento-Clay line from the Ferry via Clay, Larkin, Sacramento to Walnut St. Return via Sacramento direct to the Ferry. Cable Car Chronology
3-9-1892	text	MSR extends McAllister line from Stanyan St via Fulton to between 7th and 8th Avenues. Cable Car Chronology

4-27-1892	1, 2, 3, 4, 5, 6, 7, 8, 10, 23, text	The SF&SMR commences regular service. The line ran from Steuart & Market, on Steuart, Harrison, 14th St., Guerrero, San José Ave, 30th St., and Chenery, then on San José Ave to Colma. In the downtown area, the eastbound tracks were on Harrison, 8th St., Bryant, Stanley Place (now Sterling St.), and back to Harrison. (Opening ceremonies the previous day). Source: San Francisco's Interurban to San Mateo, p.11. Note: San Francisco Chronicle, 5-8-1892, p.24 states that the SF&SMR is building a line from Steuart St to the Ferries via Harrison and East, as the original terminus at Market & Steuart is too far from the Ferries. While the article states that the new track is to be completed and running in a few days, I have not located any evidence that it actually opened. A discussion of proposals for the termini of the horse and cable lines in front of the Ferry building in the San Francisco Examiner, 5-3-1893, p.9 does not mention the SF&SMR as one of the affected companies. Additionally, the 1894 Faust's Guide and the 1896 Official Guide both show the terminus at Steuart and Market.
Early June 1892	18, 78, 94, 110, 111	The Omnibus RR reroutes its North Beach line off Montgomery Ave and Pacific Ave onto Jackson and Stockton Sts. San Francisco Call, 6-1-1892, p.8. Note: the article states that the rerouting will occur in a few days. This reversed a change made in April 1877.
8-1-1892	text text	Presidio & Ferries Railroad extends its cable line from Union and Steiner along Union to Baker, Baker to Greenwich, Greenwich into the Presidio. San Francisco Call, 5-1-1892 (a Friday) states that although the extension was completed last Saturday (7-30-1892), no passengers were taken through until Monday (8-1-1892). The Harbor View Steam line was truncated at both ends to run along Baker St from Greenwich to Jefferson. The changed arrangements for steam service are assumed to have occurred concurrent with the opening of the cable extension as the article states that passengers for Harbor View can take a transfer at Greenwich St. Steam trackage inside the Presidio removed. Note: both Cable Car Chronology and Rice & Echeverria, Steam, pp. 22-23 give the date as September 1892.
8-7-1892	text	Geary Street, Park & Ocean Railroad extends its line from Central (Presidio) Avenue via Geary, 5th. Avenue to D Street (Fulton). Cable Car Chronology
8-15-1892	text	The SF&SMR opened its 18 th St branch as far as Market (then Falcon Ave) & Clayton Sts. Source: San Francisco Examiner, 8-16-1892, p.3. Note: this point is now the intersection of 18 th , Market, and Danvers Sts.
9-4-1892	22, 55, 57, text	North Beach and Mission RR opens Bryant St line and associated branches. New horse trackage (built for electric traction but never electrified before consolidation) from Howard via Embarcadero and Folsom to 1 st St, from Folsom to Bryant via 2 nd , from Folsom to Bryant via 8 th , from 2 nd to 26 th via Bryant, from Bryant to Folsom via 26 th , from 26 th to 29 th (Ripley St) via Folsom. Source San Francisco Chronicle, 9-4-1892, p.20. detailing opening of the Folsom St line from 26 th to 29 th St. Assumed that the rest of the extensions detailed in the San Francisco Call, 8-24-1892 p.6. as due to open in the next few days opened on this day as well, except trackage detailed by Rice & Echeverria, Octopus, p.65. as never having had any horsecar service. Note: Service on the Folsom St extension south of Army St may have been sporadic – San Francisco Chronicle, 2-4-1897 details the complaints of residents claiming that there had been no service of any kind since 1893, and

		that that had only been as far as Precita Ave.
9-28-1892	12, 13, 14, 15, 21, 130, 131, 132, 133, text	The Metropolitan Railway commences full service on its line from Market St to Lincoln Way via Eddy, Hyde, O'Farrell, Scott, Fell, Baker, Page, Clayton, Waller, Cole, Carl, Arguello, Irving and 9 th Ave, with a branch from Baker St to Stanyan St along Page. Source: San Francisco Chronicle, 9-26-1892, p.3. Note that full services did not commence after the official opening on 8-16-1892 due to an injunction filed by the City to prevent the erection of power poles east of Van Ness Ave. Some services were run over the balance of the line in the interim. Source: San Francisco Chronicle, 9-1-1892, p.7.
1892-1893	57	MSR removes service from its 8 th St trackage between Folsom St and Bryant St. Opened on 9-4-1892, Faust's 1894 Guide does not list any services on it (the 8 th St line is listed as terminating at Folsom St), so assumed to have closed prior to the Bryant St horsecar line. San Francisco Call, 12-26-1893, p.6, details a franchise holding service on this stretch of track.
Spring 1893	text	Presidio & Ferries Railroad extend its Harbor View steam line 2 blocks north along Baker from Jefferson to Lewis. San Francisco Examiner, 3-3-1893, p.7 reports that P&F RR has been granted permission to extend its tracks on Baker St from Jefferson to Lewis. Exact date that the extension opened is unknown – assumed to have been soon after permission granted. Note: Lewis St no longer exists but was one block past today's Marina Blvd.
8-1-1893	text, 12, 72	Omnibus RR withdraws service on the Howard & 26th Street cable line – i.e. the stretch of Howard St between 24 th and 26 th . Replaced by shuttle horsecar. San Francisco Chronicle, 8-5-1893, p.4. Note: Cable Car Chronology gives 8-5-1893, however Chronicle says no cars past 24 th St since Monday (i.e. 7-31-1893), so change occurred on 8-1-1893.
11-20-1893	16, 54, 74, 76, 77, 113	Merged Omnibus and North Beach & Mission RR closes the former North Beach & Mission line to North Beach beyond the corner of Kearny and Jackson Sts. San Francisco Examiner, 11-20-1893, p.4.
1894-1896	57	MSR extends service on the 8 th St line from Folsom St to Bryant St. Faust's 1894 Guide lists the terminus as Folsom St, while the July 1896 Official Guide and Maps of San Francisco Street Railways lists the terminus at Bryant St.
2-15-1894	text	MSR extends Park Steam line on Fulton St to 24 th Ave. Rice & Echeverria, Octopus, p.379
2-19-1894	text	MSR extends Sacramento-Clay line from Walnut Street via Lake and 6th Avenue to Fulton. Cable Car Chronology
11-17-1894	text	MSR cuts back Park steam line on 7 th Ave in response to Sacramento-Clay cable line extension. Rice & Echeverria, Steam, p.48.
5-14-1894	text	The SF&SMR opens its line from Danvers St to Frederick St via Clayton & Ashbury. Source: San Francisco Chronicle, 5-14-1894, p.7. Note that the article refers to Market St rather than Danvers, which did not exist at this point.
5-31-1894	216	MSR closes the Mail Dock horsecar line, which is replaced by an electric line in 1895. Octopus, p.62.
6-6-1894	2, 61, 62,	MSR diverts former Potrero and Bayview RR line to 3 rd St via Berry St, with service terminating at Townsend. Passengers will transfer at 3 rd and Townsend to the 4 th St horse line, which also terminates at 3 rd and

	67	Townsend. San Francisco Chronicle, 6-6-1894, p.4. Track on Berry St and 3 rd between 4 th and Townsend opened, and on 4 th St between Berry and Townsend closed. Additionally, tracks on 3 rd between Townsend and Market taken out of service for conversion to electric traction. Article states that part of the motivation for MSR was to deprive the SF&SM Co. of transfer revenue. Note: San Francisco Examiner, 6-12-1894, p.12 gives 6-11-1894 as the date of withdrawal of service on 3 rd St.
8-22-1894	19, text	Frederick St line opened by MSR. Arguello & Frederick to Page & Masonic via Frederick and Masonic. Source Rice & Echeverria, Octopus, p.141. San Francisco Examiner, 8-27-1894, p.4 refers to trial trips the previous week so public opening may have been later. San Francisco Examiner, 8-27-1894, p.10 states that the line opened the previous day. Only one car is used on the line, which is described as a franchise holding exercise (despite a 15 minute service frequency!). Only one trip per day is made along Page St from Masonic Ave to Fillmore. The plan is to run along Page to Market to 12 th to Mission once the Mission St electric line opens. No evidence that this occurred, or that 12 th St was used for revenue service prior to 1945.
8-26-1894	15, 100	MSR closes the Kearny St horsecar line for track-laying for conversion to electric traction. Rice & Echeverria, Octopus, p.62 confirmed by San Francisco Chronicle, 8-24-1894, p.8. Rice & Echeverria, Octopus, p.63 states that the section of track on Stockton from Market to Geary was taken out of service in connection with the electrification of Kearny St. San Francisco Chronicle, 8-24-1894, p.8. confirms that horsecar service on Geary St between Stockton and Kearny ended on this day as well.
9-10-1894	33, 34, 69, 70, text	MSR closes Mission St horsecar line in preparation for conversion to electricity. Source: San Francisco Examiner, 9-9-1894, p.16. Note: Rice & Echeverria, Octopus, p.417 give 9-8-94. Article describes the removal of turntables at the Ferry, New Montgomery, 26 th and 31 st , so unlikely that horsecar service ever extended to China (Excelsior) Ave, despite track being laid in 1893.
9-15-1894	51, text	MSR opens Mission St line to Noe & 29 th St with branch to China (Excelsior) Ave. Rice & Echeverria, Octopus, p.144
9-23-1894	22, 55, 81	MSR closes former NB&MRR Bryant St horsecar line in preparation for regauging and electrification. Assumed to include track on Folsom and Embarcadero between 1 st and the Ferry. San Francisco Examiner, 9-24-1894, p.10. Note: Folsom St horsecar line southern terminus cut back to 24 th at this time. Note: Track on 8 th St between Folsom and Bryant assumed to be out of revenue service by this time, as not mentioned in Faust's 1894 Guide. Note: replacement Bryant & Brannan line not opened until January 1896.
10-2-1894	52, 94	MSR opens 3 rd St line from Market St to Townsend St. Rice & Echeverria, Octopus, p.379. Note: Townley gives 10-4-1894.
10-6-1894	text	Former Central RR (now MSR) branch from Taylor to Lone Mountain closed. San Francisco Call, 10-6-1894, p.10. Rice & Echeverria, Octopus, p.62 gives 10-7-1894.
10-8-1894	75, 17, +?	MSR truncates 4 th and Montgomery line at Stockton and Broadway on to allow for track reconstruction further north. San Francisco Examiner, 10-5-1894, p.12 see note for 11-20-1893.
10-24-1894	56, 80	MSR further curtails Folsom St horsecar line southern terminus from 24 th to 19 th St. San Francisco Examiner, 10-22-1894, p.10. Note: This article provides the information for the Folsom St curtailment from Ripley St to 24 th St the

		previous month: "Since the commencement of operations (on Bryant St) the horse cars have run only to Twenty-fourth Street".
11-24-1894	13, 16, 17	The SF&SMR completes its line to Stanyan from Frederick via Clayton & Waller Sts. Source Rice & Echeverria, Octopus, p.141.
11-24-1894	23	MSR closes remainder of Folsom St horsecar line. San Francisco Call, 11-25-1894, p.16.
12-7-1894	53	MSR extends 3 rd St line across Market St along Kearny St to Jackson St. Now known as 3 rd and Kearny line. Rice & Echeverria, Octopus, p.379
12-17-1894	56, 97, text	MSR extends 3 rd and Kearny line from Jackson St to Jefferson St via Kearny, Broadway, Stockton, Columbus Ave and Powell St. Return via Powell and Broadway until mid-1914, after which all cars used Kearny, Broadway & Powell. Rice & Echeverria, Octopus, p.153. Note: p.379 gives 12-18-1894.
12-28-1894	8, 7*, ?	4 th and Montgomery horsecar line further truncated from Broadway & Stockton to a spur on Jackson that ran west from Montgomery to just before Kearny. Rice & Echeverria, Octopus, p.62. San Francisco Chronicle, 12-28-1894, p.10 states that the change has occurred, but states the change occurred "since" the North Beach extension of the 3 rd and Kearny line. * split 7 into two sections
Late December 1894	30, 92	MSR reroutes the former Central RR 6 th St line off Taylor and Turk Sts onto Market. San Francisco Chronicle, 12-27-1894, p.7. Work commenced on 12-26 (a Wednesday) and is to be complete by the end of the week.
1-16-1895	61, 62, 63, text	MSR extends 3 rd and Kearny line south from Townsend St to Sonoma (24 th) St via 3 rd , Berry, 4 th and Kentucky (3 rd) Sts. San Francisco Chronicle, 1-15-1895, p.14. Route: Rice & Echeverria, Octopus, pp.153, though the southern terminus is given as Nevada (23 rd) St. Note: San Francisco Chronicle, 3-30-1895, p.5 in announcing the further extension of this line, states that cars have been running to 24 th St for the past two months.
1-21-1895	136, 137, 138, 140	MSR opens the Turk & Eddy line, replacing the inner section of the former Metropolitan route, running westbound on Eddy Street and eastbound on Turk Street to and from Divisadero, then along Divisadero to Page Street. Rice & Echeverria, Octopus, p.380 Note: San Francisco Chronicle, 12-7-1894, p.9 indicates that the line operated earlier with two electric streetcars.
1-21-1895	21, 130, 131, 133	MSR closes the sections of the former Metropolitan line not used by the Turk & Eddy line. Rice & Echeverria, Octopus, p.380. Note: the section of track between Ellis St and Scott St via Hyde St and O'Farrell St would reopen on 11-24-1895 (130) with the opening of the Ellis & O'Farrell line.
2-9-1895	141, text	MSR opens the Divisadero St line from Jackson St to Page St. Rice & Echeverria, Octopus, p.380
2-25-1895	96, 101	MSR reopens the Mail Dock line as an electric line. Rice & Echeverria, Octopus, p.380. Note that electric service at the time of closure extended along 1 st St to the Embarcadero (see San Francisco Examiner, 12-20-1932, p.3). It is not known whether this was the result of an extension from the original electric line.
3-23-1895	text	MSR extends the Divisadero St line from Divisadero St to Fillmore via Page. Rice & Echeverria, Octopus, p.380
3-26-1895	139	MSR's Turk & Eddy line extended to Stanyan St via Page St. New electric trackage on Page between Divisadero and Baker. Rice & Echeverria, Octopus, p.380
3-27-1895	231, text	MSR opens the Broadway & Ferries line. New electric trackage from Kearny St to Market St via Broadway St and the Embarcadero (then East St). Rice &

		Echeverria, Octopus, p.380 Note: San Francisco Chronicle 12-30-1894, p.54 states that the line will be trialled on 12-31-1894 and will extend to Mason St.
3-30-1895	text	MSR extends the 3rd & Kearny line south from 24 th St via Kentucky and Railroad Ave (3 rd St) to 16th Ave South (Palou Avenue). Rice & Echeverria, Octopus, pp.154 & 380, confirmed by San Francisco Chronicle, 3-31-1895, p.26.
3-30-1895	text	MSR abandons the Oakdale Ave horsecar line. Rice & Echeverria, Octopus, p.62 confirmed by San Francisco Chronicle, 3-31-1895, p.26.
4-5-1895	text	MSR opens the Noe Valley line from Mission St to Hoffman St via 22 nd St, Chattanooga and 24 th St returning eastbound return from via 24 th St via Dolores to 22 nd St. Rice & Echeverria, Octopus, p.380
7-6-1895	242, text	MSR opens Fillmore & 16 th Sts line from Broadway via Fillmore, Ridley (Duboce), Church, and 16 th Streets to Harrison. Rice & Echeverria, Octopus, p.380
8-10-1895	text	MSR extends Fillmore & 16 th Sts line from Broadway St via Fillmore St to Bay St. Rice & Echeverria, Octopus, p.380. Note: Townley gives 8-5-1895.
11-11-1895	text	MSR closes Ellis St cable line. Cable Car Chronology
11-25-1895	130, 135	MSR opens Ellis & O'Farrell line and reroutes Turk & Eddy line via Divisadero to Jackson St. Rice & Echeverria, Octopus, p.168. New electric trackage on Ellis from Market to Divisadero (135). Track between Ellis St and Scott St via Hyde St and O'Farrell St (130) reopened.
11-28-1895	text	MSR opens Mission & Ingleside line. New electric trackage from Excelsior (China) to Victoria St via Mission St, Onondaga Ave and Ocean Ave. Rice & Echeverria, Octopus, p.381
1-2-1896	text	MSR closes Oak St cable line. Cable Car Chronology
1-25-1896	96, 199, 202, 203, 304, 402, 403, 992, 994, text	MSR opens Bryant & Brannan line from 26 th St & Mission St via 26 th , Bryant, 10 th , Brannan, and 2 nd to Market St. Rice & Echeverria, Octopus, p.381. Note: trackage on Bryant between 2 nd and 8 th Sts (6) previously opened by SF&SMR in 1892. MSR closes 10 th and Potrero horsecar line. San Francisco Examiner, 2-2-1896, p.11 states that horsecars were withdrawn when the Bryant St branch commenced (given their proximity). Additionally, San Francisco Examiner 1-15-1896 p.14 states that cars will be withdrawn next week and San Francisco Examiner, 3-19-1896, p.10 refers to closure 3 months earlier. Note: Rice & Echeverria, Octopus, p.283 give 1897.
2-1-1896	text	Sutro Railroad Co. opens its line running from Presidio Ave & Sutter St, on Presidio Ave, California St, Parker St and Euclid Aves, Arguello Blvd, Clement St, 33 rd Ave, Pt. Lobos Ave, 48 th Ave, and a private right of way to a terminal at Sutro Baths. Callwell Chronology. Note that steam and electric traction coexisted on California St between Presidio and Parker for about 9 years.
2-3-1896	240	2 nd St line between Market and Folsom opens connecting Bryant and Brannan line cars with the Ferry. Rice & Echeverria, Octopus, pp.175,381.
2-6-1896	text	MSR opens Solano Street line from Harrison St to the Kentucky St (3 rd St) car house at Nevada (23 rd St). New trackage on 16 th St, Kansas St, Santa Clara (17 th St), Connecticut St and Solano (18 th St) Rice & Echeverria, Octopus, p.381.
2-13-1896	text	MSR reroutes the Ellis & O'Farrell line westbound from Divisadero St via Oak St and Stanyan St. New electric trackage on Oak St between Divisadero and Stanyan and on Stanyan between Oak and Page. Rice & Echeverria, Octopus, p.168.

2-27-1896	text	MSR reroutes the Divisadero St line from Divisadero St to Fillmore St so that it runs along Page St for eastbound trips and Oak St for westbound trips. New electric trackage on Oak St between Divisadero and Fillmore. Rice & Echeverria, Octopus, p.163.
5-2-1896	text	MSR extends the Mission & Ingleside line Victoria St along Ocean Ave to Ingleside House (now Junipero Serra). Rice & Echeverria, Octopus, p.149.
7-6-1896	55, 239, 401,	MSR opens the Folsom Street line from the Ferry via East St (the Embarcadero), Howard, Steuart, Folsom, 26 th and Mission Streets to 28 th Street (Valencia). Rice & Echeverria, Octopus, p.382. Note: already opened trackage: on Steuart from Howard to Folsom (3), opened in 1892; trackage on the Embarcadero from Market to Mission (54), opened in 1894; on Mission St from 26 th to Valencia (51), opened in 1894, and on 26 th St from Mission to Folsom (304 ,402) opened in January 1896.
????	408	MSR reroutes the Folsom Street line via Folsom St to Precita Ave. New electric trackage on Folsom from 26 th St to Precita Ave.
6-27-1896	13, 63, 64	MSR truncates the southern terminus of the 4 th and Montgomery horsecar line to Market and Post Sts in preparation for electrification. San Francisco Examiner, 6-27-2896, p.16. Horsecar trackage on 4 th St closed. Note: horsecar service on the section of Market St affected by this change continued until late July 1898 via cars from the 6 th St line.
8- 17-1896	91, 93	MSR extends the Ellis & O'Farrell line to Southern Pacific's main passenger depot at 3 rd Townsend Sts. Rice & Echeverria, Octopus, p.382. New electric trackage on 4 th St from Market St to Townsend St and on Townsend St from 4 th to 3 rd .
3-16-1897	28, 35, 36, 107	MSR truncates the 8 th St line to the corner of Market and 8 th Sts. San Francisco Examiner, 3-16-1897, p.14. Horse trackage closed on Market between 6 th and 8 th Sts, and on Grant Ave between Market and Bush Sts.
June 1897	19, text	MSR closes Frederick St line. A temporary Carl St line operated over parts of its trackage for about six weeks afterward. Rice & Echeverria, Octopus, pp.141, 382. Note trackage on Frederick St west of Stanyan reopened in 1898.
7-17-1897	18, 20, text	Permanent Carl Street line opens from Oak St via Masonic Ave, Frederick St, Clayton St, Carl St, Stanyan St and Parnassus Ave to 3 rd Avenue. Rice & Echeverria, Octopus, pp.142, 382. New trackage on Masonic Ave from Oak St to Page St, on Clayton St and Carl St from Frederick St to Cole St, and from Carl St to 3 rd Ave via Stanyan St and Parnassus Ave
10-4-1897	12, 14, text	MSR abandons remaining Metropolitan Railway franchise to Golden Gate Park. Rice & Echeverria, Octopus, p.382. Note part of this route was revived in 1928 when Muni's N was opened.
Late 1897	57, 98	MSR closes the remainder of the 8 th St horsecar line (trackage from Market to Bryant). Exact date on which serviced was withdrawn unknown. San Francisco Chronicle, 11-27-1897 reports on the decision to close the 8 th St line and states that work will begin immediately. However it had not commenced by May 1898 (San Francisco Examiner, 5-11-1898, p.4).
3-18-1898	text	MSR closes Park & Ocean steam line. Rice & Echeverria, Steam, p.30.
7-9-1898	193, text	MSR opens Ferries, Park & Ocean Line via Embarcadero, Mission St, 4 th St, Ellis St, Taylor St, Eddy St, Fillmore St, Oak St, Stanyan St, Frederick St, H St (Lincoln Way), private right-of-way at the westerly tip of Golden Gate Park, and 49th Ave, to the Ocean Beach terminal depot at H St. Rice & Echeverria, Octopus, p.382. The return inbound trip was as above except via Page St

		instead of Oak St and Turk St instead of Eddy St. New (and in part reopened) electric trackage west of Stanyan St, and on Taylor St between Ellis St and Turk St.
7-30-1898	5, 68, 93,	MSR ceases horsecar service on Market St between 6 th and Sansome Sts. The outer tracks were forcibly removed by the City. San Francisco Call, 7-31-1898, p.16.
Mid 1898 – mid 1899	6	MSR ceases service on the Sansome St horsecar line. San Francisco Call, 7-31-1898, p.16, reporting on the taking up of the outer tracks on Market St by the City on 7-30-1898 (thus cutting the 6 th and Sansome horsecar line in two), states that one car was left to run on each of Sansome and 6 th Sts. It is not known whether regular service resumed on Sansome St prior to the tracks being taken up, which had commenced by 7-9-1899. San Francisco Examiner, 7-9-1899, p.18 refers to “removing the old horse car road”, without mentioning the end of service on Sansome. (It does mention the impending end of service on 6 th St, so service on Sansome may have ended earlier, if not on 7-30-1898).
9-25-1898	9, 201	MSR opens 8 th and 18 th Sts line from Market S via 8 th St, Bryant St, 16 th St, Kansas St, Santa Clara (17 th) St, Connecticut St, Solano (18 th) St, and Kentucky (3 rd) St to 16 th Ave South (now Palou St). Rice & Echeverria, Octopus, p.191. New electric trackage on 8 th between Market and Harrison, and Bryant and Brannan (trackage on 8 th between Harrison and Bryant (5) opened in 1892). Note: some intermittent electric service on 8 th prior to this date during 1898 in connection with baseball games at Central Park.
c.1898	text	The SF&SMR opens its Glen Park line from San Jose Ave to Elk St via Chenery St. San Francisco Call, 10-24-1898, p.5 states that due to crowds, the terminus of the SM&SFR was changed to the entrance of Glen Park (a pleasure gardens west of Elk St) rather than 30 th and San Jose (assumed that this was a temporary change of terminus). A year earlier, San Francisco Chronicle, 7-13-1897, p.4 describes options for a connection between the S M&SMR and the then proposed Glen Park Zoo. It is likely that services on this branch were sporadic.
2-1-1899	text	MSR opens San Bruno Ave extension of Folsom Street line from Folsom & 26 th St via Army, private right-of-way (later Bayshore Blvd) and San Bruno Ave to Dwight St. Rice & Echeverria, Octopus, p.181.
7-20-1899	31	MSR closes the 6 th St horsecar line. San Francisco Chronicle, 7-2-1899, p.12.
12-31-1899	2, text, 12, 72	MSR closes the last of the former Omnibus cable lines: Post and Howard lines. Cable Car Chronology. It is unclear whether the Howard St horse shuttle closed on this date or at some point during 1900 during the works to convert Howard St to electric traction. Note that San Francisco Examiner, 3-24-1897, p.8 does not list Howard St between 24 th and 26 th in a list of unused tracks around the city.
Early 1900	18, 66, 78	MSR closes the Montgomery St horsecar line. Rice & Echeverria, Octopus, p.416. Exact date not known, though obviously prior to the opening of the 10 th and Montgomery electric line on 5-17-1900.
1900	19, 49, 50	MSR closes the 5 th St horsecar line. Rice & Echeverria, Octopus, p.417. Exact date not known, though likely to have been in the second half of the year. San Francisco Examiner, 6-29-1900, p.4. describes the commencement of work to convert the line to electric traction.
1-29-1900	text	East 24 th St line opens from Folsom St to Rhode Island Ave. New trackage on 24 th St. Rice & Echeverria, Octopus, p.192.

3-21-1900	302, 305, 306	MSR opens East 24 th , 22 nd & West 24 th Sts line from Hoffman Avenue via 24 th St, Dolores (return via Chattanooga), 22 nd St, Howard and 24 th St to Rhode Island Ave. Rice & Echeverria, Octopus, p.192. New trackage on 24 th St between Mission & Howard, on Howard between 24 th and 26 th , and on 26 th between Howard and Folsom
4-16-1900	194, 195, 198, 991	MSR reroutes Ferries, Park & Ocean line from Eddy & Market to 6th and Brannan via Taylor St. Rice & Echeverria, Octopus, p.189. New trackage on 6 th St from Market to Brannan and on Taylor St from Turk St to Market St.
4-29-1900	text	MSR opens Bosworth Street line from Mission St to Elk St via Bosworth St. Rice & Echeverria, Octopus, p.193
5-17-1900	160, 161, 190, 191, 192, 196, 197, 198	MSR opens Tenth & Montgomery line from Portsmouth Square (Washington and Kearny) via Washington, Montgomery, Post, Leavenworth, City Hall Avenue, Grove, Polk, and Tenth to Bryant Street. Rice & Echeverria, Octopus, p.193. All new electric trackage.
6-10-1900	232, 233	MSR opens Bush & Sansome Sts line from Kearny St via Bush St and Sansome St to Jackson St. Rice & Echeverria, Octopus, p.196. All new electric trackage.
11-17-1900	234, 235, 236, 237, 250, 251, 252, text	MSR opens 5 th & Sansome line from Market via 5th, Brannan, 2 nd , Folsom, and 1st, then crossing Market Street and via Bush and Sansome to Chestnut, with alternate cars terminating at Battery and California via Battery. Returning westbound, the line diverted from Brannan St at 3 rd and ran via 3 rd , Townsend, and 4 th to Brannan. Rice & Echeverria, Octopus, pp.200,383. New electric trackage on 1st, 5 th , and Sansome north of Jackson, and from Sansome to California via Bush & Battery. Note: 3 rd and 4 th Sts already electrified as were Brannan, Folsom and Townsend.
11-27-1900	301, 303	MSR commences electric service on Howard St running from 5 th and Market to Mission St via 5 th , Howard and 26 th . Rice & Echeverria, Octopus, p.202. Note: trackage on 26 th between Howard and Mission (304) brought into electric service on 1-25-1896, on Howard between 22 nd and 24 th (302) on 3-21-1900, and on 5 th between Market and Howard (250, 251) on 11-17-1900. Rice & Echeverria, Octopus, p.202
1-1-1901	300	MSR extends Howard St line from 5 th St to the Ferry via Howard & Embarcadero. New electric track on Howard between 5 th and Steuart. San Francisco Examiner, 12-31-1901, p.4. Note: article states that a shuttle service on 5 th between Market & Howard will be operated. The Commonwealth of Australia comes into being.
11-4-1901	text	MSR cuts back western terminal of Sacramento-Clay line to Walnut Street. Cable Car Chronology
11-20-1901	text	MSR extends McAllister line from 7th/8th Avenue to 11th Avenue. Cable Car Chronology
1-2-1902	text	MSR reroutes and extends Turk & Eddy line via Sacramento, Lake and Sixth Avenue to D Street (Fulton-Golden Gate Park). Rice & Echeverria, Octopus, p.384. New electric track west of Divisadero St. Note that Sacramento St between Divisadero St and Walnut St was served by cable and electric traction from this date until the 1906 earthquake. Divisadero St north of Sacramento is cut back to a three block shuttle which operated until 1932.
July 1902	text	URR opens the 3 rd St (Railroad Ave) line extension from Palou Ave (18 th Ave

		South) to the Six Mile House (Sunnydale Ave). San Francisco Examiner, 7-20-1902, p.35, quotes the Manager of URR stating that the extension will operate next week.
c.1905	text	URR closes the former SF&SMR Glen Park line. Electric trackage closes from Diamond St to Elk St via Chenery St. Date: personal communication from Emiliano Echeverria, 5-12-2021
4-17-1905	text	URR closes the Cliff House steam line in preparation for conversion to electricity. Rice & Echeverria, Steam, p.49.
5-26-1905	text	URR opens the Cliff House electric line. Rice & Echeverria, Steam, p.49.
4-18-1906	text, 2, 8, 31, 33, 34, 35, 25, 79, 84, 85, 87, 88, 89, 90, 94, 97	Earthquake and subsequent fire permanently closes the following cable lines: Sutter Street, Polk & Larkin Cross-town line (except Pacific Avenue), Market & McAllister, Market & Haight, Market & Hayes, Market & Castro (except between 18th and 26th Streets), Market & Valencia, Jackson Street via Sacramento-Clay, Sacramento-Clay west of Fillmore, Powell-Jackson west of Steiner Street and Union Street. Cable Car Chronology All remaining horse lines closed: Presidio and Ferries from Columbus Ave and Montgomery St to the ferries via Montgomery St, Jackson, Embarcadero and Washington; Sansome to the Ferries via Market (later reopened); Polk St from Pacific to Union*, and California St from Montgomery to Market (need opening details!) *Still operating in March 1906. San Francisco Call, 3-10-1906, p.9 details complaints about the “antiquated horse-car service on Polk Street” – numerous guides from the 1888, when the Polk St cable line opened, refer to the branch line on Polk extending to Union.
May 1906	46, 70, 71, 72, 73, 74, 75, 76, 500, 501	Electric streetcar service begins from the Ferry on Market to Castro, on Castro from Market to 20 th and on Valencia from Market to 28th St within a few days of 5-3-1906, when the first car ran on Market between the Ferry and Valencia. Callwell Chronology. Note that the electric line on Castro was cut back to 18th when cable service on Castro was restored on 8-29-1907.
6-10-1906	143	URR establishes Hayes and Masonic line. From the Ferry via Market, Hayes, Fillmore, Oak, Masonic, Frederick, Clayton, Carl, Stanyan and Parnassus to 3 rd Ave. Smallwood, p.122. New electric track on Hayes St from Market to Fillmore – the rest of the trackage had opened prior to the Earthquake.
4-11-1907	81, 82, text	Presidio and Ferries RR commences electric service on Union St from Polk to Pierce. San Francisco Examiner, 4-11-1907 p.8.
By August 1907	83, text	Presidio and Ferries RR extends its Union St line to Harbor View. San Francisco Chronicle, 8-12-1907, p.5 has an advertisement stating that Union St electric cars now running direct to the Harbor View shore baths. An article in San Francisco Chronicle 9-29-1907, p.43 states that cars are running from Polk to Harbor View and the Presidio. The 1909 Manley Report, which describes all streetcars lines in the city, gives the terminus of the line as Baker and Lewis St – one block past today’s Marina Blvd. A map (plate 1) in Bion Arnold’s 1912 report into transportation in San Francisco shows the line on Baker St extending to the shoreline. The

		<p>map also distinguishes between different modes of traction – electric, horse and cable, but does not depict steam, on this section of track or anywhere else.</p> <p>Note: Rice & Echeverria, Steam, p. 23 state that no service was provided over the former steam route. Perles, People’s Railway, p.38 states that steam service was provided until 1915. The "Chevalier" Map of San Francisco (1911) shows trackage extending along Baker as far as Lewis St.</p>
8-29-1907	76	The electric line on Castro is cut back to 18th as cable service on Castro was restored. Callwell Chronology.
January 1908	142	URR commences electric service on Sacramento St between Divisadero and Fillmore. Personal communication from Emiliano Echeverria, 5-17-2021. Note: this track was completed in February 1907, but service did not commence until nearly a year later due to a shortage of streetcars.
January 1908	text	<p>Parkside Transit Co. commences service between Lincoln Way and Sloat Boulevard via 20th Ave, Taraval and 33rd, and on 20th, Wawona and 19th Aves between Taraval and Sloat. Source, San Francisco Chronicle, 9-20-1908, p.20. (This article refers to double-tracking several months after opening). Note: San Francisco Examiner, 1-21-1908, p.7. refers to Parkside Transit Co. initially commencing service between 33rd and Taraval and URR’s Ingleside line, via Taraval, 20th, Wawona and 19th (and presumably Sloat) prior to the completion of the line. Advertisements placed by G.H. Umbesen & Co. on 1-18-1908 in both San Francisco Chronicle (p.4) and San Francisco Call (p.8) confirm the prior connection via Ingleside. Note that San Francisco Chronicle, 10-7-1910, p.34 states that the Parkside Transit Co. tracks on 20th, Wawona and 19th Aves between Taraval and Sloat had not been operated since their completion and were brought into service on this day), so presumably the original connection to the Ingleside line was short-lived.</p>
April 1908	229, 230, text	<p>Presidio and Ferries RR institutes electric service from Leavenworth St to the Ferries. New electric trackage via Union, Columbus Ave, Washington & Jackson Sts and Embarcadero.</p> <p>San Francisco Call, 1-21-1908, p.16. states that the section from Montgomery Ave to Harbor View will be in operation in about six weeks, with the section to the Ferry open in about ten weeks.</p> <p>The caption to a photograph on p.37 of Perles, The People’s Railway, suggests that opening was in April 1908 – a streetcar is shown running on Union between Hyde and Leavenworth while road reinstatement is yet to be completed.</p> <p>5-5-1908 San Francisco Examiner, p.1. An article describing viewing points to observe the arrival of Great White Fleet states that the Union St line gives access to Telegraph Hill. San Francisco Examiner, 5-6-1908, p.14 states that passengers wishing to view the Great White Fleet from the Presidio must walk from Leavenworth St to Polk to take a connecting car.</p> <p>The caption to a photograph on p.37 of Perles, The People’s Railway, suggests that opening was in April 1908.</p>
June 1908	80, 81, 84, text	<p>Presidio and Ferries RR connects the two ends of its line via Union, Larkin, Vallejo and Franklin Sts. Electric trackage on Union between Polk and Franklin taken out of service. See note above with evidence that this occurred later than the opening of service to the Ferries. The reason for the delay in making this connection was the difficulty of the grade on Union St, and the company’s settling on this solution once other options such as an auxiliary cable or cog system had been abandoned. A temporary permit to</p>

		operate over this route was granted on 4-20-1908 (San Francisco Examiner, 4-21-1908 p.3). Work was underway by late May 1908 - in an article about an unauthorised switch at Polk & Vallejo San Francisco Call, 5-31-1909 p.48. mentions the P&F RR. putting this in connection with work "now being installed" on Vallejo St. A week later, San Francisco Examiner, 6-7-1908 p.48., again discussing the unauthorised switch, states that the tracks on Larkin, Vallejo and Franklin were "already constructed".
6-2-1908	79	URR reinstates a horsecar service on the outside set of the four tracks on Market from Sansome to the Ferry Building. (This was the result of a dispute with the City). Callwell Chronology.
3-20-1909	text	URR opens the Sunnyside line. Chronological History of Routes by Lines. New trackage on Monterey Boulevard from Diamond St to Genesee St.
Spring 1909	text	Presidio and Ferries RR extends its electric service west from Baker St into the Presidio reservation. San Francisco Chronicle, 4-21-1909, p.18 Article states that work has just commenced to replace the cable tracks west of Baker (in response to suggestions that the URR might be granted access to the Presidio). Service is expected "within the next fortnight".
6-13-1909	text	URR commences service on Sloat Blvd between 48 th Ave and Junipero Serra Blvd. Townley Chronology, (confirmed by San Francisco Examiner, 6-4-1909, p.4)
12-27-1909	text	URR commences regular service on the Cortland Avenue line from Mission St to Banks St. San Francisco Examiner, 12-25-1909, p.5.
10-25-1909	text	URR opens Visitacion Valley line from Mission St to Sunnydale Ave via Geneva, Walbridge, Schwerin, McDonald and Bayshore Blvd. Smallwood, p.142.
12-22-1910	text	URR opens service on Gough Street between Market St and McAllister St. Townley Chronology.
3-13-1911	text	URR extends its No. 5 streetcar line from Fulton St. & 24 th Ave. to La Playa & Balboa St. Callwell Chronology. New trackage on Fulton between 24 th and La Playa.
5-5-1912	text	Last day of operation of the GSP&O cable line. Cable Car Chronology.
1912	text	Presidio & Ferries RR closes its Baker St branch, with the exception of a short stub extending to Lombard St. San Francisco Chronicle, 1-7-1912, p.50, in an article regarding a baseball game, states that cars are running to the entrance of the Presidio Athletic Grounds, which was located in the area bounded by Baker, Broderick, Francisco and North Point Sts. This sportsfield closed in the summer of 1912 (The Presidio and Ferries Railroad, Robert Bardell, The Argonaut, Winter 2018, p.23)
6-15-1912	text	Haight and Masonic line (still called "Hayes & Masonic at this time) extended to 9th and Pacheco via Parnassus Ave, Judah St and 9th Ave. Smallwood, p.105.
12-28-1912	text	First day of service for Muni line A & B. New electric trackage from Market on Geary to 33 rd , and on 10 th Ave from Geary to Fulton. Callwell Chronology.
6-3-1913	79	Horsecar service ends on the outside set of the four tracks on Market from Sansome to the Ferry Building. Callwell Chronology.
6-25-1913	text	Muni line B is extended to Ocean Beach from 33 rd Ave via 33 rd Ave, Balboa, 45 th Ave and Cabrillo. Callwell Chronology.
2-9-1914	409, text	URR extends the San Bruno Avenue line from Dwight St to 3 rd St. San Francisco Examiner, 2-8-1914, p.73. New electric trackage on Bryant between 26 th St and Cesar Chavez (Army) St, and on San Bruno Ave between

		Dwight St and 3 rd St. Note: the opening of the trackage on Bryant St is assumed: the article mentions the route via Bryant St - previously San Bruno Ave cars used Folsom St and Army/Precita.
3-12-1914	197	URR reroutes the Post and Leavenworth line away from City Hall Avenue, which was removed to allow for the construction of the new City Hall. San Francisco Examiner, 3-12-1914, p.6. Electric trackage abandoned on Polk between Hayes and Grove, Grove between Polk and City Hall Ave, on City Hall Ave, and on Leavenworth between City Hall Ave and McAllister.
8-15-1914	text	Muni line D commences operation. New electric trackage on Van Ness from Geary to Chestnut and on Chestnut to Scott. Inside Muni, p.178.
8-25-1914	993, text	Muni line H commences operation. New electric trackage on Van Ness from Chestnut to Bay and from Market to Geary. Inside Muni, p.186. Note: Perles in The People's Railway gives 8-15-1914 – the later publication's date has been used.
Mid-1914	text	URR ends service on its Stockton, Union and Columbus Ave tracks of the 3 rd and Kearny (#15) line, and starts two directional service on the Powell/Broadway section of the line which had previously been unidirectional. (This was to accommodate the Muni F line). The Recorder, 6-27-1914, p.8, has the text of an agreement between the City and URR, which is dated 6-16-1914. San Francisco Examiner, 8-29-1914, p.5 states that the cable and electric tracks on Stockton have been removed. Note: electric sections 78 and 97 are not shown as having closed during the changeover – this is treated as maintenance work while tracks were replaced. Additionally, cable section 8 is not shown as being affected by these works, as it had only operated as pull-out trackage since the Earthquake.
9-7-1914	text	URR commences service on the Richland Ave branch. San Francisco Examiner, 9-6-1914, p.43. Note: A ceremonial first car was run on the day before regular service commenced.
9-17-1914	text	Muni line H extended to 25 th St via 11 th , Division and Potrero Ave. Inside Muni, p.186
12-5-1914	text	Muni line H extended to Fort Mason. New electric trackage on Bay St and private ROW from Van Ness. Inside Muni, p.186. Check whether lines within Fort Mason should be redrawn.
12-29-1914	92, text	Muni line F commences operation. New electric trackage on Stockton from Market to Broadway, and from Columbus & Union via Columbus Ave, North Point, and Van Ness to Chestnut. Inside Muni, p.182.
1-5-1915	293, text	URR route #1 rerouted via 6 th Ave and Clement St to 33 rd , then along 33 rd to California. Trackage on California between 6 th and 7 th Ave abandoned, new trackage on 33 rd between Clement and California opened. San Francisco Examiner, 1-3-1915, p.32. White Front Cars, p.101.* states 9-5-1915 – this appears to be an error as it would involve shared use of the California St tracks for more than half a year. (*and numerous other secondary sources)
2-15-1915	text	Muni Line D extended in connection with the Panama-Pacific International Exposition. New electric trackage on Scott from Chestnut to Greenwich, and on Greenwich from Scott to Steiner, and on Steiner from Greenwich to Union. Inside Muni, p.178.
2-19-1915	801, 802	Muni line C commences operation. New electric trackage on 2 nd Ave and Cornwall St from Geary to California. Inside Muni, p.176, confirmed by San Francisco Chronicle, 2-18-1915, p.18.
3-28-1915	-	Muni line C outer terminal extended on California to 33 rd Ave. Inside Muni, p.176. San Francisco Examiner, 3-27-1915, p.3. Note that no break of service

		is recorded on California St by the map as tracks were relayed after the handover from URR to Muni, and breaks in service due to maintenance have not been considered.
mid 1915	62, 63, text	URR reroutes lines #16 and #29 off 4 th and Berry Sts and onto new trackage on 3 rd St between 4 th and Berry. This was done to allow for work on the 4 th St Bridge, and first involved an upgrade to the 3 rd St bridge to allow for streetcars to use it. This work started in May 1915: San Francisco Chronicle, 5-6-1915, p.8. states that 3 rd St bridge will be closed while the works are underway. Work on the 4 th St bridge commenced later in 1915 – The Recorder, 9-18-1915, p.7 notes the first claim for payment by the contractors, so it is assumed that the line had been rerouted by this time. Note that between 1931 and 1933 this change was temporarily reversed while the 3 rd St bridge (now the Lefty O’Doul bridge) was rebuilt.
12-21-1916	text	Muni line H extended from 25 th St to Cesar Chavez St (then Army St). Inside Muni, p.186
8-11-1917	995, text	Muni line J commences operation. New electric trackage on Church (and partly on ROW) from 30 th to 16 th St, and on Van Ness from Market to Hickory. Inside Muni, p.189. Note: at opening, line J ran to the Ferries via Van Ness and Geary rather than along Market.
2- 3-1918	text	Twin Peaks tunnel opened by Muni. New electric trackage from St Francis Circle to Castro St. Inside Muni, p.192.
5-4-1918	83, text	Muni line D is rerouted to the Presidio. Electric tracks are opened on Greenwich between Scott and Baker, and closed on Scott between Greenwich and Chestnut. Inside Muni, p.178. Muni abandons electric tracks on Baker St between Greenwich and Lombard. Inside Muni, p.180.
5-27-1918	text	URR commences service on Cesar Chavez St (then Army St) between 3 rd and San Bruno Ave. Source: San Francisco Examiner, 5-26-1918, p.25. Note that the (#30) line service commenced on 6-24-1918 after a second track on Army had been laid. Source: San Francisco Examiner, 6-23-1918, p.22.
6-1-1918	995	Muni reroutes line J along Market St to the Ferries. Inside Muni, p.189. Trackage on Van Ness Ave between Hickory and Market taken out of revenue service.
2-21-1919	-	Muni line K extended from St Francis Circle to Miramar Ave. Inside Muni, p.192. Note: no new trackage as URR already operated on Ocean Ave.
4-12-1919	text	Muni line L begins service as a shuttle between West Portal and 33rd Ave. New trackage between West Portal and 20 th Ave on Ulloa, 15 th Ave, and Taraval St. Inside Muni, p.195.
5-18-1919	text	Muni line K extended from Miramar Ave to Brighton & Grafton via Ocean Ave and Brighton. Inside Muni, p.192. New trackage on Brighton from Ocean to Grafton.
7-24-1919	80, 81	Muni reroutes line E onto Van Ness Ave between Laguna and Union. Electric trackage closed on Laguna and Franklin between Van Ness and Union, and reopened on Union between Van Ness and Franklin. San Francisco Examiner, 7-24-1919, p.8. Note: San Francisco Chronicle, 7-24-1919, p.10 states that the outbound service was changed on 7-23-1919, with the inbound tracks changing a day later.
1-14-1923	text	Muni line L extended on Taraval St from 33 rd Ave to 48 th Ave. Inside Muni, p.195.
2-7-1925	text	Land’s End section of MSR’s #1 line abandoned due to a landslide. Trackage from Clement St to 48 th Ave via 33 rd Ave and ROW abandoned. Townley

		Chronology. Trackage on 33 rd between Clement and California left in place but not used for revenue service
10-6-1925	text	Muni line M opens from St Francis Circle to Broad St & Plymouth Ave via ROW, 19 th Ave, Worcester, Orizaba and Broad. Inside Muni, p.198.
2-5-1927	text	MSR closes Parkside line. Townley Chronology. Track between Taraval St and Sloat Bvd on 33 rd Ave, Vicente St and 35 th Ave abandoned.
10-6-1927	160, 161	MSR closes Montgomery Street section of the Tenth and Montgomery line. Smallwood, p.144. Track on Washington between Kearny & Montgomery and on Montgomery from Washington to Post/Market abandoned.
10-21-1928	77, text	Muni line N opens from 48 th Ave & Judah St via Judah, 9 th Ave, Irving, Arguello, Carl, Sunset Tunnel, Duboce and Market to the Ferries. Inside Muni, p.201. New trackage on Judah, 9 th Ave, Sunset Tunnel, Duboce to Fillmore and between Church and Market. Note trackage on Irving, Arguello and Carl had previously been operated by MSR 1892-1897, and trackage on Duboce between Fillmore and Church (242) was already in use.
11-24-1928	text	MSR closes Bosworth St line. Townley Chronology. Track between Mission St and Elk St on Bosworth St abandoned.
11-17-1929	text	Pacific Ave cable service (Divisadero to Polk) withdrawn. Cable Car Chronology.
Late 1930	196, 992	MSR closes 10 th St line. Townley Chronology gives 1930. Electric trackage on 10 th St closes. Closure probably occurred between June and October 1930. San Francisco Recorder 6-14-1930, p.10 reports on negotiations between MSR and the City for the abandonment of the 10 th St between Market and Division (and the Howard St line). San Francisco Examiner, 10-11-1930, p.15 states that tracks had been removed for sewer construction and that MSR had subsequently applied to abandon the line from Market to Harrison.
11-25-1931	62, 63, text	MSR reroutes lines #16 and #29 via Berry and 4 th Sts (i.e. via the original route) to maintain service while the 3 rd St bridge is rebuilt. San Francisco Examiner, 11-26-1931, p.33 details the closure of the 3 rd St bridge at midnight the previous day – it is assumed that the rerouting at this time.
1932	101	MSR closes Mail Dock line. Townley Chronology. San Francisco Examiner, 12-20-1932, p.3 states that service on 1 st from Brannan to the Embarcadero ended “some months ago”.
5-14-1932	20, text	MSR closes the Hayes and Oak line. Townley Chronology. Electric trackage on Masonic Ave between Haight and Oak Sts closes
5-15-1932	text	MSR opens the 31 Balboa streetcar line. Smallwood, p.130. New trackage on Balboa from Divisadero St to 30 th Ave.
12-5-1932	text	Muni’s Line A closes. Inside Muni, p.174. Trackage on 10 th Ave between Geary and Fulton goes out of use.
12-7-1932	text	MSR closes the Divisadero St extension. Townley Chronology. Electric trackage on Divisadero between Sacramento and Jackson closes.
5-12-1933	62, 63, text	URR reroutes lines #16 and #29 off 4 th and Berry Sts and back onto 3 rd St with the completion of the new 3 rd St bridge. San Francisco Examiner, 5-13-1933, p.3.
1934	189, 191, 192,	MSR closes Post and Leavenworth line. Townley Chronology. Electric trackage closes on Post between Taylor and Leavenworth, on Post between Kearny and Montgomery, on Leavenworth between Post and McAllister, and on Polk between Hayes and Fell. Exact date of closure unknown. Smallwood (p.144) states 1932, however this is a reference to both this line and the portion along 10 th St to Bryant, which closed in late 1930.

6-15-1935	text	MSR closes the Fillmore and Valencia (#23) line, ending streetcar service on Gough St. Townley Chronology.
8-1-1935	4, 7, 102	MSR reroutes the #28 from 2nd and Bryant via 2nd, Folsom, Steuart, Howard and Embarcadero to Ferry. Townley Chronology. Electric trackage on Sterling, Harrison between 2 nd and Steuart, and Steuart between Harrison and Folsom closed.
8-1-1935	5, 9, 199, 201	MSR reroutes the #27 and #30 lines, closing tracks on 8 th St from Market to Brannan and on Brannan from 5 th to 8 th . Townley Chronology.
10-5-1935	8, 13, 16, 17, text	MSR's 18th & Park (#33) line closes (replaced by trolley bus using different route between Guerrero and 14 th) Townley Chronology. Electric trackage closed: Harrison St from 3 rd to 14 th ; 14 th St from Harrison to Mission; 18 th St from Guerrero to Castro; from Frederick St to Danvers St via Ashbury, Clayton, Market and 18 th ; Waller St from Stanyan to Clayton; and Clayton St from Waller to Frederick. Note that the portion of 18 th St between Castro and Danvers remained open for streetcar service – this section of track was used by the Castro St (#8) line during rush hours from the late 1920s (Smallwood, p.107). When the #8 line reopened in 1945 as a rush hour line after a one-year hiatus, it ran as far as Danvers St (San Francisco Examiner, 11-1-1945, p.30).
10-1-1936	190, 193, 194, 198, 990, 991	MSR closes the #34 line. Stindt, p.110. Townley Chronology gives 9-15-1936. The San Francisco Examiner, 9-11-1936, p.38 states that approval to close the line was given on 9-10-1936. Smallwood, p.132 states that 9-15-1936 was the date of expiry of the franchise and service was discontinued shortly afterward. Electric trackage closed on 6 th between Mission and Market and between Bryant and Brannan; on Taylor between Market and Post, and on Post between Taylor and Kearny. Note: (1) trackage on the balance of 6 th St remained open as it had been transferred to the #25 line on 8-1-1935 (Townley). (2) trackage on Bush and Sansome remained open as it was transferred to the #29 line on 9-15-1936 (Smallwood, p.129).
2-16-1937	409, text	MSR replaced streetcars with buses on the #25 line. Smallwood, p.127.
7-31-1937	text	MSR closes Visitacion Valley line. Townley Chronology. Trackage from Mission St to Sunnydale Ave via Geneva, Wallbridge, Schwerin, Macdonald and San Bruno Avenues closes.
9-15-1937	text	Muni line L extended from Taraval St to Wawona St via 46 th Ave, Vicente and 47 th Ave. Return via 46 th Ave. Inside Muni, p.195. Note: trackage on Taraval between 46 th and 48 th not used for regular services from this date, but remains in place.
12-26-1937	text	MSR truncates the #17 line to Wawona Ave & 19 th Ave. Townley Chronology. Note Smallwood, p.118 gives 12-29-1937
Late 1938	235, 236, 237	MSR (#42) line rerouted from 1st and Battery via 3rd, Kearny, Bush and Sansome to Chestnut. Townley Chronology. Trackage from Bush & Sansome to 1 st & Folsom via Sansome St and 1 st St closed. Precise date unknown. MSR (#29) line rerouted from Bush and Sansome to Kearny and Broadway – assumed that this occurred concurrently. The (#42) line must have been rerouted prior to the opening of East Bay Terminal on 15-1-1939 – the loop lines via Fremont, ROW (level with Minna St) and 1 st St were unidirectional. SF Examiner 7-6-1938 p.8. states that

		MSR's 1 st St franchise will be given up in connection with the new trackage arrangements for the East Bay Terminal, implying that this did not occur until mid year at the earliest.
1939-1941	505, text	MSR discontinues service along San Jose, Guerrero and 14 th between 29 th and Mission Sts. MSR discontinued the #26 line on 1-15-1939. Detailed replacement arrangements are listed in San Francisco Examiner, 1-11-1939, p.11, and involved part-time use of this stretch of track by the #10 line and a shuttle service at other times. By August 1941 traffic had reduced to a one car per day franchise holding operation – see San Francisco Examiner, 8-8-1941, p. 7. Note: Smallwood, p.128. states that the #26 line ended on 4-16-1938.
1-15-1939	72, 236, text	Key System trains begin operating over the Bay Bridge to the East Bay Terminal. Townley Chronology. New trackage from Oakland to the Terminal, and on Fremont, Minna and 1 st Sts for Muni and MSR cars. Note: trackage on 1 st from Market to Minna St had previously operated until some point in late 1938.
6-23-1940	text	MSR abandons the San Jose Ave branch of the #9 line (created on 1-15-1939 to take over part of the closed #26 line). Townley Chronology. Electric trackage closed on San Jose south of Monterey to Mission St.
6-23-1940	text	MSR truncates the Mission and Richmond (#24) line to Divisadero and Oak. Townley Chronology. Electric trackage on Oak and Page Sts between Divisadero and Fillmore abandoned.
6-25-1939	120, 121, text	MSR closes #19 9 th Polk Larkin line. Smallwood, p.120. Townley states that one car per day operated from Pacific to Market.
8-6-1939	text	Muni line M suspended. Inside Muni, p.198.
11-4-1939	300, 301	MSR closes Howard St section of #35 line. San Francisco Examiner, 10-30-1939, p.16. Note: Smallwood, p.132 gives 11-5-1939, Townley gives 12-5-1939. Note: service on Howard St south of 22 nd St continued to be provided by the #30 line.
1-28-1940	305, text	MSR closes the remainder of the #35 line. Townley Chronology
7-1-1940	302, 303, 409	MSR reroutes the Army St (#30) line to a new terminus at 26 th and Mission Sts. Smallwood, p.130. Electric trackage abandoned on South Van Ness Ave between 22 nd and 26 th Sts. Trackage on Bryant between 26 th and Precita reopened
4-5-1941	text	MSR ends service on Castro St cable line. Cable Car Chronology.
4-5-1941	text	MSR closes the remainder of the Divisadero St (#24) line and cuts northern terminus of (#22) Fillmore St line to Broadway St. Electric trackage on Fillmore from Broadway St to Marina Blvd (including counterbalance section) and on Divisadero St from Sacramento to O'Farrell taken out of service. Townley Chronology.
5-10-1941	232, 233, text	MSR closes First and Fifth Streets (#42*), Kearny and North Beach (#15), Third & Kearny (#16), Kearny and Broadway (#29) lines. Fillmore (#22) line – outer terminal cut back to 18th and 3rd Streets. (#20) line extended in rush hours from depot via 3rd and Kearny to Broadway. Townley Chronology. Electric trackage closes on Powell between Jefferson and Broadway, on Broadway between Powell and the Embarcadero, on Bush between Kearny and Sansome, on Sansome between Bush and Chestnut and on 3 rd from Townsend to San Bruno and San Bruno from Wilde to Sunnydale. Note: Smallwood gives 9-12-1941, however an article in the San Francisco

		Examiner 5-12-1941, p.4 refers to the new bus service and the extension of the #20 line. *At closure the #42 line did not run on either 1 st or 5 th streets.
5-11-1941	text	MSR closes Army St (now Cesar Chavez St) line (#30). Smallwood, p.130. Electric trackage on Cesar Chavez between 3 rd St and York St closes.
12-24-1941	text	MSR closes the 29 th St branch, Mission St to Noe St. Townley Chronology.
1942	120, 121, text	MSR reinstates car service on the 9 th Polk Larkin line. Townley Chronology. Exact date not known. Smallwood gives 7-15-1940 (streetcars reinstated with buses continuing), however an article in the San Francisco Examiner, 5-28-1942, p.3 mentions the #19 line as one of several that may see renewed streetcar service on <i>abandoned tracks</i> due to wartime rubber shortages (which affected the buses that had replaced streetcars). San Francisco Examiner, 5-2-1941, p.15 discusses proposed changes to bus loading arrangements on Polk St.
2-15-1942	1, 3, 4, 5, 6, 9	MSR closes the Sacramento-Clay cable line. Cable Car Chronology.
4-15-1942	23, 42, 44, 505, text	MSR closes the #10 line. Townley Chronology. Electric trackage closes on Monterey Bvd between Genesee and Diamond, on Diamond between Monterey and Chenery, on Chenery between Diamond and 30 th , on 30 th between Chenery and San Jose, on San Jose between 30 th and 29 th , and on 29 th between San Jose and Valencia. Note: Smallwood, p.111 gives 1-28-1940. No primary sources have been found, however two photographs showing streetcars on Monterey Bvd dated 1941 and 1942 respectively, are shown on https://sunnysidehistory.org/2019/02/07/monterey-and-detroit-1942-and-today/ .
9-8-1942	409, text	MSR reinstates streetcar service on the #25 line, which is extended to Arleta Ave using track of the 16/29 line which had closed in 1941. Townley Chronology.
12-2-1942	text	MSR reinstates service on Army (Cesar Chavez) St between 3 rd St and Mission & 26 th Sts. San Francisco Examiner, 12-2-1942, p.10. Note: Townley gives 12-7-1942.
3-21-1943	text	MSR reinstates streetcar service on the old #15 line from Kearny to Jefferson via Broadway & Powell. San Francisco Examiner, 3-10-1943, p.3. Note: Townley Chronology gives 3-22-1943 and states that part of the old #16 line from Kearny to Davis via Broadway was reopened at the same time. The newspaper article does not mention this additional extension.
5-15-1943	text	MSR reinstates streetcar service on 3 rd St from Townsend to Mariposa. Townley Chronology. New trackage is established on Mariposa from 3 rd to Illinois and on Illinois from Mariposa to 19 th St.
5-17-1943	text	MSR reinstates the #26 line over part of its former route. Townley Chronology, confirmed by San Francisco Examiner, 5-12-1943, p.17. Electric trackage reopens on San Jose Ave from Mission St, Daly City to Ocean Ave. Note: Smallwood, p.128 gives 9-23-1944
1944	text	Service on Cesar Chavez (Army) St between 3 rd and Potrero Ave withdrawn. Exact date unknown. Townley Chronology.
12-16-1944	46, text	Muni withdraws the former MSR #8 Castro line. Townley Chronology. Trackage abandoned on Castro between Market and 18 th .
12-17-1944	text	Muni line M reopened. Inside Muni, p.198.
1944-1945	121	Muni curtails former MSR #19 line to Hayes St. Smallwood, p.120. Smallwood, p.120 states that this occurred after Muni took over operations

		on 9-29-1944. Later writers including Stindt, p.99 state that this occurred on the day of the merger. I have not located any primary sources for this change. Electric tracks on 9 th St and on Larkin between Market & Hayes abandoned.
2-3-1945	text	Muni closes the former MSR #26 line, which had partially reopened in May 1943. Townley Chronology.
2-3-1945	250	Muni reroutes the former MSR #25 line off 5 th St. Townley Chronology. Trackage on 5 th between Market and Mission closes.
2-4-1945	500, 505	Muni reroutes the former MSR #9 line off Valencia St at 14 th St. Townley Chronology. Trackage on Valencia between Market and 14 th closes, and trackage on 14 th between Valencia and Mission reopens.
2-4-1945	45	Muni reroutes the former MSR #17 line off Market St at 12 th , and along Mission St to the Ferries. Townley Chronology. New track bought into passenger service on 12 th between Market and Mission. Note that this stretch of track had previously been non-revenue.
9-29-1945	120, text	Muni closes the remainder of the MSR #19 line. Smallwood, p.120. Electric trackage abandoned on Larkin, Post and Polk Sts. Note: Townley gives 9-22-1945.
10-27-1945	3, 55, 239, 401, 404, 405, 408	Muni closes the former MSR #36 line. Note: Townley Chronology gives 10-28-1945 however San Francisco Examiner, 10-26-1945 (a Friday), p.3 states that changes will be effective Sunday (10-28), meaning the last day of service was 10-27. Smallwood and Chronological History of Routes by Lines both give 1-28-1945 as the first day of motor coach service.
11-5-1945	46, text	Muni reopens the former MSR #8 line as a peak hour service. Electric trackage reopened from Market to 18 th on Castro and from Castro to Danvers on 18 th . San Francisco Examiner, 11-1-1945, p.30.
12-22-1945	45, text	Muni closes the former MSR #17 line. Townley Chronology. Electric trackage abandoned on 20 th Ave between Lincoln and Wawona, on Wawona between 19 th and 20 th Aves, and on 12 th St between Market and Mission.
1-27-1946	21, 138, 139, 140, 145	Muni truncates the former MSR #20 line to Divisadero and Ellis Sts. Smallwood, p.121. Electric trackage closed on Divisadero St between Ellis and Page, on both Page and Oak Sts between Stanyan and Divisadero, and on Stanyan St between Ellis and Page.
3-27-1946	44, text	Muni reopens trackage on 29 th St between Noe St and Mission St, while the J Church line is temporarily closed due to sewer works. Townley Chronology.
7-28-1946	501, 505	Muni reroutes the former MSR #40 line from Valencia St to Mission St. Townley Chronology. Electric trackage closes on Valencia between Mission and 14 th , and 14 th between Valencia and Mission. Note: The #9 route was rerouted away from this stretch of track on 3-27-1946, however the #40 line was rerouted onto it on 2-4-1945 (after using Mission St since 1903), so service was continuous until this date.
10-7-1946	52, 53, 56, 61, text	Muni closes the former MSR Third and Kearny line (renumbered #16). Electric trackage closes on Powell St from Jefferson to Broadway, on Broadway from Powell to Kearny, on Kearny St from Broadway to Market, on 3 rd St from Market to Brannan, on 3 rd St from Townsend to Mariposa, on 19 th St from 3 rd to Illinois, and on Illinois St from Mariposa to 19 th .
11-10-1946	44, text	Muni closes trackage on 29 th St between Noe St and Mission St, while the J Church line resumes normal service due to the completion of sewer works.

		Townley Chronology.
12-15-1946	504, text	Muni closes the former MSR (#9) branch on Cortland Ave, and truncates the MSR (#9) Richland Ave branch to Richland and Leese. Townley Chronology.
2-23-1947	text	Muni truncates the former MSR (#7) line to 47 th Ave. Townley Chronology.
3-9-1947	229, 230, 231,	Muni line E cut back east of Powell and Union. Electric tracks on Union St between Powell and Columbus, on Columbus Ave between Stockton and Washington, on Washington and Jackson Sts between Columbus Ave and Embarcadero, and on the Embarcadero between Jackson and Market closed. Townley Chronology.
3-21-1947	504	Muni extends the terminus of the for MSR #9 line from Leese St to Murray St. Townley Chronology. Note: Smallwood gives 5-21-1947 – I have not located any primary sources to support either date.
4-20-1947	84, text	Muni further truncates streetcar service on line E to Van Ness Ave. Electric tracks closed from Van Ness to Powell via Vallejo, Larkin and Union. Inside Muni, p.180.
6-8-1947	82, text	The remainder of Muni line E closes. Electric tracks closed from Greenwich to Van Ness via Baker and Union. Inside Muni, p.180.
6-30-1947	text	Muni truncates service on line H from Arleta Ave to Wilde St. Inside Muni, p.186. Note: This section of track had been operated by the #25 line until 1946.
9-27-1947	130, 134, 135, 141	Muni closes the former MSR Ellis & O'Farrell (#20) line, except for the portion south of Market St which had been taken over by Muni's F line on 9-8-1947. Smallwood, p.121. Electric trackage closes on Ellis St from Divisadero to Market, on Divisadero St from Ellis to O'Farrell, on O'Farrell St from Divisadero to Hyde and on Hyde St from Ellis to O'Farrell.
1-15-1948	text	Muni truncates the northern terminus of line H to Van Ness Ave and Bay St. Inside Muni, p.186. Electric trackage closed on private ROW and on Bay St to Van Ness.
6-5-1948	text	Muni closes the former MSR McAllister (#5) line. Smallwood, p.105. Electric trackage closed on Fulton St, ROW and McAllister St from La Playa St to Market St
6-5-1948	143, 803, text	Muni closes the former MSR Hayes (#21) line. Smallwood, p.122. Electric trackage closed on Hayes St between Stanyan and Market; on Stanyan St between Hayes and Fulton, and on 8 th Ave between Fulton and Clement.
7-3-1948	text	Muni closes the former MSR #6 and #7 lines. Smallwood, pp. 105-106. Electric trackage closed on Haight St from Market to Stanyan, on Stanyan from Haight to Parnassus, on Frederick St and Lincoln Way from Stanyan to La Playa, on La Playa from Lincoln to Balboa, on Parnassus and Judah from Stanyan to 9 th Ave, and on 9 th Ave from Judah to Pachero.
7-31-1948	142, 195, 804, text	Muni closes the former MSR #4, #22, #25 lines, and truncates the former MSR #3 line to Sutter & Fillmore Sts. Smallwood, pp.104, 122, 127. Electric trackage closed on 6 th Ave between Fulton and Clement, and between California and Lake; on Lake, Arguello & Sacramento between 6 th Ave and Fillmore, on Jackson between Presidio and Fillmore, on Presidio between Jackson and California, on Fillmore between Jackson and Duboce, on 16 th St between Church and Kansas, on Kansas between 16 th and 17 th , on 17 th between Kansas and Connecticut, on Connecticut between 17 th and 18 th , on 18 th between Connecticut and 3 rd St, on Bryant between 26 th and Army, on Army between Bryant and Potrero Ave, and on 6 th St between Bryant and Mission.
8-13-1948	202,	Muni closes the former MSR #27 line. Smallwood, p.128. Electric trackage

	402, 403	closed on 26 th between Mission and Bryant, and on Bryant between 26 th and 2 nd .
11-1-1948	text	Muni ends Sunday and holiday service on the former MSR #12 line. Townley Chronology. Electric trackage closed on Sloat Bvd between Junipero Serra Bvd and 48 th Ave.
1-15-1949	51, 54, 502, 503, 504, text	Muni closes the former MSR #9, #11, #14 and #40 lines. Smallwood, pp. 108, 112, 114, 134, Electric trackage closed on Mission between the Embarcadero and Daly City, on the Embarcadero between Market and Mission, on Richland Ave between Murray and Mission and on Leese St between Mission and Richland. Note: January 15, 1949 was the last full day of regular service – the last streetcar left San Mateo early in the morning of January 16. (San Francisco Examiner, 1-16-1949, p.3)
2-12-1949	text	Muni truncates the former MSR #2 line to 45 th Ave. Smallwood, p.102. Electric trackage closed on ROW, 48 th Ave and Geary Bvd to 45 th St.
3-21-1949	70	Streetcar service on Market between Embarcadero and Fremont St ended. Callwell Chronology
6-27-1949	46, text	Muni reroutes the former MSR #8 line to West Portal and Ulloa St, to allow for trackwork at Market and Castro. Smallwood, p.107. Electric trackage abandoned on Castro between Market and 18 th , and on 18 th between Castro and Danvers.
7-2-1949	132, 136, 137, 140, text	Muni closes the former MSR #1, #2, #3 and #31 lines. Smallwood, pp.101-104, 130. Electric trackage closed on Geary Bvd between 33 rd and 45 th , on 33 rd between Geary and Clement, on Clement between 33 rd and Arguello, on Arguello between Clement and Euclid, and between Balboa and Turk, on Euclid between Arguello and Parker, on Parker between Euclid and California, on 6 th Ave between Clement and California, on California between 6 th Ave and Presidio, on Presidio Ave between California and Sutter, on Sutter St between Presidio and Market, on Balboa St between 30 th Ave and Arguello, on Turk St between Arguello and Mason, on Eddy St between Divisadero and Market, on Divisadero St between Turk and Eddy, and on Mason St between Turk and Eddy.
7-2-1949	text	Muni truncates line H to Potrero Ave and Cesar Chavez (Army) St. Electric trackage closed on San Bruno Ave between Cesar Chavez and Dwight Sts. Note: Townley gives 7-3-1949 however this refers to the first day after this change. San Francisco Examiner, 7-3-1949, p.6 makes it clear that this occurred on the same day as a raft of other transit changes, including those noted immediately above.
9-24-1949	801, text	Muni truncates line C to 2 nd Ave and Cornwall St. San Francisco Examiner, 9-25-1949, p.16.
12-11-1949	94, 96, 240	Muni truncates line F to the SP Depot. Electric trackage closed on 2 nd from Market to Brannan, on Brannan from 2 nd to 3 rd and on 3 rd from Brannan to Townsend. San Francisco Examiner, 12-10-1949, p.7. Note: this stretch of track had previously been MSR line #41, but had been added to line F on 1-17-1949 (Townsend). Note: article says that this change applied to peak hour services, however line #41 had never operated outside peak hours.
3-18-1950	text	Muni closes line D and line H. Inside Muni, pp. 178, 186. Electric trackage closed on ROW within the Presidio, on Greenwich St between Lyon and Steiner, on Steiner St between Greenwich and Union, on Union between Steiner and Van Ness, on Van Ness Ave between Chestnut and Market, on 11 th St between Market and Division, on Division St between 11 th and Potrero, and on Potrero Ave between Division and Cesar Chavez (Army) St.

1-19-1951	91, 92, 93, 97, 993, text	Muni closes line F. Inside Muni, p.182. Electric trackage closes on Chestnut from Scott to Van Ness, on Van Ness Ave from Chestnut to North Point, on North Point St from Van Ness to Columbus, on Columbus Ave from North Point to Stockton, on Stockton St from Columbus to Market, on 4 th St from Market to Townsend and on Townsend from 4 th to 3 rd . Note: Townley gives 1-20-1951 however San Francisco Examiner, 1-20-1951, p.3 states that streetcar service ended on 1-19, with buses operating on 1-20 before a change to trolleybus operation on 1-21.
5-18-1952	text	Muni line K rerouted to terminate at Ocean Ave & Frida Kahlo Way (then Phelan St). Inside Muni, p.192. Trackage on Brighton from Ocean to Grafton abandoned. Note: Townley gives 8-15-1951 as the last day of operation on the Brighton branch, with all day operation having ceased on 5-18-1951.
2-6-1954	text	Cal Cable's (by this time Muni's) Jones Street Shuttle is discontinued. Cable Car Chronology
5-16-1954	text	Cal Cable's (by this time Muni's) California Street line is cut back from Presidio Avenue to Van Ness Avenue, and the O'Farrell, Jones and Hyde line ceases running. Cable Car Chronology
9-1-1956	text	Cal Cable's (by this time Muni's) Washington-Jackson line is discontinued. Cable Car Chronology
12-29-1956	802, text	Muni closes lines B and C. Inside Muni, pp.174, 176. Electric trackage closes on Cabrillo St from the Pacific Ocean to 45 th , on 45 th Ave from Cabrillo to Balboa, on Balboa St from 45 th to 33 rd , on 33 rd Ave from Balboa to Geary, on Geary St/Bvd from 33 rd Ave to Market, and on 2 nd Ave from Cornwall to Geary. Note: Townley gives 12-30-1956 however the San Francisco Examiner, 12-29-1956 confirms 12-29 as the last day of operation.
4-19-1958	text	Key System trains cease operating over the Bay Bridge to the East Bay Terminal. Callwell Chronology. Note that the last train operated over the bridge just after 3 a.m. on 4-20. (San Francisco Examiner, 4-20-1958, p.17).
12-2-1972	74	Streetcar service on Market between Church and Duboce suspended as cars are rerouted to allow for construction of the Market St subway. Inside Muni, p.189.
12-3-1972	text	Streetcar service on Church between Market and Duboce commences as cars are rerouted to allow for construction of the Market St subway. Inside Muni, p.189.
4-23-1979	text	Muni K line extended along Ocean Ave. from Frida Kahlo Way (then Phelan St) to Balboa Park BART station. Inside Muni, p.192.
2-18-1980	text	Regular Muni service began on the Market St subway from Duboce Ave to Embarcadero (Spear St!). Inside Muni, p.201.
6-11-1980	text	Regular Muni service began on the Market St subway from Castro St to Duboce Ave. Inside Muni, p.192.
8-30-1980	text	Muni's M line is extended from Plymouth Ave to Geneva Ave via Broad St and San Jose Ave. Inside Muni, p.198.
11-19-1982	71, 72, 73, 75, 236	Regular above ground service on Market St ends, with all services provided on the Market St subway from 11-20-1982. Callwell Chronology. However, intermittent above ground services continue with historic street cars until 1995.
6-19-1993	41, 42, text	Muni's J line is extended from Church St along 30 th and San Jose Ave to Ocean Ave. Callwell Chronology. Note that the extension had been used for pull-ins and pull-outs from 8-31-1991.
9-1-1995	71,	Muni's F line opens from Market and Castro to the Transbay Terminal,

	72, 73, 74, 75, 236	operating historic streetcars. Callwell Chronology.
1-10-1998	102, 238 text	Muni's E line opens from Embarcadero to 4 th St via tunnel to Folsom St, Embarcadero and King St. San Francisco Examiner, 1-9-1998, p.A-12. Subsequently replaced by the extension of the N line.
3-4-2000	70, 72, 231, 236, text	Muni's F line is extended from Fremont St to Fisherman's Wharf via Market St and the Embarcadero, and service from Market St to the Transbay Terminal ends. San Francisco Examiner, 3-5-2000, p.D-1.
1-13-2007	text	Muni's T line opens, with electric trackage on 3 rd St and Bayshore Blvd. between King St and Raymond Ave re-entering service. San Francisco Examiner, 1-13-2007, p.5.
8-1-2015	54, 55, 103	Muni's E line opens, operating historic streetcars from King St to Fisherman's Wharf via King St and Embarcadero. San Francisco Examiner, 7-16-2015, p.A-4. New above ground tracks between Market St and Folsom Sts enter service.