

Chronology of San Francisco Street Railway Operations

References

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- David Rumsey Historical Map Collection – individual maps cited.
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- Chronological History of Routes by Lines, San Francisco Municipal Railway Schedule and Traffic Department, June 30, 1972.
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Explanatory Notes

US dating convention (month/day/year) is used for date abbreviation. Please excuse any mistakes made by the author in this regard, as he is used to day/month/year.

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 are known to be different. 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).

Services conducted 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.

Temporary operations have not been considered. For instance, in the wake the Earthquake of 1906 the URR operated an electric service on Post St between Larkin and Leavenworth from early July as part of a temporary loop service – these tracks have not been depicted. By contrast, the electric service on Castro St between 18th and 20th Sts is shown, as when it was established in May 1906 there was every chance that this would be the permanent arrangement.

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. I have attempted to confirm all dates in secondary sources with original newspaper reports – where only a secondary source is provided, I have not been about to locate contemporary corroborating material. In checking secondary sources against digital newspaper databases, I have found that newspapers generally tend not to report the closure or withdrawal of services as diligently as they did the opening of new lines.

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
7-13-1860	2	MSR opened a steam line from 3rd St (Montgomery) along Market and Valencia to Center (16 th) St. Daily Alta California, 7-14-1860, p.1. The first test run on the line was conducted on 7-2-1860, with a formal opening on 7-4-1860, prior to the commencement of regular services. Note: Rice & Echeverria, Octopus, p.8 give 7-15-1860 for the commencement of regular services.
7-13-1860	text text	Hayes Valley branch of MSR opened. Market to Grove via Hayes and Laguna. An advertisement in Daily Alta California, 7-3-1860, p.2 detailing arrangement for the formal inauguration of the MSR, states that “There will also be a car at the junction of Market and Hayes streets, running into Hayes’ Valley, for the use of persons wishing to visit the same on that day”. Additionally, an advertisement for Hayes Park, Daily Alta California, 7-15-1860, p.4, states that “cars will convey passengers ... from the city to the Park direct”. Note: Rice & Echeverria, Steam, p.13 give 10-15-1860, and state that steam was used on Sundays and holidays, with horsepower used at other times, as the population of the Hayes Valley at that time was five persons.
10-6-1860	1	MSR main line extended from Montgomery/3 rd Sts to Drumm/California Sts. Advertisement in Daily Alta California, 10-6-1860, p.2. Note: Rice & Echeverria, Steam, p.12 give 10-15-1860.
Late January 1861	3	MSR Market/Valencia line extended from 16th to 18th St. Daily Alta California, 1-22-1861, p.1 states that the MSR is soon to be completed to the Willows (a pleasure garden located at 18th St).
12-22-1862	2, 3, 4, 5, 6, 83	The Omnibus RR opens its first line. An advertisement in the Daily Alta California, 12-24-1862 states that cars will run from the intersection of Montgomery and Washington Sts to the terminus on 3 rd St. Daily Alta California, 12-23-1862 states that “a few of the cars of on the city road (of the Omnibus Railway) got to running yesterday”. Langley’s 1863 Guide gives the following routes:

		<p>Line 1 – Powell & Union to Stockton, along Stockton to Jackson & Washington, along both these streets to Montgomery and Sansome, through these streets to 2nd, then to Howard, 3rd and Townsend. Note that the Montgomery St trackage opened on 8-24-1863, and the line did not extend to Union St at opening (see below).</p> <p>Line 2 – Montgomery & Washington, through Montgomery to 2nd, thence to Howard, Center (16th) and Mission Dolores. (i.e. to Dolores St) – opening: see below.</p> <p>A branch from Market through 3rd to Howard – opening: see below.</p>
1-10-1863	10, text	<p>Omnibus trackage on Howard and Center (16th) Sts opened. An advertisement in the Daily Alta California, 1-9-1863 states that on and after 1-10-1863 cars will run from the intersection of Washington and Sansome Sts to the Mission Dolores. This was the same day as the opening of the World’s first underground railway in London. Note: Rice & Echeverria, Steam, p13 gives 1-13-1863</p>
1-31-1863	20, 23	<p>North Beach & Mission RR opened from the corner of Montgomery and California Sts to 4th and Folsom Sts, via California, Battery, 1st and Folsom Sts. Advertisement in Daily Alta California, 1-30-1863, and subsequently. Note that the advertisement also lists a service extending up Battery St to Vallejo St. This advertisement is the only reference I have found to this service, which is not listed in a summary of San Francisco streetcar routes in the Daily Alta California, 6-30-1863, and I have not included it within the scope of this Chronology and map.</p>
4-12-1863	7, 8, 9, 17, 18, 49, 72, 74, 84, 107, 118	<p>Omnibus RR extended to North Beach. Daily Alta California, 4-12-1863, p.1. Note the terminus is described as “the foot of Powell St” – note that the natural shoreline intersects Powell St between Francisco and Bay Sts. Note that Langley’s Guide until 1865 gives the terminus of this line as Powell and Union, after which it is given as Francisco St. Conversely, Daily Alta California, 6-30-1863 gives a description of both the Omnibus and North Beach & Mission RR’s lines to North Beach. The description of the Omnibus trackage implies a terminus north of Union St: “though Third, Howard, ..., Union and Powell streets to North Beach”, while the NB&M terminus is given as Powell and Union. On balance I have listed the stretch of Powell St between Union and Francisco as opening on this day.</p> <p>Note: it is assumed that trackage on Washington St west of Montgomery, and Jackson St west of Sansome opened at this time, given the absence of evidence to the contrary. Note that Daily Alta California, 3-29-1864, p.1 has a report mentioning ORR’s desire to change its route from Jackson through Dupont St (Grant Ave), however the article of 6-30-1863 does not mention ORR using Dupont St.</p>
4-17-1863	13, 15, 16, 103, 108	<p>North Beach and Mission RR opens its line from Union St to Harrison St via Powell, Broadway, Dupont (now Grant Ave), Pacific, Kearny, Geary, Stockton and 4th St. Daily Alta California, 4-17-1863, describes the route. Note that Arnold’s 1913 map shows the northern part of the route as Powell – Broadway – Kearny, and the southern terminus as Brannan St.</p>
8-16-1863	24	<p>Omnibus RR opens track on 3rd St from Market to Howard. Daily Alta California, 8-16-1863, p.3 has an advertisement with the timetable for cars to Mission Dolores. Two routes are mentioned, one originating at Washington and Sansome Sts and one at Market and 3rd. Note that an article outlining the routes of all horsecar companies in the Daily Alta</p>

		California, 6-30-1863 does not mention this trackage, so it is reasonable to assume that it opened on this date.
8-23-1863	62, 64, 90	Omnibus RR Jackson St to 2 nd St via Market and Montgomery opened. Daily Alta California, 8-24-1863, p.1. Note: Rice & Echeverria, Octopus, pp. 9, 417 gives 8-16-1863 however Daily Alta California, 8-19-1863, p.1 states that cars will be running down Montgomery St "by the middle of next week".
9-1-1863	14, 25, 26, 27, 28, 29, 102, text	First stage of the Central RR opened. Daily Alta California, 8-31-1863. Route: 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.
11-1-1863	86, text	North Beach & Mission RR opens its Folsom St line as far as 23 rd St. Daily Alta California 11-1-1863 states that NB&M RR "have extended their road half a mile south of Mission Creek to within 20 feet of the present terminus of the San Jose Railroad". Note: Mission Creek crossed Folsom St about halfway between 17 th and 18 th Sts and the original railroad line to San Francisco (closed in 1942) intersected Folsom St at 23 rd .
11-22-1863	111, text	Central RR Lone Mountain line second stage opened. Advertisement in Daily Alta California, 11-21-1863, p.2. (a Saturday) states that from Sunday the 22 nd cars will run to the corner of Turk and Fillmore Sts. New horse trackage from Geary St to Fillmore St via Taylor and Turk.
12-27-1863	114	Central RR Lone Mountain line third stage opened. Daily Alta California, 12-27-1863, p.1. New horse trackage on Fillmore St from Turk to Post.
1863-1864	95	North Beach & Mission 4 th St line extended from Harrison to Brannan St. Reports at the opening of the line and until June 1863 have the line terminating at Harrison St, while Langley's 1864 Guide has the terminus at Brannan St.
1864-1867	64	North Beach & Mission RR's 4 th St line extended from Brannan St to Townsend St. Langley's 1864 Guide has the terminus at Brannan St, while the 1867 Guide has it at Townsend St
2-19-1864	78	Central RR Lone Mountain line completed. Daily Alta California, 2-19-1864, p.2. New horse trackage on Post St from Fillmore to Presidio.
4-30-1864	30, 31, text	Central RR's 6 th and Brannan Sts branch opened. Daily Alta California, 4-27-1864, p.1. New horse trackage from Turk St to 9 th St via Taylor, 6 th and Brannan. The terminus is given as the Brannan St bridge, which was located at 9 th St. Note: Rice & Echeverria, Octopus, p.417 gives this date for the opening of Central RR's Lone Mountain branch.
7-24-1864	92	North Beach & Mission RR opened a branch on 18 th St from Folsom St to Mission St. Advertisement in Daily Alta California, 7-23-1864, p.2 states that NB&M cars will run direct to the "Willows" as of 7-24. Arnold's map shows branch from 18th & Mission to 18th and Folsom. Rice & Echeverria, Steam, p.15 gives Fall 1864.
1865	63	Omnibus RR extends its 3 rd St line from Townsend St to King St. Exact date unknown. Langley's 1865 guides gives this terminus while the 1864 guide gives Townsend St. Confirmed by a summary of horsecar lines in the city published in the Daily Alta California, 2-23-1866 (the southern terminus is described as "down Third to the bay").

Early 1865	4	MSR Valencia St line extended from 18th to 25th St. Daily Alta California, 1-30-1865, p.1 describes the progress of the work to extend the line. Note: Rice & Echeverria, Steam, p.15 give 1-30-1865 as the date of the extension.
5-28-1865	101	North Beach & Mission RR opens trackage on California St between Kearny and Montgomery. An advertisement in Daily Alta California, 5-27-1865, p.2 states that cars of the Folsom and First street Line will start from the Plaza (Portsmouth Square) on and after 5-28. Previously the terminus of this line had been Montgomery and California.
1866-1873	text	Omnibus RR extends its North Beach line from Francisco St to Bay St. The 1865 Langley's Guide gives the northern terminus of this line as Francisco St, and between 1865 and 1873 it is referred to as "the foot of Powell". After 1873 Langley's Guides refer to the terminus as Bay St. An article in Daily Alta California, 2-23-1866, p.1, describing all the streetcar lines in the city, gives Francisco St as the northern terminus, so the extension most probably occurred after this date.
Early 1866	85	Central RR opens trackage on Jackson St from Sansome to Davis. A description of an accident in Daily Alta California, 7-11-1866, p.1 describes a Central RR car being driven down Jackson St near Davis. Previous descriptions of the Central RR's trackage - including on 2-23-1866 - only mention tracks on Washington.
5-1-1866	32, 37, 40, 80	Front St Mission & Ocean (later Sutter St) RR opened line from Sutter & Sansome to Broadway & Polk via Sutter and Polk. Route: various Langley Guides, opening date Langley (1877) confirmed by San Francisco Examiner, 5-2-1866, p.3.
12-25-1866	38, 75	Sutter St RR opened line from Sutter & Sansome to Broadway & Davis via Battery and Broadway. Advertisement in Daily Alta California, 12-25-1866, p.2. states that "The Sutter Street Railroad being now completed to its terminus at the crossing of Broadway and Davis, the cars will make their regular trips on and after the 25 th of December". Note: a short stretch of Market St was used to connect Sutter and Battery Sts. Route: Rice & Echeverria, Sutter, confirmed by Langley (1867). Note: the section on Battery between Market and California (23) was already operating, having been opened by North Beach & Mission RR in January 1863 Note: Rice & Echeverria, Sutter, give 12-1-1866 as the opening date of this extension. A brief article in Daily Alta California 12-1-1866, p.1 states that (the Sutter RR) "have completed the connection from Battery street to Davis, and will run over the route tomorrow", so the sources are somewhat contradictory.
1867	69, 70	North Beach & Mission North Beach line 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, which partly used the pre-existing tracks of the Omnibus RR over Powell St. An article in Daily Alta California, 2-23-1866, p.1, describing all the streetcar lines in the city, gives the original terminus - Powell and Union - so this extension must have occurred after that date.
3-5-1867	1, 35,	MSR steam service (Market/Valencia and Hayes Valley lines) ended. Replaced by horse traction the next day (already in use part-time on the

	89, 116, 1, 2, 3, 4, text	Hayes Valley line). Advertisement in Daily Alta California, 3-6-1867, p.2. Note that the termini listed for the horse service are Battery St and 25 th St, whereas the steam service terminated at California St (Rice & Echeverria, Steam, p.12). An advertisement in Daily Alta California, 7-12-1868, p.6, confirms the Battery St terminus (it lists it as 1 st St).
1867-1868	116	MSR truncates the southern terminus of its Market/Valencia St service from 25th to 24th St. An advertisement in Daily Alta California, 3-6-1867, p.2. lists the southern terminus as 25th St, while an advertisement in Daily Alta California, 7-12-1868, p.6, gives 24th St.
1868-1870	116, 117	MSR extends the southern terminus of its Market/Valencia St service from 24 th St to 26 th St. Langley's guides after 1870 give the terminus as 26 th St
1868 - 1875	115	MSR Market St line terminus extended from Battery St to the Embarcadero (then East St). The date of this extension is not known, but is assumed to be post July 1868 (when an advertisement gives the terminus as 1 st St) and prior to the opening of the Oakland Ferry building at its current location in September 1875 (as the Callwell Chronology states that MSR operated to the foot of Market prior to the opening of the ferry building). Note that later Langley guides and maps as late as the 1881 Bancroft show the terminus at around Drumm St. It is worth noting that references to "The Waterfront" in contemporary sources may have had a variable meaning in terms of where streetcar lines ended due to ongoing land reclamation.
1867-1870	27, 28, 102, 110	Central RR reroutes its main line off Dupont St (now Grant Ave) and onto Kearny St. Langley's 1867 gives this part of the route as Bush – Dupont – Post while the 1870 Guide gives Bush – Kearny – Post. New trackage on Post St between Grant Ave and Kearny (110), while some trackage on Bush (27) and Grant Ave (28, 102) is abandoned. Note: trackage on Kearny St (15) previously opened by the North Beach and Mission RR.
5-5-1867	57, 60, text	Potrero and Bayview RR opens the first stage of its line. There is an account of the formal opening of the line in the Daily Alta California, 5-5-1867 which states that it occurred on 5-4-1867, while an advertisement in San Francisco Chronicle, 5-6-1867, p.2 announces the opening date as 5-5-1867. 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). Rice & Echeverria (Octopus p.11) state that at opening the city end of the franchise was not built and a transfer arrangement with the NB & M allowed travel into the city. Note that the advertisement states that cars will run as far as Berry St while the account of the formal opening states that the northern terminus was Townsend St – therefore the NB&M must have extended its service southward from Brannan to meet the P&BV cars. The southern terminus is given in the article as "the easterly side of the hill which forms the backbone of the southern end of the Potrero" – this is a point roughly level with 22 nd and 23 rd Sts. Note: Rice & Echeverria p. 417 give the opening date of the whole line as 5-16-1867.

8-15-1867	text	Potrero and Bay View RR opens the second stage of its line. Daily Alta California, 8-16-1867, p.1 has an account of the formal opening of the extension the previous day. Note that while an advertisement in the San Francisco Examiner, 8-6-1867, p.2. states that the extension is open, an article in the Daily Alta California, 8-12-1867, p.1 states that it is to open in the next few days.
9-29-1867	104	Omnibus RR opens its Mail Dock line. From 3 rd & Brannan to Pacific Mail Dock via Brannan & 1st. Advertisement in the San Francisco Examiner, 9-28-1867, p.2. gives the opening date as 9-29-1867, as does a short article on p.3. Route - Langley 1870. Note: opening date given by Rice & Echeverria, Octopus, p.417, is 1869.
6-28-1868	21	Omnibus RR Howard St (South Van Ness) line extended from 16 th to 22 nd St. Advertisement in Daily Alta California, 6-28-1868, p.2.
Late 1868	11, 12	Omnibus RR Howard St line extended from 22 nd to 25 th St. Route & date, Langley, 1868, confirmed by advertisement in San Francisco Examiner, 11-25-1868, p.2.
12-10-1868	41, text	Sutter St RR opens Pacific Ave horse line from Polk to Pierce. Source: Rice & Echeverria, Sutter. The line was cut back to Fillmore St by 1873.
1-6-1869	85, 97, 109, text	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, confirmed by advertisement in Daily Alta California, 1-7-1869, p.4. Note: full service commenced in March.
Late June – early July 1869	33, 50	City RR Mission St line opened from the corner of New Montgomery and Market via New Montgomery and Mission to 14 th St. Daily Alta California, 7-3-1869, p.1 states that the line has <i>just</i> been opened and cars <i>only</i> run as far as 14 th St. (my italics)
7-4-1869	91	City RR Mission St line extended from 14 th St to 17 th St. Daily Alta California, 7-3-1869, p.1 (the same article as for the entry immediately above) states that after 7-4-1869 cars will commence their regular trips. An article in Daily Alta California, 1-7-1870 refers to the City RR as “running on New Montgomery and Mission streets to Seventeenth street”.
Early 1870	96	City RR Mission St line extended from 17 th St to 24 th St. Langley’s 1870 Guide gives the southern terminus of the line as 24 th St, while the 1871 edition gives 26 th St.
7-5-1870	34	City RR Mission St line extended from 24 th St to 26 th St. Advertisement in Daily Alta California, 7-5-1870, p.5.
c1870	92	North Beach and Mission RR 18 th St branch assumed to have closed. While an advertisement in Daily Alta California, 10-14-1870, p.4 refers to cars running direct to the City gardens, maps of the City starting in 1869 begin to omit this line.
1870-1873	text	Central RR truncates its Brannan St trackage to 8 th St. Langley’s 1870 guide mentions the terminus of this line as 9 th St, but the next edition with details of streetcar routes (1873) has the terminus at 8 th .
1870	68	Omnibus RR Howard St line extended from 25 th to 26 th St. Route & date, Langley, 1870
1870	text	North Beach & Mission Line 1 now starts at North Beach and travels along Mason to Greenwich, to Powell, Kearny & 4 th Sts to Townsend. Route and opening date: Langley (1870). Langley’s 1873 map shows the northern terminus as Jefferson St.

1870	76	North Beach & Mission Line 2 southern terminus now 24 th St. Route and opening date: Langley (1870)
May 1870	42, 87	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	43	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 26 th St. San Francisco Chronicle, 7-24-1870, p.5.
9-17-1870	44	Sutter St RR opens the balance of its Cemetery line. Fillmore to Geary via California and Presidio. Rice & Echeverria, Sutter.
5-21-1871	58, 71	Omnibus RR extends its 3 rd St line from King St via 3 rd and Berry Sts to 4 th St. San Francisco Chronicle, 5-21-1871, p.3.
Early 1872	19, 28, 36, 102	City RR Dupont St (Grant Ave) line opened. Daily Alta California, 3-12-1872, p.1 refers to the cars for the "new Dupont-street line", which will be put on the road in a few days' time, while an article of 1-31-1872, p.1 refers to the City RR seeking permission to operate on Market St, indicating that the line was yet to be 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 (28, 102) already opened by Central RR in 1863, but closed between 1867 and 1870. Market St trackage from Grant Ave to 5 th St (93) already opened by MSR, though it is assumed that the City RR used outer tracks on Market. Route, Langley (1873)
9-14-1872	77	North Beach & Mission RR extends its Folsom St line to 26 th St. Daily Alta California, 9-14-1872, p.1. 1873 Langley's Guide confirms new terminus.
By January 1873	39, 112	The North Beach & Mission RR opens new track on Kearny St from Pacific to Broadway, and on Broadway from Kearny to Grant Ave (then Dupont St). 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. It is possible that this trackage may have opened with the line in 1863 – Arnold's map shows it as part of the original route, however descriptions of the route from the time it opened do not. Other maps published prior to 1873 show the route via Kearny and Broadway without showing the route via Pacific and Dupont. Note that a number of these maps have obvious inaccuracies such as a never-existent line along the north east shoreline from the area of the Davis St wharf to the foot of Powell St.
1873	text	Omnibus RR 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). San Francisco Examiner, 10-9-1874, p.2 details a request for the Omnibus RR to take up its track on 16 th St from Howard to Dolores.
By 1873	text	The Sutter St RR Pacific Ave horse line was cut back from Pierce to Fillmore by this year. Source: Rice & Echeverria, Sutter, who state that the Pacific Ave line opened as far as Pierce and was cut back two blocks to Fillmore. The earliest contemporary evidence of this truncation is the Official Guide Map Of City And County Of San Francisco Bancroft, A.L., 1873, David Rumsey Collection

4-1-1873	61, 79, text	MSR extends its Hayes Valley line 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) 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. Note: Rice & Echeverria, Octopus, p. 417 gives the opening date as August 1874
9-1-1873	1, 3, 15	Clay St Hill Railroad starts passenger service on Clay St from Kearny to Leavenworth. Cable Car Chronology, confirmed by San Francisco Examiner, 8-29-1873, p.3 (a Friday) which states that the Clay St Railroad will commence operations on Monday or Tuesday. Strangely, neither the San Francisco Chronicle, the San Francisco Examiner nor the Daily Alta California seem to have reported on the opening of the line to the public.
9-1-1873	text	Clay St Hill Railroad starts passenger service on its horse extension line from Clay St. Turnbull's 1874 map shows the route as from Clay St to Francisco St via Leavenworth, Pacific and Larkin, while McDonald & Williams 1879 map shows the route from Clay St to Chestnut St via Leavenworth, Vallejo, Hyde, Union and Larkin. This second route is confirmed by Langley's 1880 guide. While it is possible that the route of the line changed during its 10-year life, I have been unable to find a contemporary report of a change of route, and have used the route described in Langley's 1880 Guide. The horse extension is mentioned as being operated to Chestnut St by the 1874 Langley's Guide, and is assumed to have commenced service on the same day as the cable line.
1873-75	79	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".
Late April 1874	81, 109, text	Sutter St RR reroutes its Harbor View horsecar line onto Vallejo and Octavia Sts, abandoning the section of track on Polk, an ROW and Union St that was part of the original route. A draft order allowing for the rerouting was published in the San Francisco Examiner, 2-18-1874, p.1. The San Francisco Examiner, 1-5-1874, p.3 states that the old track was taken up the previous week "and that cars now run from Octavia street to Gough, through Vallejo St", to a terminus at Vallejo & Gough. Note: it is assumed that service on the Polk St line was truncated to Vallejo St at this time, as there is no evidence to suggest otherwise, and the rails would have been required for the new alignment. Note that horsecar service on Polk St north of Vallejo to Union resumed in early 1882 to create a connection with the Union St cable line.
5-31-1874	119	Sutter St RR completes the new alignment of its Harbor View horsecar line. An advertisement in Daily Alta California 5-31-1874, p.2 (repeated several times over the following weeks) states that on and after this day the Polk St branch will run to Union & Laguna St, except on dark nights <i>until the gas company places street lights along Octavia and Vallejo Sts.</i>
Mid 1874	45, text	Potrero and Bayview RR St extends it line to Post & Montgomery via Bluxome, 5 th , Market, Grant Ave (then Dupont St) and Post. New trackage from Mission to Bluxome via 5 th , from 4 th to 5 th via Bluxome, and from Dupont St to Montgomery St via Post St. San Francisco Examiner, 6-5-1874, p.3 details the construction of the track and the potential for a dispute with

		<p>the City RR, while San Francisco Examiner, 7-6-1874, p.3 indicates that the legal issues are resolved and the companies track is joined.</p> <p>Dupont St (36) & some 5th St trackage (19) opened by City RR in 1871, while some Post St trackage (110) operated by the Central RR between 1867 and 1870.</p> <p>It is not known whether the 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.</p>
7-14-1874	50	<p>The City RR's turntable and tracks on New Montgomery St between Mission and Market are torn up and removed by representatives of property owners, and Mission St cars are forced to terminate at New Montgomery St. San Francisco Examiner, 7-15-1874, p.3.</p>
7-20-1874	65	<p>City RR relocates the turntable removed from New Montgomery and Market Sts to the corner of Mission and 2nd St. San Francisco Examiner, 7-20-1874, p.3. It is assumed that services to Mission and 2nd commenced from this date – the 1875 Langley's Guide gives this as the terminus of the Mission St line.</p>
Late 1874	102	<p>City RR Dupont St (Grant Ave) line rerouted along Sutter St to Sutter and Sansome. Trackage on Grant Ave between Bush and Sutter abandoned for the second time. San Francisco Examiner, 8-15-1874, p.3 has details of an agreement between the City and Sutter St RR companies to share trackage, but does not state the date on which the change to routes occurred. However, the change had been implemented by October 1874, as it led to a dispute with the Central RR, who felt that its territory had been impinged upon (San Francisco Chronicle, 10-3-1874, p.2)</p> <p>Note: trackage on Sutter (32) already opened by Sutter St RR in 1866. Route and date confirmed by Langley's 1875 Guide.</p>
1875	58	<p>Omnibus RR abandons service on its tracks on Berry St between 3rd and 4th. The 1874 Langley's Guide lists the terminus of the 3rd St line as Berry and 4th Sts, while the 1875 Guide lists "the foot of 3rd St". (This made sense from an economic point of view once the Potrero and Bayview RR (absorbed by MSR in 1872) had built its line along 5th St to connect with its line on Kentucky St and Railroad Ave (today's 3rd St south of Mission Creek), which would have deprived the Omnibus RR of transfer revenue).</p>
Late 1875	98, 99,	<p>Central RR and Omnibus RR open new tracks on Pine St between Sansome and Market, and on Bush between Battery and Sansome.</p> <p>The new Ferry building at the foot of Market St opened on 9-4-1875. San Francisco Chronicle, 7-10-1875, p.3 describes the arrangements by which the Central, City, Omnibus and Sutter St railroads will gain access to the new terminal. The Central RR and Omnibus RR will "pass down Bush Street from Sansome to Market, thence to the slips, and returning will run up Pine and to Sansom". Work was underway and was expected to be completed in two or three months, owing to the number of crossing and turnouts required.</p>
Mid 1870s	88	<p>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. The 1879 Langley's Guide indicates that the track is in use.</p>
1876	66	<p>City RR Mission St line now extends from Mission & Steuart to 26th St via Mission.</p>

		Route and date, Langley (1876)
12-2-1876	39, 73	The North Beach & Mission RR reroutes part of its North Beach line off Broadway and Kearny St and onto Montgomery (Columbus) 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 detailed immediately below. 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. San Francisco Chronicle, 2-24-1876, p. 2 details the deficiencies in service on the Sutter St RR. The article states that service on the Battery St line is intermittent.
By January 1877	80, 97, 119, 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.” San Francisco Chronicle, 2-24-1876, p. 2 details the deficiencies in service on the Sutter St RR. The article states that service beyond Union & Octavia Sts ceased eight months prior. However, the 1877 Langley’s guide states that the line to the Presidio via Filbert (i.e. using the original route, which was in fact altered to run via Vallejo and Octavia Sts in early 1874) is operating, so “long time past” may not have been several years. Alternatively, the 1877 Langley guide may be inaccurate in this respect. Note: it is assumed that the entire line on Polk St north of Pacific Ave ceased revenue service from this time until September 1877, and again during the period between early 1881 up until early 1882, when the Sutter St RR finally abandoned service to Harbor View - given the absence of any evidence to the contrary. Tracks are likely to have remained in place on Polk as far as Broadway to connect to the car house located at Polk & Broadway. When service between Pacific Ave and Union St was instituted in 1882, the San Francisco Examiner, 3-26-1882, p.5. stated that the Sutter St RR was extending its tracks on Polk from <i>Broadway</i> to Union.
1877	47	MSR 5 th St branch (spun off from the Potrero and Bayview RR) now terminates opposite the SP depot (Langley, 1877). Route shown by map (1889 San Francisco. Cram, George Franklin) in the David Rumsey Collection and other late 1880s and early 1890s maps.
1877	59, 63, 71	Omnibus RR reroutes its 3 rd St line onto Townsend St to terminate at the SP depot. This change of terminus is recorded in the 1877 Langley’s Guide. The wording in Langley’s Guide does not specify whether the line operated as far as 4 th St, however where contemporary maps show trackage on Townsend between 3 rd and 4 th , 4 th St is shown as the terminus. Additionally, Disturnell’s 1883 Guide gives Townsend and 4 th as the terminus of the 3 rd St line. Note that Daily Alta California, 11-3-1874, p.1. refers to an order being passed to print to allow the North Beach and Mission RR to lay down tracks

		and operate cars on Townsend between 3 rd and 4 th , however the Langley Guides for the intervening years do not mention NB&M RR extending this part of its line.
1-27-1877	37, text	The Sutter Street RR starts cable car operation (converted from horsecar) 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). Note that Sutter St east of Grant Ave (32) saw continued use of horsecars by the City RR.
April 1877	18, 105, 106, 107	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 Columbus Ave 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. Note: it is assumed, in the absence of evidence to the contrary, that the Omnibus RR continued its practice of reversing the direction of travel in both Montgomery and Sansome Sts according to the time of day, and that therefore section 90 remained in use.
9-22-1877	text, 80, 97, 119, text	The Sutter Street RR converts its Harbor View line to steam traction and reinstitutes service. Rice & Echeverria, Steam, p.19. Note the changed route via Vallejo & Octavia Sts instituted in early 1874. There is uncertainty about the point of transfer from horse traction to steam on this route, and entries on the map thus reflect the likelihood of two modes of propulsion existing contemporaneously. Rice & Echeverria, Steam state that this point was at Polk and Broadway. However, it is likely that that horsecar service was provided from Polk to Union at some or all times after the steam line opened – see below. 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. Consequently, the map shows both forms of propulsion in use contemporaneously between Polk & Broadway and Vallejo & Union during the period 1877 – 1881. *Herman was the owner of Harbor View House and attended the opening of the steam service in September 1877.
November 1877	4, text	Clay St Hill RR extends service on Clay Street from Leavenworth to Van Ness. 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)
1877-1878	text	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. It is likely that this closure was at the same time as the opening of Central RR's tracks on East St (the Embarcadero) – see below.
1877-1878	100	Central RR opens new tracks on East St (the Embarcadero) from Market to Jackson, and on both Jackson and Washington from East to Davis. Langley's 1877 guide does not list this line, while the 1878 guide does. Note that Daily Alta California, 2-2-1877, p.1. records a decision by the Harbor Commissioners granting permission for this line, and Daily Alta California, 2-16-1877, records the Central RR's acceptance of the conditions laid out by the Commissioners, so it is likely that this occurred in the early months of 1877.
3-18-1878	text	The California Street Cable Railroad Company (Cal Cable) opens on California from Kearny to Fillmore Street. Daily Alta California, 3-12-1878, p.1 (a Tuesday) states that the line will open to the public next Monday. Note: Cable Car Chronology gives 4-10-1878, however San Francisco Examiner, 3-2-1878 indicates that the line was successfully tested on 3-1-1878.
3-23-1878	7, 90, 111	The Omnibus RR reroutes its North Beach line via Columbus Ave and abandons its tracks on Washington St west of Montgomery. 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 (sic) now switch up Montgomery avenue, from Montgomery street, rather than following the old route by Washington St." Note: this change was reversed at some point between 1891 and 1894.
May 1878	93	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 the connection at Market St. This work had commenced in February 1878.
10-23-1878	11, text, 42	The Sutter Street RR converts its Larkin St line from Sutter to Hayes (Market Street) from horse to cable car. San Francisco Examiner, 10-24-1878, p.3 states that trial trips commenced the previous day. No date for the commencement of regular service is available. It is assumed that the horse line on Larkin between Sutter & Market closed at this time or in the weeks prior.
By November 1878	51, 69	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.
5-30-1879	text	Cal Cable extends California St line from Fillmore St to Central (Presidio) Avenue. San Francisco Examiner, 5-30-1879, p.3. Note: Cable Car Chronology give 5-5-1879.
6-14-1879	text	Sutter St RR extends its Sutter St line west from Larkin to Buchanan. Cable Car Chronology.
6-14-1879	43, 44	Sutter St RR closes its Lone Mountain horsecar line. A temporary steam dummy and later a horsecar shuttle operated on Sutter St from 6-14-1879 from Buchanan to Central (Presidio) Avenue until October 1879 (Rice & Echeverria, Sutter), making the original horsecar route redundant.

8-23-1879	5, 6, text	Geary Street Park & Ocean RR commences its steam service from Presidio Ave to 5 th Ave via Geary, Arguello & Fulton. Rice & Echeverria, Steam, p.53. Note that this steam extension line of the Geary St cable line opened several months prior to the cable line itself.
10-10-1879	text	Sutter St RR extends its Sutter St line west from west from Buchanan to Central (Presidio) Avenue. Cable Car Chronology
Late 1879	67, text	City RR Mission St line now extends from Mission & Steuart to the Oakland Ferry via Mission and East Sts (the Embarcadero). Route and date, Langley (1879) – the franchise for this extension was considered in November 1879 (San Francisco Examiner, 11-8-1879, p.4). Confirmed by a statement in the San Francisco Chronicle, 3-31-1887, p.8, where at a hearing into the Omnibus RR's application to build a cable line on East St between the Oakland Ferry and Howard St, City RR representative states that it had operating on East St between the Ferry and Mission since 1879.
Late 1879	text	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, which, however, is expected in a month's time. San Francisco Examiner, 6-16-1883, p.5 details the operation of the line.
1879-80	45	MSR reroutes the Potrero and Bay View RR 5 th St line off Dupont and Post Sts and onto Market. Langley's 1879 Guide gives the former route, while the 1880 Guide gives the new route. Note only section 45 closed, as the rest of the route over Dupont and Post Sts was shared with other companies.
1880	61	MSR truncates its Hayes Valley line from Eddy & Pierce 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.
2-16-1880	text	Geary Street Park & Ocean RR opens on Geary St from Kearny & Market Sts to Central (Presidio) Ave. Cable Car Chronology, confirmed by Daily Alta California, 2-17-1880, p1. Note that a number of advertisements in Daily Alta California over the first part of 1880 claim that at times service beyond Buchanan St was provided by steam dummies. However, as these were inserted by the local holders of the franchise for Baldwin steam motors, this may be an exaggeration.
2-17-1880	text	Cal Cable opens its steam line from Presidio Ave to Arguello Blvd. Rice & Echeverria, Steam, p.26, confirmed by Daily Alta California, 2-14-1880, p.1. Note: trial trips made from 2-13-1880.
4-24-1880	text	MSR opens Market St extension steam line from Valencia to Castro St. Rice & Echeverria, Steam, p.36. San Francisco Examiner, 4-19-1880, p.3 (a Monday) states that cars will run on it "early in next week"
early 1881	80, 97, 119, text, text	Original Harbor View steam line closed. Rice & Echeverria, Steam, p.21.
1881-1882	text	City RR extends its Mission St line to Cortland Ave. (referred to as 31 st St) Source: Doxey's 1881 Guide to San Francisco gives the terminus as 26 th St, while Warner's 1882 Guide gives 31 st St.

7-21-1881	text	Ocean Beach Railway opens its line on Geary Boulevard (then Point Lobos Rd) from 1 st (Arguello) Ave to 27 th . San Francisco Chronicle, 7-22-1881, p.2. 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 in the 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	55	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.
December 1881	text	Omnibus RR extends its North Beach line from Bay St to Jefferson St. Exact date not known, but San Francisco Chronicle, 12-9-1881, p3. states that "The Omnibus Railroad Company is extending its track from Bay street, along Powell, to the seawall." Note that a number of guidebooks after this date still give Bay St as the terminus of this line, while several contemporary maps show Jefferson St as the terminus.
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 1880, Townley gives 10-23-1880.
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.
Early 1882	80, 81, 97	Sutter St RR reinstates horsecar service on Polk St between Broadway and Union. 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.
4-21-1882	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 the only trackage opened was on Montgomery St between Washington and Jackson (which had operated previously but closed in 1878), as the balance of the line was also used by the Central and Omnibus railroads at this time.
5-22-1882	text	Presidio & Ferries Harbor View steam line opens from Union St to the Presidio via Steiner, Greenwich, Baker and ROW. San Francisco Examiner, 5-21-1882, p.5. Note: Rice & Echeverria, Steam, p.22, gives circa 1881.
8-19-1882	94	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 the route descriptions in Disturnell's 1883 guidebook).
1882-1883	78	Central RR truncates its Turk St line to Fillmore and Post. Exact date unknown. Warner's 1882 Guide lists the terminus as Lone Mountain, while Disturnell's 1883 Guidebook gives Post St. 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.
1883	text	Horsecar service on McAllister St and the Hayes Valley line beyond McAllister St ends in preparation for cable service. Exact date unknown.
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, 116, 117	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 cable line from the Ferry to Mission St and the Haight Street line from Market to Stanyan. Cable Car Chronology, confirmed by San Francisco Chronicle, 8-22-1883, p.3.
November 1883	text	MSR opens its starts McAllister St 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.
Late 1883 – June 1884	55	Central RR withdraws service on its Turk St extension line between Fillmore and Devisadero Sts. San Francisco Examiner, 6-10-1884, p.1. reports on property owners seeking the removal of the tracks on Turk St between Fillmore and Broderick as these are no longer being used. Additionally, San Francisco Chronicle, 7-13-1886, p.5. reports on a petition seeking the removal of tracks on Turk between Fillmore and Devisadero, which stated that this stretch of track closed when the McAllister cable line opened.
12-2-1883	text	MSR’s Park and Ocean railroad opens. San Francisco Chronicle, 12-2-1883, p.7. Note: Rice & Echeverria, Steam, p.27-30 gives 12-1-1883, the date of the formal opening. Public services commenced the following day. 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.
12-10-1883	11, 12,	Sutter St RR reroutes its Larkin Street line from Sutter St to Larkin St via Polk & Post. 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.
3-12-1884	4, 54, 56	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. Prior to the line’s opening, San Francisco Examiner, 12-24-1883, p.2 stated that this would occur once the Spear St line is opened. Disturnell’s 1885 Guide confirms this rerouting.

		Later sources confirm that 2 nd St between Market & Howard was not used for horsecar service after the Spear St line opened. For instance, 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 lines in San Francisco, this was a funicular railway whose 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	13, 87	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 regular service has commenced. Note: Cable Car Chronology gives 1883. It is assumed that horse line on 9 th between Market & Mission closed at this time (No source for closure date).
1884	46, 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	text	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, 48	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 mention 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. states that the cars have stopped running. Note: Rice & Echeverria, Octopus, p.417, give May 1886.
6-1-1886	text	MSR Hayes St line opens from 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.

Late 1886 – early 1887	74	Omnibus RR abandons service on Sansome St and converts Montgomery St to two-way traffic. San Francisco Chronicle, 12-14-1886, p.2 reports that Omnibus RR has received permission to lay a double track along Montgomery St. This is an assumed change – there would be no other reason for the Omnibus RR to double track Montgomery St unless it was planning to divert its cars away from Sansome St. The only change to track usage is section 74 – it is assumed that Columbus Ave (then Montgomery Ave) was converted to double track between Washington and Jackson at this time (if this had not occurred already) rather than section 90 being reused by the Omnibus RR. All the other track segments affected by this change continued to be used by horsecars of the Central or Presidio & Ferries RRs.
1887	text	Telegraph Hill Railroad closes. Cable Car Chronology
3-27-1888	text	MSR closes Market St extension steam line from Valencia to Castro St. Rice & Echeverria, Steam, p.36
3-26-1888	text	Part of the Powell – Jackson line opens, from Powell to Presidio & California via Jackson and Presidio, return via Steiner & Washington to Powell. San Francisco Chronicle, 3-27-1888, p.8. Note that the article states that as all the cables were not yet installed, cars had to be pushed by hand from the engine house to Powell St.
4-4-1888	7, text	Powell – Mason line opens from Market St to Bay & Taylor Sts. San Francisco Examiner, 4-4-1888, p.4. Note that Cable Car Chronology gives the opening of the Ferries and Cliff House RR cable lines as follows: Powell – Mason line from Market as far as Jackson, 3-28-1888; balance of the system, 4-5-1888. However, an article in the San Francisco Chronicle, 4-5-1888 makes it clear that the Washington – Jackson section opened to the public first.
6-16-1888	46, text	F&CHR opens its steam 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 steam 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 from Valencia St to 26 th St via Market and 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 and Cable Car Chronology give 2-27-1888.
9-10-1888	15	Ferries & Cliff House Railway suspends service on the original Clay St line in order to undertake works for the Clay St Shuttle, which was opened from Powell to Van Ness on 9-23-1888 (San Francisco Chronicle, 9-28-1888, p.5). This involved the withdrawal of service on one block of Clay St between Powell and Stockton (15) until the opening of the Sacramento/Clay line in 1891. No change is recorded on the sections of Clay St west of Powell or east of Stockton as far as Kearny, as this two week closure is regarded as maintenance works. The last day of service on the original line is assumed to be the day before the turntable was moved from Kearny St to Powell St. San Francisco Chronicle, 9-14-1888, p.5, gives 9-11-1888 as the date on which the turntable was moved, giving 9-10-1888 as the last day of service.
9-19-1888	5, 8,	Ferries & Cliff House Railway opened its fourth line, known as the Ferries & Cliff House line or Sacramento/Jackson line. The line ran from the Ferry via

		Sacramento to Powell, Jackson then to Central Avenue & California. Returning via Central Avenue, Jackson, Steiner, Washington, Stockton and Clay to the Ferry. San Francisco Examiner, 9-20-1888, p. 8. New trackage on Stockton, Washington, Sacramento, Clay and the Embarcadero. The direction of travel on Sacramento and Clay was reversed in 1891 when the Sacramento/Clay line opened.
11-21-1888	82	Omnibus RR commences horsecar service over the as yet unopened 24 th St cable tracks. San Francisco Chronicle, 11-21-1888, p.6.
1888-1889	text	Ocean Beach Railway on Point Lobos Ave (Geary Blvd) 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 exact date of closure.
11-28-1888	14, 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 ended the previous day, as 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, 21, 56, 68, 82	Omnibus RR closes Howard St and 24 th St horsecar lines prior to the testing of cable cars on the line 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 via the use of 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. Note: the date given is the day before cable cars were tested on the line – cable service began on the 28 th – see below.
8-28-1889	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. San Francisco Chronicle, 8-29-1889, p.5. Note that Cable Car Chronology gives 8-26-1888, however this is the date of the first trial trips over the route. See San Francisco Examiner, 8-27-1889, p.3
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.
11-5-1889	text	Omnibus RR opens the Oak Street line from Polk St to Haight St via Fell, Franklin, Oak and Stanyan. San Francisco Chronicle, 11-5-1889, p.3. Note that the San Francisco Examiner, 11-6-1889, p.4 gives 11-4-1889, which the article in the SF Chronicle states was the date on which the first trial cars were run over the line. Note that the Cable Car Chronology gives 11-2-1889 and 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.
1890 - 1892	32, 102	Eighth and Dupont (Grant Ave) line rerouted off Sutter St and extended to Bush & Dupont. Faust’s 1890 Guide gives the terminus as Sutter & Sansome, while an annotated transfer guide from the 1892 Pocket Guide and Street Directory lists Bush & Dupont as a terminus (as does Faust’s 1894 Guide).

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 the 10th and Potrero horsecar line. Howard St to 24th St via 10th and Potrero. San Francisco Call, 2-21-1891, p.1. states that the Potrero Ave line is to commence operation in a few days. San Francisco Call, 3-8-1891, p.1. contains a report of rocks being laid on the tracks interfering with the operation of the line.
1891	54	Omnibus RR withdraws service on the Oregon Dock line. San Francisco Examiner, 3-25-1892, p.4. states no cars have run on the Spear St line for several months
1891-1894	7	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 Faust's 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. Note: it is assumed that this change only affected inbound traffic and did not result in any changes to the outbound route, which was itself altered in early June 1892. It may be that both the inbound and outbound routes were changed at the same time, however the article referring to the reversion of the route to Jackson St does not mention Washington St.
3-15-1891	98, 99	The Central RR truncates the eastern terminus of its Turk St line to the corner of Turk and Market. San Francisco Call, 3-17-1891, p.3. The portion of the route on Market St was abandoned, with eastbound passengers transferring to cable cars. The article states that the change occurred on the previous day, so the last day of service was 3-15. Note: the closed section of this route was at this time mostly shared with other horsecar lines, so the only closures of track were on Bush and Pine Sts east of Sansome.
3-17-1891	text	Cal Cable begins testing the O'Farrell, Jones & Hyde Sts line and the Jones St shuttle from O'Farrell to Market. San Francisco Call, 3-18-1891, p.3. An article in the San Francisco Chronicle, 3-22-1891, p.20 states that the line has been in operation for about a week and is accepting passengers, though it is not yet running on a fixed schedule. Note: Cable Car Chronology gives 2-9-1891 as the opening date.
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	text	Ferries & Cliff House Railway discontinues the Clay St Shuttle (Powell to Van Ness Ave) to create new Sacramento-Clay line. Cable Car Chronology, confirmed by San Francisco Chronicle, 9-10-1891, p12. This resulted in the permanent closure of the track on Clay St between Larkin and Van Ness.

11-2-1891	6, 9, 15, text	Ferries & Cliff House Railway opens Sacramento-Clay line from the Ferry via Clay, Larkin & Sacramento to Walnut St. Cable Car Chronology, confirmed by San Francisco Chronicle, 11-1-1891, p.18. Note: San Francisco Examiner, 10-25-1891, p.8 states that the first car was run over the new track the previous day – it is likely that passengers were accepted in the interim. Return via Sacramento direct to the Ferry.
3-9-1892	text	MSR extends McAllister St line from Stanyan via Fulton to between 7th and 8th Avenues. Cable Car Chronology, confirmed by San Francisco Chronicle, 3-10-1892, p.4.
4-25-1892	5, 6	The Geary Street, Park & Ocean Railroad suspends service on its cable line west on Buchanan St in order to extend its line beyond Central (Presidio) Ave. The steam tracks on Geary St and Fulton St went out of service permanently, while steam service on 1 st (Arguello) Ave continued until the cable extension opened on 6-2-1892. San Francisco Examiner, 4-28-1892, p.4. Note that the article states that the change was effective on Tuesday 4-26, giving Monday 4-25 as the last day of steam service.
4-27-1892	1, 3, 4, 5, 6, 7, 8, 10, 11, 23, 31, 64, 119, 140, 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 (later Sterling St and now an on ramp for the Bay Bridge), and back to Harrison. Opening ceremonies were on the previous day. Source: San Francisco's Interurban to San Mateo, p.11. Note that the section on Harrison St between 2 nd and 3 rd (10) included a counterweight, though it was removed in 1893. 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 in 1892. 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. The line was eventually rerouted via East St in April 1899 using tracks opened by the MSR in 1896.
Early June 1892	18, 74, 105, 106, 107, 111,	The Omnibus RR reroutes its North Beach line off Montgomery (Columbus) 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. It is assumed that this rerouting applied only to north-bound cars – the article does not refer to the southbound route. Additionally, the article states that cars "will turn west when they reach Jackson street" and that tracks are being laid along Jackson from Montgomery to Stockton. This is in the stated context of plans to lay a cable line along Montgomery St, which if continued northward to the bay, would not have been able to use the southern end of Columbus Ave (already occupied by the Presidio and Ferries RR's cable tracks). This context makes it unlikely that the westward turn was planned to occur at Montgomery (Columbus) Ave and Jackson, but rather Montgomery St and Jackson.

		Note: if this change had occurred prior to the 1891-1894 realignment of the southbound route (see above), the section of Stockton St between Jackson and Pacific would have been affected. Also note that section 90 was not affected as if was already used by the Presidio and Ferries RR's horsecars, while section 103 continued to be used by NB&M horsecars.
6-2-1892	text text	Geary Street, Park & Ocean Railroad extends its line from Central (Presidio) Avenue via Geary, 5th. Avenue to D Street (Fulton). San Francisco Call, 6-4-1892, p.8 (a Saturday) states that the extension "went into operation (on) Thursday". Note: Cable Car Chronology gives 8-7-1892. Note also that this cable extension resulted in the withdrawal of steam service on 1 st (Arguello) Ave.
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, 8-5-1892, p.3 (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 - the article states that passengers for Harbor View can take a transfer at Greenwich St, giving a last day of steam service of 7-31-1892. Note: both Cable Car Chronology and Rice & Echeverria, Steam, pp. 22-23 give the date as September 1892.
8-15-1892	text	The SF&SMR opened its 18 th St branch as far as 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, 52, 53, text	North Beach and Mission RR opens Bryant St line and associated branches. New horse trackage (built for electric traction but not 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 (which is not depicted). 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. San Francisco Call, 2-4-1897, p.8 states that the service to Precita Ave was "irregular".
9-28-1892	12, 13, 14, 21, 28, 73, 74, 75,	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 along Page from Baker St to Stanyan St. 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.

	76, text	Note that after the takeover of the Metropolitan Railway by MSR in September 1894, service on the outer part of the line beyond Page St was sporadic, and the line was briefly closed altogether in late July 1895 (see San Francisco Examiner, 8-4-1895, p.10). Franchise-holding services are likely to have persisted until April 1897 when work to combine the Frederick St line and the former Metropolitan line commenced (see San Francisco Examiner, 4-25-1897, p.16).
1892-1893	53	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.
1892-1894	101	North Beach & Mission RR (or MSR after consolidation) shifts the western terminus of its California St line from Kearny St to Montgomery St. San Francisco Call, 2-29-1892, p.3. details a NB&M car which had turned from Kearny into California and was hit by a CalCable car sharing the same track whose grip had become stuck. Faust's 1894 Guide lists the terminus of this line as Montgomery St. The logical time for this change would have been when the NB & M RR North Beach line was cut back to Jackson St (11-19-1893), as passengers for the North Beach would have transferred to the Omnibus line at Montgomery St, however two articles describing the cutback of the North Beach line do not mention any service changes on California St.
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 north of today's Marina Blvd.
8-1-1893	text, 12, 68	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 8-1-1893 was the first day of horsecar service.
11-5-1893	14, 26, 29, 110, 113	MSR reroutes the former Central RR 6 th St line north of Turk St off Taylor, Geary, Stockton, Post, Kearny and Bush Sts. San Francisco Chronicle, 11-4-1893, p.16 describes the new route of the line: 6 th -Market-Sansome (though tracks between Market and Turk on Taylor and between Taylor and Market on Turk remained in use until December 1894) and states that the new arrangement will be in place on 11-6, giving 11-5 as the last day of service. Note that the horsecar tracks on Kearny St between Post and Bush remained in use by the merged Omnibus and North Beach & Mission RR.
11-19-1893	16, 49, 51, 70, 73, 103, 108, 112, text	Merged Omnibus and North Beach & Mission RR closes the former NB&M line to North Beach beyond the corner of Kearny and Jackson Sts. San Francisco Examiner, 11-20-1893, p.4. The article says that the change is "commencing with today", so 11-19 is the date of the last day of service.

1894-1896	53	MSR reinstates 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 the Park Steam line on Fulton St to 24 th Ave. Rice & Echeverria, Octopus, p.379
2-16-1894	text	MSR extends the Sacramento-Clay line from Walnut Street via Lake and 6th Avenue to Fulton. San Francisco Chronicle, 2-15-1894, p.7 states that that line was tested on 2-14 and that regular trips will begin tomorrow. Note: Cable Car Chronology gives 2-19-1894.
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	104	MSR closes the Mail Dock horsecar line, which is replaced by an electric line in 1895. Octopus, p.62.
6-6-1894	2, 24, 57, 58, 63, 71	MSR diverts former Potrero and Bayview RR line to 3 rd St via Berry St, with service terminating at Townsend. Passengers transferred at 3 rd and Townsend to the 4 th St horse line, which also terminated at 3 rd and Townsend. San Francisco Chronicle, 6-6-1894, p.4. Track on Berry St and 3 rd between 4 th and Townsend reopened, 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	MSR opens its Frederick St line. 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. One trip per day was made along Page St from Masonic Ave to Fillmore. At opening, it was planned to run cars along run along Page to Market to 12 th to Mission once the Mission St electric line opens. There is no evidence that this occurred, or that 12 th St was used for revenue service prior to 1945. Service on this line continued to be at low levels until it was amalgamated with the outer section of the Metropolitan Railway's main line in 1897.
8-26-1894	15	MSR closes the balance of the Kearny St horsecar line between Market and Jackson Sts for track-laying for conversion to electric traction. Rice & Echeverria, Octopus, p.62 confirmed by San Francisco Chronicle, 8-24-1894, p.8. The 4 th St section of the line was joined to the Montgomery St horsecar line via Market St to become the 4 th and Montgomery line.
9-10-1894	33, 34, 65, 66, 67, 91, 96, 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 it is unlikely that horsecar service ever extended to China (Excelsior) Ave, despite track being laid in 1893, and consequently no service is depicted on the map.

9-15-1894	32, 35, 38, 122, text	MSR opens Mission St line to Noe & 29 th St with branch to China (Excelsior) Ave. Rice & Echeverria, Octopus, p.144, confirmed by San Francisco Chronicle, 9-15-1894, p.14.
9-23-1894	22, 52, 77, text	MSR closes the 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: the Folsom St horsecar line southern terminus was 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 prior to this date, as it is not mentioned in Faust's 1894 Guide, however it was reopened by 1896. Note: the replacement Bryant & Brannan electric line was not opened until January 1896.
10-4-1894	36, 58	MSR opens the 3 rd St line from Market St to Townsend St. Townley Chronology, confirmed by San Francisco Call, 10-4-1894, p.3. Note: Rice & Echeverria, Octopus, p.379, gives 10-2-1894 - the date of the first trial trips on the line.
10-6-1894	114. text	MSR closes the former Central RR Lone Mountain branch from Taylor St to Post St via Turk and Fillmore. San Francisco Call, 10-6-1894, p.10. Note: Rice & Echeverria, Octopus, p.62 gives 10-7-1894.
10-7-1894	8, 17, 48, text	MSR truncates the 4 th and Montgomery line at Stockton and Broadway to allow for track reconstruction further north. San Francisco Examiner, 10-5-1894, p.12.
10-24-1894	76, 86	MSR further curtails the 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".
11-16-1894	text	MSR's last day of steam service on 7 th Ave. Rice & Echeverria, Steam, p.48. Note that after this day until the withdrawal of steam service on Fulton St in 1902, the 7 th Ave trackage remained in use for pull-ins and pull-outs, and one service per day was run to hold the franchise.
11-25-1894	16, 17	The SF&SMR opens the last section of its Park line from Ashbury St to Stanyan St via Frederick, Clayton & Waller. San Francisco Chronicle, 11-25-1894, p.15. Note: Rice & Echeverria, Octopus, p.141 gives 11-24-1894, the date of the first trial trip over the extension. Note: section (13) previously opened by the Metropolitan Railway in 1892 and the track on Frederick St by MSR in August 1894.
11-24-1894	23, text	MSR closes the remainder of the Folsom St horsecar line. San Francisco Call, 11-25-1894, p.16. Not stated in the article but it is assumed that the section of track on Battery between Market and California Sts also closed at this time – Faust's 1894 Guide describes the Folsom St line as from Montgomery down California to Battery, to First, to Folsom, to 26 th .
12-7-1894	37	MSR extends the 3 rd St line across Market St along Kearny St to Jackson St. Now known as the 3 rd and Kearny line. Rice & Echeverria, Octopus, p.379, confirmed by San Francisco Call, 12-8-1894, p.8.
12-17-1894	40, 50	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 &

	60, text	Powell. Rice & Echeverria, Octopus, p.153, confirmed by San Francisco Chronicle, 12-16-1894, p.23. Note: p.379 gives 12-18-1894.
12-28-1894	7, 107, 118	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 (which Rice & Echeverria refer to) states that the change has occurred, but states the change occurred “since” the North Beach extension of the 3 rd and Kearny electric line, so this may have occurred some days prior to 12-28. Note also that when Montgomery St was converted to electric traction in 1900, the spur to Kearny St ran along Washington rather Jackson (see 1897 Official list of Street Car Routes compared to 1903 San Francisco Official Street Car Directory).
Late December 1894	30, 88	MSR reroutes the former Central RR 6 th St line off the short stretches of both Taylor and Turk Sts that the line was still using, with cars turning directly onto Market from 6 th . San Francisco Chronicle, 12-27-1894, p.7 states that work commenced on 12-26 (a Wednesday) and is to be complete by the end of the week.
1-15-1895	58, 63, 71, text	MSR ends horsecar service on the former Potrero and Bayview RR line. San Francisco Chronicle, 1-17-1895, p.10.
1-16-1895	41, 42, 43, 152, 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, 1-17-1895, p.10. Route: Rice & Echeverria, Octopus, pp.153, though the southern terminus is given as Nevada (23 rd) St (the terminus of the horsecar line closed the previous day). Note: terminus at 24 th confirmed by San Francisco Chronicle, 3-30-1895, p.5, which in announcing a further extension of this line, states that cars have been running to 24 th St for the past two months.
1-21-1895	79, 80, 81, 83	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, confirmed by San Francisco Chronicle, 1-21—1895, p.8. Note: San Francisco Chronicle, 12-7-1894, p.9 indicates that the line operated earlier with two electric streetcars, possibly as a franchise-holding exercise, as six cars were used on the line after 1-21-1895. San Francisco Chronicle, 11-19-1894, p.8 details the construction of the line.
1-21-1895	73, 74, 76	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 and O’Farrell (73) would reopen on 11-24-1895 with the opening of the Ellis & O’Farrell line.
2-9-1895	84, 86, text	MSR opens the Divisadero St line from Jackson St to Page St. Rice & Echeverria, Octopus, p.380, confirmed by San Francisco Chronicle, 2-8-1895, p.8.
2-25-1895	59, 63	MSR re-establishes the Mail Dock line. Rice & Echeverria, Octopus, p.380, confirmed by San Francisco Chronicle, 2-24-1895, p.19. Note that electric service at the time of opening only extended as far as 1 st St – the line was not extended along 1 st St to the Embarcadero until November 1913.
3-23-1895	text	MSR opens the Divisadero and Page St line from Jackson to Fillmore via Divisadero and Page. Rice & Echeverria, Octopus, p.162. New electric trackage on Page between Divisadero and Fillmore.

3-26-1895	82	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	103, 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. Note that San Francisco Chronicle, 12-25-1893, p.8. states that MSR is operating a horsecar route from Powell along Broadway to East St and then to Clay, which is expected to be electrified soon. However, this line is not listed in Faust's 1894 guide and has been treated as a franchise holding exercise, and therefore is not depicted.
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 Ave via 22 nd St, Chattanooga and 24 th St returning eastbound via Dolores. Rice & Echeverria, Octopus, p.147.
7-13-1895	109, text	MSR opens Fillmore & 16 th Sts line from Broadway via Fillmore, Ridley (now Duboce Ave), Church, and 16 th Streets to Harrison. Rice & Echeverria, Octopus, p.165. Note: this line saw limited electric operation over the week before the commencement of regular service, and also a franchise-holding horsecar service operated over the section of the route south of Church and Market Sts from 4-8-1895, which is not depicted.
8-10-1895	text	MSR extends Fillmore & 16 th Sts line from Broadway St via Fillmore St to Bay St. Rice & Echeverria, Octopus, p.165. Note: Townley gives 8-5-1895, which according to San Francisco Call, 8-6-1895, p.7, was the date on which the auxiliary cable was first tested.
11-10-1895	text	Last day of service on the Ellis St cable line. San Francisco Chronicle, 11-12-1895, p.8. Note: Cable Car Chronology gives 11-11-1895, the first day on which services were not provided.
11-24-1895	73, 77, 78	MSR opens the Ellis & O'Farrell line and reroutes the Turk & Eddy line via Divisadero to Jackson St. Rice & Echeverria, Octopus, p.380-1, confirmed by San Francisco Chronicle, 11-25-1895, p.12. New electric trackage on Ellis from Market to Divisadero (78), and on O'Farrell between Scott and Divisadero (77). Track between Ellis St and Scott St via Hyde St and O'Farrell St (73) 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.149.
1-5-1896	text	MSR closes Oak St cable line. San Francisco Chronicle, 1-7-1896, p.8. Note: Cable Car Chronology gives 1-2-1896.
1-24-1896	text	MSR closes 10 th and Potrero horsecar line (exact date assumed). 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 gives 1897.
1-25-1896	29, 39, 96, 66, 99, 100, 123, 127, 128, 135, 146, text	MSR opens the Bryant & Brannan line from 26 th St & Mission St via 26 th , Bryant, 10 th , Brannan, 2 nd , Folsom and East to Market St. Opening date: Rice & Echeverria, Octopus, p.175, route: San Francisco Call, 1-26-1896, p.13. Outbound cars used Bryant between 2 nd and 10 th . Note: trackage on Bryant between 2 nd and 8 th Sts (6) previously opened by the SF&SMR in 1892, and on the Embarcadero from Market to Mission (38), as well as on Brannan from 2 nd to 3 rd (59) opened by MSR in 1894. Note: the initial route of this line between Folsom and Howard Sts (66) followed the line of East St rather than the current line of the Embarcadero. Contemporary maps show streetcar lines with a right-angled corner at Folsom and East Sts, at the location of the waterfront at Rincon Park.
1-27-1896	143, text	Sutro Railroad Co. commences service on 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. San Francisco Examiner, 1-27-1896, p.11. The branch on 8 th Ave from California St to Fulton St appears to have opened on the same day – San Francisco Chronicle, 2-12-1896, p.10 details requests from residents along the branch line for better service. Note that the Callwell Chronology gives 2-1-1896, the date of the formal opening ceremony. Steam and electric traction coexisted on California St between Presidio and Parker for just over 9 years.
2-3-1896	108	2 nd St line between Market and Folsom opens connecting Bryant and Brannan line cars with Market St. Rice & Echeverria, Octopus, p.175.
2-6-1896	text	MSR opens the 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.173.
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. Note that San Francisco Call, 5-1-1896, p.7 (a Friday) states that the extension is expected to be completed "by Saturday night", so services may have begun a day or two later.
6-27-1896	13, 59, 60, 95	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, 6-27-1896, p.16. Horsecar trackage on 4 th St between Market and Townsend, and on Townsend between 3 rd and 4 th 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.
7-6-1896	2, 126	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

		<p>Street (Valencia). Rice & Echeverria, Octopus, p.180. Note: already opened trackage: on Steuart St from Howard to Folsom (3), opened in 1892; on the Embarcadero from Market to Mission (38), and on Mission St from 26th to Valencia (35), opened in 1894; and on 26th St from Mission to Folsom (123, 127), on Folsom St from Steuart to 2nd (135) and on the Embarcadero from Mission to Howard (39) opened in January 1896.</p> <p>Note: San Francisco Examiner, 5-17-1897, p.10 states that at opening cars ran via Folsom St to Precita Ave for one week before the terminus changed to 26th St. This was controversial with residents south of 26th St and led to the threat of legal action against MSR if the whole of the franchise was not utilised.</p>
8-17-1896	55, 57, 62	MSR extends the Ellis & O'Farrell line to Southern Pacific's passenger depot at 3 rd & Townsend Sts. Rice & Echeverria, Octopus, p.173. New electric trackage on 4 th St from Market to Townsend and on Townsend St from 4 th to 3 rd .
11-30-1896	130	MSR extends the Folsom St electric line one block south to Cesar Chavez (then Army) St. San Francisco Examiner, 12-5-1896, p.10. See note above regarding the use of this stretch of track for one week in July 1896.
3-16-1897	28, 35, 36, 102	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.
4-26-1897	12, 14	<p>MSR ends service on the Carl St line, due to the commencement of work to combine the Carl St and Frederick St electric lines. San Francisco Examiner, 4-27-1897, p.5. Electric trackage on Clayton St between Page and Waller (12) and Cole St between Waller and Carl (14) permanently taken out of service.</p> <p>Note: service on both the Carl St and Frederick St lines in the years before their amalgamation was intermittent and the subject of much local controversy. It is assumed that services on the Carl St line continued until this date and that the Frederick St line continued to operate while the Carl St line tracks were regauged.</p>
5-12-1897	133	MSR further extends the Folsom St electric line one block south to Precita Ave. San Francisco Examiner, 5-17-1897, p.10.
7-18-1897	19, text	MSR removes service from the Frederick St line west of Clayton. San Francisco Chronicle, 7-19-1897, p.11, in outlining transfer arrangements for the amalgamated Carl St line, does not mention transfers to or from the Frederick St line, which implies that it closed in conjunction with the opening of the new line. Additionally, San Francisco Examiner, 9-12-1897, p.19, in discussing a dispute over the route of the future Park and Ocean line, refers to the track on Frederick west of Stanyan as "unused". Note: the trackage on Frederick St west of Stanyan reopened in 1898.
7-19-1897	18, 20,	Carl Street line opens from Oak St via Masonic Ave, Frederick, Clayton, Carl St and 9 th Ave to Lincoln Way. San Francisco Examiner, 7-17-1897, p.5. New trackage on Masonic Ave from Oak St to Page St (20), and on Clayton St and Carl St from Frederick St to Cole St (18). Note: Rice & Echeverria, Octopus, pp.142, 382 give an opening date of 7-17-1897 and a terminus at 3 rd Ave and Parnassus – the Parnassus Ave trackage did not open until the first half of 1899.
3-20-1898	text	MSR closes Park & Ocean steam line. San Francisco Examiner, 3-19-1898, p.4. Note: Rice & Echeverria, Steam, p.30, gives 3-18-1898.

7-9-1898	26, 92, text	MSR opens the 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. San Francisco Examiner, 7-9-1898, p.7. Note: Rice & Echeverria, Octopus, p.185 give 7-7-1898. 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, on Stanyan St between Haight and Frederick, and on Taylor St between Ellis St and Turk St.
7-30-1898	5, 64, 89,	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	53, 94	MSR closes the remainder of the 8 th St horsecar line (trackage from Market to Bryant). Exact date on which service was withdrawn unknown. A report of an altercation in San Francisco Chronicle, 12-5-1897, p.32 suggests that the line was still operating (as a horsecar line) at this point, while San Francisco Examiner, 5-14-1898, p.8 describes the 8 th St line as one of several where electricity “is to be substituted for <i>the present power</i> ” (my italics). Despite several announcements of an imminent start, work had not commenced by Jul 1898 (San Francisco Examiner, 7-18-1898, p.10).
Mid 1898 – mid 1899	6, 72	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).
9-11-1898	9	MSR commences service on part of the 8 th St electric line, from Market to Bryant. San Francisco Examiner, 9-12-1898, p.3. New electric trackage from Market to Harrison Sts (trackage on 8 th between Harrison and Bryant (5) opened in 1892).
10-16-1898	text	The SF&SMR opens its Glen Park line from San Jose Ave to Elk St via Chenery. The Glen Park Zoo opened on 10-16-1898 (San Francisco Examiner, 10-17-1898, p.4) and the article states that cars ran on opening day. In the absence of any evidence to the contrary, it is reasonable to assume that the branch line opened with the Zoo. A year earlier, San Francisco Chronicle, 7-13-1897, p.4 described options for a connection between the S M&SMR and the then proposed Glen Park Zoo, indicating that the line was built to serve the Zoo. It is likely that services on this branch were sporadic – several months later, on 5-22-1899, the San Francisco Call, p.10 reported that the SF&SMR “commenced running cars over the new spur track from Chenery and Thirtieth streets into Glen Park yesterday”.
early 1899	25, text	MSR opens new trackage on Stanyan St between Frederick and Parnassus and on Parnassus Ave between Stanyan and 5 th Ave. San Francisco Examiner, 2-20-1899, p.10 describes the commencement of the work on this line and San Francisco Examiner, 6-10-1899, p.14 describes the new routing arrangements. An exact date of opening has not been determined. Note that within four years of opening the western terminus of this line is listed

		as 3 rd Ave, which remained the terminus until the line was extended to Pacheco St via Judah St & 9 th Ave in 1912.
1-29-1899	text	MSR begins providing electric service on the former steam route between Haight & Stanyan Sts and Lincoln Way & 2 nd Ave. San Francisco Chronicle, 1-29-1899, p.32. This interurban-style service ran on Sundays using carriages that were too large for the neighbouring streetcar tracks and lasted until 1902. Note: Rice & Echeverria, Octopus, p.190 give a commencement date of 1-28-1899.
2-1-1899	129, 131, 132, text	MSR opens the San Bruno Ave extension of the Folsom St line from Folsom & 26 th St via Cesar Chavez (then Army), private right-of-way (part of today's Bayshore Blvd) and San Bruno Ave to Dwight St. Rice & Echeverria, Octopus, p.181.
April 1899	1, 3, 119	SF&SMR reroutes its main line off Steuart St west of Folsom. San Francisco Call, 4-2-1899, p.9, details forthcoming changed arrangements at the Ferry terminal, and states that SF&SMR cars will run along East St (the Embarcadero) instead of Steuart St. The 1900 Official List of Streetcar Routes states in part that the San Mateo line travelled along East St to Folsom, to Steuart, to Harrison. The same guide indicates that the Folsom St line had ceased using Steuart and Howard Sts, so it is assumed that all of Steuart St between Folsom and Market went out of use at this time.
7-20-1899	31	MSR closes the 6 th St horsecar line. San Francisco Chronicle, 7-20-1899, p.12.
7-31-1899	text	MSR closes the Carl St line, with its operations east of Stanyan St taken over by the Park and Ocean line. San Francisco Chronicle, 7-28-1899, p.10.
11-12-1899	10	MSR withdraws service on the Howard St cable line between the ferry and 10 th St, to allow for the commencement of work to regauge and electrify the line. San Francisco Call, 11-12-1899, p.9.
12-31-1899	2, text, 12, 68	MSR closes the last of the former Omnibus cable lines: Post St and the remaining section of the Howard St line. Cable Car Chronology, confirmed by San Francisco Examiner, 12-29-1899, p.4. 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 include Howard St between 24 th and 26 th in a list of unused tracks around the city. Additionally, an article in San Francisco Examiner, 1-5-1900, p.12 states that 14 cable cars have been left on the Howard St tracks between 24 th and 26 th Sts, which would be unlikely if the line had been abandoned for some time.
Early 1900	18, 62, 74, 90	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, 47, text	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	117, 124, 125	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 22 nd and 24 th , and on 26 th between Howard and Folsom

4-16-1900	93, 94, 95,	MSR reroutes Ferries, Park & Ocean line from Eddy & Market to 6th and Brannan via Taylor and 6 th Sts. 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. Service was initially often intermittent – San Francisco Call, 3-9-1901, p.4 reports that no cars had run on the line for several months.
5-17-1900	87, 88, 89, 90, 91, 96, 97	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, confirmed by San Francisco Chronicle, 5-14-1900, p. 10. Later in 1900, half of the cars on the route ran via Taylor and Eddy Sts (returning via Turk).
6-10-1900	104	MSR opens Bush & Sansome Sts line from Kearny St via Bush St and Sansome St to Chestnut St. San Francisco Examiner, 6-11-1900, p.10. All new electric trackage. Note: Rice & Echeverria, Octopus, p.196 gives a northern terminus of Jackson St, with the line extended to Chestnut St on the opening of the 5th and Sansome line (p.383). The San Francisco Examiner article gives a northern terminus of Sansome and Bay Sts, a physical impossibility as this location is in San Francisco Bay. However, the 1900 List of Street Car Routes gives a northern terminus of Chestnut St, while recording the 5th St line as a horsecar route with an electric line in the course of construction.
11-26-1900	110, 111, 116, 118	MSR commences electric service on Howard St running from 5th and Market to Mission St via 5th, Howard and 26th. San Francisco Examiner, 11-24-1900, p.2. Note: trackage on 26th between Howard and Mission (123) brought into electric service on 1-25-1896, on Howard between 22nd and 24th (117) on 3-21-1900. Note: Rice & Echeverria, Octopus, p.202, gives 11-27-1900.
Late 1900	151	MSR reorganises the 10th & Montgomery line so that half the cars were routed via Taylor and Ellis (returning via Turk). Rice & Echeverria, Octopus, p.197. New electric trackage opened on Taylor St between Post and Ellis. Note that an article in the San Francisco Chronicle, 5-14-1900, p. 10 describing the imminent opening of the line, does not imply that there would be a delay in opening the Taylor St tracks.
1-1-1901	115	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: the article states that a shuttle service will be operated on 5 th between Market & Howard. The Commonwealth of Australia comes into being.
6-1-1901	105, 106, 107, 112, 113	MSR opens the 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. San Francisco Examiner, 5-31-1901, p.8. Returning westbound, the line diverted from Brannan St at 3 rd and ran via 3 rd , Townsend, and 4 th to Brannan. The Bush & Sansome line was diverted via Bush and Battery Sts to California St, becoming the Bush and Battery line. New electric trackage on 1st, 5 th from Howard to Brannan, and from Sansome to California via Bush & Battery. Note: 3 rd and 4 th Sts were already electrified at this point, as were Brannan, Folsom and Townsend, and 5 th St between Market and Howard.

		Note: San Francisco Examiner states that the 5 th and Sansome line will open the next day, giving 6-1 as the date of opening. Rice & Echeverria, Octopus p.200 states early 1901, while p.383 states 11-17-1900.
11-4-1901	text	MSR cuts back western terminal of the Sacramento-Clay line to Walnut Street. Cable Car Chronology, confirmed by San Francisco Examiner, 11-2-1901, p.8. Note that 11-3-1901 was the last day of service to Fulton St.
11-5-1901	text	MSR extends McAllister St line from 7th/8th Avenue to 11th Avenue. San Francisco Examiner, 11-2-1901, p.8. Note: Cable Car Chronology gives 11-20-1901.
1902	text	MSR/URR withdraws service on the former steam tracks through Golden Gate Park between Stanyan St and 2 nd Ave. Rice & Echeverria, Octopus, p.190.
2-3-1902	text	MSR reroutes and extends the Turk & Eddy line via Sacramento, Lake and Sixth Avenue to California St. San Francisco Examiner, 2-4-1902, p.7. New electric track west of Divisadero St. This new line was also known as the Sacramento and Sixth or Eddy and Fulton line. Note that Sacramento St between Divisadero St and Walnut St was served by both 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.
3-2-1902	text	MSR runs its last services on the Fulton St steam dummy line. Assumed due to the opening of the Fulton St electric line on 3-7-1902. San Francisco Call, 1-16-1902, p.7 quotes MSR's Superintendent of Construction, H.H. Lynch "We are turning the steam dummy road from the terminus of the Geary and Sacramento street lines to Twenty-fourth avenue, near the Casino, into an electric road. We expect to have the work done in two months." Note that Rice & Echeverria, Steam, p.50 states that by 1902 this was a Sunday-only service, giving 3-2-1902 as the last day of service.
3-7-1902	144, 145	MSR extends the Sacramento and Sixth line to 24 th Ave and Fulton St. San Francisco Examiner, 3-7-1902, p.5. New electric trackage on 6 th Ave between California and Fulton, and on Fulton St between 6 th and 24 th Avenues. Note that service on Fulton St between 11 th and 24 th Avenues was initially on Sundays only, and that Fulton St between 6 th and 11 th Avenues was served by both cable and electric traction from this date until the 1906 earthquake.
3-9-1902	text	MSR provides its first day of Sunday-only service on Fulton St between 11 th and 24 th Avenues (see above).
7-21-1902	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, 7-22-1902, p.9.
2-9-1903	25	URR reroutes the Park and Ocean line onto Ellis & O'Farrell Sts. San Francisco Examiner, 1-29-1903, p.6. This took the stretch of Stanyan St between Frederick and Carl Sts out of revenue service (last day of service 2-8-1903). The tracks remained in place for many years afterward.
By 1903	text	MSR or URR truncates the Masonic Ave line from 5 th Ave to 3 rd Ave. No exact date available. Accounts of the opening of this line in 1899 give the terminus as 5 th Ave and Parnassus Ave, but by the time of 1903 San Francisco Official Street Railway Directory (and subsequently) the terminus is listed as Affiliated Colleges or 3 rd Ave.
1905-1909	3	URR reroutes the Folsom St line so that inbound cars use Steuart and Howard Sts. Track on Steuart between Folsom and Howard reopened. Source: The 1905 URR Mileage Book, p.13 indicates that the 1899 arrangements (where all of Steuart St between Market and Folsom was out

		of use) were in place, while the 1909 list of San Francisco Car Routes indicates that a different route was followed by inbound and outbound cars. No precise information as to the date of this change has been located.
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.
5-27-1905	114, text	URR opens the Cliff House electric line. San Francisco Chronicle, 5-27-1905, p.9. Note: Rice & Echeverria, Steam, p.49, gives 5-26-1905.
12-9-1905	text	URR extends services along Mission St south of Onondaga Ave to San Jose Ave. San Francisco Examiner, 12-10-1905, p.47. Note that SF Examiner, 12-3-1905, p.37 outlines a range of plans for service improvements, including the rerouting of San Mateo services along the new tracks, stating that the extension has just been completed, but that the changes are dependent on the arrival of new streetcars.
4-18-1906	text, 2, 8, 12, 13, 14, text, 25, 75, 80, 81, 83, 84, 85, 90, 93, 97, 100, 115, 4, 7, 8, 10, 11, 64, 105	<p>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.</p> <p>The Harbor View steam line closes. Rice & Echeverria, Steam, p.23.</p> <p>All remaining horsecar 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.</p> <p>In general, the substantial interruptions to electric streetcar service as a result of the earthquake are not recorded, the exception being as follows:</p> <ul style="list-style-type: none"> • The 1st St electric line, which did not reopen until between April and May 1909. Trackage on 1st St between Market & Folsom, on Battery St between Market & California, and on Bush St between Battery & Sansome is shown as closing on this day. • Harrison St between Steuart and 8th Sts, and Steuart from Harrison to Folsom. The section between 2nd and 3rd did not reopen at all due to the removal of the bridge over the 2nd St cut through Rincon Hill. while the remainder did not open until May 1909 (Harrison from 2nd to Steuart and Steuart from Harrison to Folsom), 1910 (Harrison from 5th to 8th) and 1910-1912 (Harrison from 3rd to 5th).
5-3-1906	44, 45, 121	URR begins electric streetcar service on Market St from the Ferry to Valencia. San Francisco Examiner, 5-4-1906, p.6. Note: after URR began to run electric cars on former cable tracks, service was often subsequently suspended for several weeks or months to enable the tracks to be reconstructed with heavier rails suitable for electric streetcars. The dates provided for commencement of electric services in the post-Earthquake period are for the initial conversion to electric traction. Additionally, all services on the URR system were severely restricted by the 1907 Carmen's strike.

5-7-1906	34, 47, 48, 49	URR extends electric streetcar service on Market St to Castro and on Castro from Market to 20 th . San Francisco Chronicle, 5-8-1906, p.5. Note that the electric line on Castro was cut back to 18th St when cable service on Castro was restored on 8-29-1907.
6-10-1906	text	URR establishes Hayes and Masonic line. From the Ferry via Market, Hayes, Fillmore, Oak, Masonic, Frederick, Clayton, Carl, Stanyan and Parnassus to 5 th Ave. Smallwood, p.122, confirmed by San Francisco Examiner, 6-11-1906, p.9. New electric track on Hayes St from Market to Fillmore – the rest of the trackage had opened prior to the Earthquake.
7-23-1906	text	URR establishes electric service on McAllister St from Market to Lyon. San Francisco Chronicle, 7-23-1906, p.7. Service was almost immediately suspended due to engineering issues and did not recommence until mid-August.
9-23-1906	text	URR establishes electric service on Sutter St from Market to Devisadero. San Francisco Chronicle, 9-23-1906, p.41. Note: Smallwood, p.101 gives 7-4-1906 for the whole of the Sutter St line, however accounts of the opening of the McAllister St electric line state that the workforce employed on that line would be applied to Sutter St.
11-2-1906	136, 137	URR establishes regular service on the Valencia St line from Market to 28 th , after trial runs the previous day. San Francisco Call, 11-2-1906, p.5. Note that the Callwell Chronology states that electric service on the Valencia St line began a few days after services on Market St: San Francisco Examiner, 5-4-1906, p.6 states that this is intended, however a shortage of trolley wire and sewerage repairs delayed the opening of this line considerably.
Early November 1906	85	URR establishes electric service on Sacramento St between Fillmore and Divisadero. San Francisco Call, 10-30-1906, p.16 (a Tuesday) states that the line will be open by the first of next week. Note that it appears that service was initially on a single track – San Francisco Examiner, 12-30-1906, p.9 reports that work on the second track is being rushed to completion.
11-22-1906	67	URR establishes electric service on the Polk and Larkin Sts line from Lombard to Market. San Francisco Chronicle, 11-22-1906, p.3. As a temporary measure, this line was diverted about a week later via Grove and Polk Sts to 10 th and Brannan Sts while 9 th St was prepared for electric traction. It is not known whether electric service between Grove and Hayes/Market Sts continued during the interim – the paucity of streetcars during this period makes it unlikely. Note that service between Sutter and Lombard was initially limited to a single track – regular service as far as Pacific Ave was instituted on 12-1-1906 (San Francisco Examiner, 12-2-1906, p.31).
Late November 1906	70	URR establishes electric service on Larkin and 9 th Sts between Grove and Mission. San Francisco Examiner, 11-22-1906, p.8 states that reconstruction work will be finished in a week. Note that the section on Larkin between Grove and Market had opened temporary on 11-22 (see above).
Early December 1906	text	URR establishes electric service on Jackson St between Fillmore and Presidio Ave, creating the Sutter and Jackson line. San Francisco Chronicle, 11-27-1906, p.16 (a Tuesday) states that cars will be running between Fillmore and the Presidio gates by the “first of next week”. San Francisco Chronicle, 12-13-1906, p.7 states that the line has been opened.
Mid December 1906	69	URR extends electric service on Sutter St from Devisadero St to Lyon St. San Francisco Chronicle, 12-18-1906, p.12.

Late December 1906	71	URR extends the Sutter electric St line from Lyon St to Presidio Ave. San Francisco Examiner, 12-23-1906, p.11. Note that through service to Presidio and California did not commence until early January 1907.
12-22-1906	text	Haight St electric line commences from Market to Scott. San Francisco Examiner, 12-21-1906, p.18.
12-22-1906	text	URR establishes electric service on Fulton St between 6 th Ave and Stanyan, on Stanyan St between Fulton and Hayes, and on Hayes between Stanyan and Divisadero. San Francisco Examiner, 12-23-1906, p.11. This was part of a temporary loop line to “the Chutes” at Fulton and 10 th Ave but was later incorporated into other lines. Trackage on Hayes between Fillmore and Divisadero did not open permanently until 1916 due to excessive grades.
12-26-1906	text	URR extends the Haight St electric line commences from Scott to Stanyan. Smallwood, p.106, confirmed by San Francisco Examiner, 12-23-1906, p.11
Early 1907	68	URR establishes electric service over the balance of 9 th St. Exact date not known. Work on the tracks was underway on 1-26-1907, as the SFFD was impeded while attending a fire at the corner of Folsom and 9 th . (San Francisco Chronicle, 1-27-1907, p.40.
4-11-1907	51, 52, 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 electric 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 streetcar lines in the city, gives the terminus of the line as Baker and Lewis St – one block past today’s Marina Bvd. 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 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. 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.
9-6-1907	49	The electric line on Castro St is cut back to 18 th as cable service on Castro is restored. San Francisco Examiner, 9-8-1907, p.7 states that cable service resumed the previous day, giving 9-6 as the last day of electric service between 18 th and 20 th Sts. Note: Cable Car Chronology gives 8-29-1907.
late 1907	text	URR extends service on Fulton St from 24 th Ave to 36 th Ave. San Francisco Examiner, 8-27-1907, p.7 reports on the progress of construction, with tracklaying complete. No exact date available, but it is assumed that service commenced as soon as this work was completed.
January 1908	text	Parkside Transit Co. commences service between Lincoln Way and Sloat Boulevard via 20 th Ave, Taraval, 33 rd , Vicente and 35 th , and on 20 th , Wawona and 19 th 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 33 rd and Taraval and URR’s Ingleside line, via Taraval, 20 th , Wawona and 19 th (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 20 th , Wawona and 19 th 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.
April 1908	101, 102, text	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. 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. 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. 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. The caption to a photograph on p.37 of Perles, The People's Railway, suggests that opening was in April 1908.
June 1908	51, 53, text	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 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	75, 115	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.
7-28-1908	text	URR extends the McAllister St line to 11 th Ave. San Francisco Examiner, 7-29-1908, p.5. New electric trackage between Lyon St and Stanyan St on McAllister, ROW and Fulton.
3-20-1909	text	URR opens the initial section of the Sunnyside line. New trackage on Monterey Boulevard (then Sunnyside Ave) from Diamond St to Baden St. San Francisco Examiner, 3-19-1909, p.1. Note: Chronological History of Routes by Lines gives this date for the opening of the whole line.
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”.
5-4-1909	105	URR re-establishes the 1 st St line, which had not operated since the earthquake. San Francisco Examiner, 5-4-1909, p.1 states that the line is being operated by one car from Folsom St to the corner of Bush & Sansome Sts. Note that most pre-existing electric lines reopened within a few months of the earthquake, although for many months services were limited by a shortage of streetcars. Note that in the succeeding 29 years, both Bush & Sansome Sts, and California & Battery Sts (and sometimes both) are listed as termini for this line in various City and streetcar guides. It is possible that service over 1 st , Bush and Battery Sts was intermittent, as still other guides, notably the October 1934 MSR Guide, do not list the line at all (though the Guide’s map depicts tracks on 1 st and Bush Sts). It is very likely that the line was operated merely to hold the franchises.
May 1909	4, 7, 64	URR re-establishes the Harrison St line below 2 nd St. San Francisco Examiner, 5-7-1909, p. 2 states that service is expected to resume within 10 days from Bryant & 2 nd via Bryant, Stanley Place (later Sterling St and now an on ramp onto the Bay Bridge), Harrison and East St (the Embarcadero). Note that the 1909 Guide to San Francisco lists this line, so it is reasonable to assume that the line opened as expected. Also note that maps published subsequent to this time show an alignment on Steuart St rather than the Embarcadero (in keeping with the original SF&SMRR route), so I have assumed that the newspaper article is in error in this detail.
Early June 1909	text	URR extends the Sunnyside line to Genesee St. No precise date available. San Francisco Call, 5-30-1909, p.41 lists this among six proposed extensions to the streetcar system, while an article in San Francisco Chronicle, 6-15-1909, p.5 on streetcar extension in the city states that the line is “now in operation” as far as Hamburg St (today’s Ridgewood Ave). While contemporary newspaper reports sometimes list Hamburg St as the terminus, the 1909 Guide to San Francisco lists the terminus as Genesee St.
6-13-1909	text	URR commences service on Sloat Bvd between 48 th Ave and Junipero Serra Bvd. Townley Chronology, (confirmed by San Francisco Examiner, 6-4-1909, p.4)
10-25-1909	text	URR opens the Visitacion Valley line from Mission St to Sunnyside Ave via Geneva, Walbridge, Schwerin, McDonald and Bayshore Bvd. Smallwood, p.142, confirmed by San Francisco Call, 10-26-1909, p.16.
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.
Late March 1910	8	URR reinstates service along Harrison St between 5 th and 8 th Sts. 3-20-1910 San Francisco Examiner 3-20-1910, p.3. states that URR is reinstating the overhead on Harrison between 5 th and 8 th , while SF Examiner 3-23-1910, p.3. states that URR is now providing service on Harrison between 5 th and 8 th . The articles infer that this action was taken to protect URR’s franchise.
1910 - ~1912	11	URR reinstates service along Harrison St between 3 rd and 5 th Sts. Subsequent to the reopening of Harrison St between 5 th and 8 th (see above), service was reinstated as far as 3 rd , beyond which Harrison St was impassable. A listing of car routes for ~1912 shows the inner terminal of the 18 th St line as 3 rd and Harrison. Note that while one guide subsequent to 1912 (the 1914 “Perfection” Guide) describes the Harrison St line as running from the Embarcadero, all others for the remainder the lines existence until

		1935 show 3 rd St as the inner terminal. There is photographic evidence showing that Harrison St was closed between 2 nd and 3 rd as late as 1928.
8-5-1910	72	URR extends the Sutter and Jackson line along Presidio Ave from Jackson to California. San Francisco Examiner, 8-8-1910, p.3 (a Monday) details the construction of a switch at California St to connect this extension with the Sutter St line on California St, and states that the extension has been operating since Friday night, giving 8-5-1910 as the date of opening.
11-7-1910	text	URR extends the Fulton St extension line from 36 th Ave to the Beach. San Francisco Examiner, 11-8-1910, p.2.
12-22-1910	text	URR opens service on Gough Street between Market St and McAllister St. Townley Chronology, confirmed by San Francisco Chronicle, 12-23-1910, p.7.
1912	text	Presidio & Ferries RR closes its Baker St branch. 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) Also note that a short stub extending along Baker St from Greenwich to Lombard remained in place until 1918, however there is no evidence of this trackage being used for regular services. Inside Muni, p.180 states that the tracks were abandoned in conjunction with the opening of the Greenwich St extension of Muni line D.
5-5-1912	text	Last day of operation of the GSP&O cable line. Cable Car Chronology, confirmed by San Francisco Examiner, 5-5-1912, p.3. Note that article states the last car will run after midnight, however 5-5 was to be the last full day of service.
5-15-1912	text	Haight and Masonic line (still called "Hayes & Masonic at this time) extended from 3 rd Ave to 9 th Ave along Parnassus and Judah. San Francisco Examiner, 5-14-1912, p.3.
6-15-1912	text	Haight and Masonic line extended to Pacheco St via 9th Ave. Smallwood, p.105, confirmed by San Francisco Chronicle, 6-17-1912, p.7 (which states that the first car ran over the line on the afternoon of 6-14).
12-28-1912	text	First day of service for Muni line A & B. Callwell Chronology, confirmed by San Francisco Examiner, 12-29-1912, p.1. New electric trackage from Market on Geary to 33 rd , and on 10 th Ave from Geary to Fulton.
6-3-1913	75, 115	Horsecar service ends on the outside set of the four tracks on Market St from Sansome to the Ferry Building. Callwell Chronology, confirmed by San Francisco Call, 6-4-1913, p.1.
6-25-1913	text	Muni line B is extended from 33 rd Ave to Ocean Beach via 33 rd Ave, Balboa, 45 th Ave and Cabrillo. Callwell Chronology, confirmed by San Francisco Examiner, 6-25-1913, p.3.
11-17-1913	150	URR extends the Mail Dock line along 1 st St from Brannan St to the Embarcadero. San Francisco Examiner, 11-14-1913, p.8
2-9-1914	134, text	URR extends the San Bruno Avenue line from Dwight St to Wilde Ave (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 rather than explicitly mentioned: the article mentions the route via Bryant St - previously San Bruno Ave cars used Folsom St and Army/Precita.

3-12-1914	97	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.
5-1-1914	text	URR extends the Polk and Larkin line from Lombard St to North Point St. San Francisco Chronicle, 4-29-1914, p.22. Note that the SF Chronicle article states that Bay St will be the terminus and a one-block extension further north is planned, however several other contemporaneous newspaper articles state that North Point St is the terminus. Also note that Smallwood, p.120, gives 1915 as the date of this extension.
5-16-1914	text	Muni opens trackage on Masonic Ave between Geary and Turk Sts. San Francisco Examiner, 5-13-1914, p.7. This trackage saw intermittent service and was used in connection with the former Ewing Field, which opened on the same day. Note that the article states that the first cars ran over the extension on 5-12-1914.
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 50 and 60 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.
8-15-1914	147, text	Muni lines D and H commence operation. New electric trackage on Van Ness Ave from Market to Bay and on Steiner, Greenwich and Scott Sts from Union to Chestnut. Date from Inside Muni, p.178, confirmed by San Francisco Examiner, 8-14-1914, p.14. Note that the initial route for line D described in Inside Muni (from Van Ness to Chestnut & Scott via Chestnut) is different to that described in the SF Examiner, which refers to a temporary terminal at Chestnut at the end of “the Steiner St extension”. Note also that Inside Muni, p.186 gives 8-25-1914 for the opening of line H, which is contradicted both by the SF Examiner article and an article in the San Francisco Chronicle, 8-18-1914, p.16, which describes the receipts for <i>both</i> lines on opening day, as well as confirming the D line route via Steiner, Greenwich & Scott.
9-7-1914	138, 139, text	URR commences service on the Richland Ave branch. San Francisco Examiner, 9-6-1914, p.43. Note: Smallwood, p. 126 gives 9-6-1914: a ceremonial first car was run on the day before regular service commenced.
9-7-1914	text	Muni line H extended to 25 th St via 11 th , Division and Potrero Ave. San Francisco Examiner, 9-8-1914, p.6. Note that the article provides two contradictory southern termini, 22 nd and 25 th St, however there is no indication of an intermediate southern extension prior to December 1916 when the terminus was moved to Cesar Chavez St (then Army St) Also note: Inside Muni, p.186, gives 9-17-1914

Early November 1914	text	Muni opens trackage on Chestnut St from Van Ness Ave to Scott. San Francisco Examiner, 11-12-1914, p.8 (a Thursday) states that the track “was opened this week” and that regular service will commence “within two or three days”.
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, confirmed by San Francisco Chronicle, 12-5-1914, p.14.
12-29-1914	56, text	Muni line F commences operation. New electric trackage on Stockton from Market to Broadway, and from Columbus Ave and Union Sts to Bay St via Columbus Ave, North Point, and Van Ness Ave. Inside Muni, p.182, confirmed by San Francisco Chronicle, 12-30-1914, p.9.
c1915	66	URR reorganises the Folsom St line so that all cars travel via Howard and Steuart Sts between East St (the Embarcadero) and Folsom. Tracks on the Embarcadero between Howard and Folsom and on Folsom St between East and Steuart abandoned. Source: the 1915 guide to Street Car Routes gives a route via East St and Folsom St, while Peter's San Francisco locator: The bird's-eye-view of the Exposition city published by the San Francisco Chamber of Commerce shows the final route of the line via Howard and Steuart Sts. No precise information as to the date of this change has been located.
1-5-1915	114, 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. Note: Smallwood, p.101* gives 9-5-1915 – this appears to be an error as it would have involved shared use of the California St tracks for more than half a year. (*and numerous other secondary sources)
2-19-1915	141, 142	Muni line C commences operation to an initial terminus at 14 th Ave. 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. The outer terminal was extended on California to 33 rd Ave on 3-28-1915. Note that no break of service is recorded on California St on 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	42, 43, 152, 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.
2-7-1916	text	URR establishes electric service on Hayes St between Fillmore and Divisadero. Smallwood, p.122, confirmed by San Francisco Chronicle, 2-1-1916, p.9. This section of the former Hayes St cable line needed to be regraded before electric cars could use it (see Smallwood, p.122, and San Francisco Examiner, 7-18-1915, p.69).
12-21-1916	text	Muni line H extended from 25 th St to Cesar Chavez St (then Army St). Inside Muni, p.186.

Late 1916	98, 146	URR reroutes its #27 line off 10 th St and on to 8 th St. The Recorder 11-15-1916, p.7 details the decision of the Board of Supervisors to approve this change, which was necessitated by the Brannan St tracks crossing the tracks of the Western Pacific Railroad to its depot at 9 th and Brannan. Trackage on Brannan between 8 th and 10 th , and 10 th between Bryant and Brannan closed, with new trackage opened on 8 th between Bryant and Brannan. An exact date for this change is not known.
8-11-1917	149, 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, confirmed by San Francisco Examiner, 8-12-1917, p.4. 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, confirmed by San Francisco Examiner, 2-3-1918, p31.
2-26-1918	text	Muni closes electric tracks on Scott St between Greenwich and Chestnut. The Chronological History of Routes by Lines states that on 2-27-1918 the outer terminal of Muni line D was temporarily changed to Union and Steiner Sts. This was to allow for work to extend the line along Greenwich St to the Presidio, giving 2-26-1918 as the last day of service over Scott St. Note: San Francisco Examiner, 2-28-1918, p.7 reports on a protest against the tearing up of tracks on Scott St between Union and Greenwich, as the rails were required for the Greenwich St extension. Note that the tracks on Scott St were in fact between Greenwich and Chestnut, not Union and Greenwich.
5-4-1918	83, text	Muni line D is rerouted to the Presidio. Electric tracks are opened on Greenwich between Scott and Baker. Inside Muni, p.178.
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	149	Muni reroutes line J along Market St to the Ferries. Inside Muni, p.189, confirmed by San Francisco Examiner, 6-2-1918, p.6. Trackage on Van Ness Ave between Hickory and Market taken out of revenue service, although remaining in place for many years afterward.
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.
4-11-1919	text	Muni line L begins service as a shuttle between West Portal and 33rd Ave, with through service on Sundays and holidays. San Francisco Examiner, 4-12-1919, p.13. New trackage between West Portal and 20 th Ave on Ulloa, 15 th Ave, and Taraval. Note: Inside Muni, p.195, gives 4-12-1919.
5-18-1919	text	Muni line K extended from Miramar Ave to Brighton & Grafton via Ocean Ave and Brighton. Inside Muni, p.192, confirmed by San Francisco Chronicle, 5-18-1919, p.6. 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, confirmed by San Francisco Examiner, 1-15-1923, p.17.
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
8-29-1925	text	MSR extends the Fillmore St line from Bay St to Marina Blvd. Stindt, p.101.
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, confirmed by San Francisco Examiner, 10-3-1925, p.7.
2-5-1927	text	MSR closes Parkside line. Townley Chronology. Track between Taraval St and Sloat Blvd on 33 rd Ave, Vicente St and 35 th Ave abandoned.
10-5-1927	87	MSR closes Montgomery Street section of the Tenth and Montgomery line. San Francisco Examiner, 10-5-1927, p.17. Trackage on Washington between Kearny & Montgomery and on Montgomery from Washington to Post/Market abandoned. Note: Smallwood, p.144, gives 10-6-1927 - this is the first day on which the line did not operate, rather than the last day of operation.
10-21-1928	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, confirmed by San Francisco Examiner, 10-22-1928, p.1. 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 (109) was already in use.
11-24-1928	text	MSR closes the Bosworth St line. Townley Chronology. Track between Mission St and Elk St on Bosworth abandoned.
11-17-1929	text	Pacific Ave cable service (Divisadero to Polk) withdrawn. Cable Car Chronology, confirmed by San Francisco Examiner, 11-17-1929, p.37.
Late 1930	96	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	42, 43, 152, 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 occurred at this time.
1932	63, 150	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".
1932	113	MSR cuts back the 1 st and 5 th St (#42) line to the SP depot. Townley Chronology. Electric tracks on 5 th St closed between Bryant and Brannan. (The balance of the tracks on 5 th St between Bryant and Mission continued to be used by the #25 line until 8-1-1935)
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, confirmed by San Francisco Examiner, 5-16-1932, p.11. New trackage on Balboa from Divisadero St to 30 th Ave.
12-5-1932	text	Muni's Line A closes. Inside Muni, p.174, confirmed by San Francisco Examiner, 12-2-1932, p.17. Trackage on 10 th Ave between Geary and Fulton abandoned.
12-7-1932	text	MSR closes the Divisadero St extension. Townley Chronology. Electric trackage on Divisadero between Sacramento and Jackson closes.
5-12-1933	42, 43, 152, text	MSR 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. Smallwood, p.63, confirmed by San Francisco Examiner, 5-13-1933, p.3.
1934	88, 90, 91,	MSR closes the 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 in fact 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, 64	MSR reroutes the #28 line from 2nd and Bryant via 2nd, Folsom, Steuart, Howard and Embarcadero to Ferry. Townley Chronology. Electric trackage on Sterling (formerly Stanley Place), Harrison between 2 nd and Steuart, and Steuart between Harrison and Folsom closed. Note that authorisation for this closure and the two listed immediately below is recorded in the San Francisco Examiner, 6-12-1935, p.5, and was necessitated by the construction of the Bay Bridge and associated roadworks.
8-1-1935	5, 9, 98, 100, text	MSR reroutes the #27 and #30 lines, closing tracks on 8 th St from Market to Brannan and on Brannan from 3 rd to 8 th . Townley Chronology. Note: Smallwood, p.128 states that the #27 line was rerouted in June 1937.
8-1-1935	111, 112	MSR reroutes the #25 line from Bryant and 6 th onto 6 th and Mission, closing tracks on 5 th St from Mission to Bryant. Townley Chronology.
10-5-1935	8, 11, 13, 16, 17, text	MSR's 18th & Park (#33) line closes (replaced by trolley bus using a 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 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). Note that while no contemporary article referring to the closure date of the streetcar has been located, San Francisco Examiner, 10-7-1935, p.28 records the inauguration of the trolley bus service on 10-6-1935.
10-1-1936	89, 92, 93, 94, 151	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.

		<p>Electric trackage closed on 6th between Mission and Market and also between Bryant and Brannan; on Taylor between Market and Post, and on Post between Taylor and Kearny.</p> <p>Note: trackage on the balance of 6th St remained open as it had been transferred to the #25 line on 8-1-1935 (Townley). Also note, trackage on Bush and Sansome remained open as it was transferred to the #29 line on 9-15-1936 (Smallwood, p.129).</p>
7-31-1937	text	MSR closes the Visitacion Valley line. Townley Chronology, confirmed by San Francisco Examiner, 7-28-1937. Trackage from Mission St to Sunnydale Ave via Geneva, Wallbridge, Schwerin, Macdonald and San Bruno Aves 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, confirmed by San Francisco Examiner, 9-16-1937, p.4. 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, confirmed by San Francisco Examiner, 12-23-1937, p.28. Note Smallwood, p.118 gives 12-29-1937.
10-15-1938	105, 106, 107	<p>MSR (#42) line rerouted from 1st and Battery via 3rd, Kearny, Bush and Sansome to Chestnut. Trackage on Battery St between California & Bush, on Bush between Sansome and Battery, and on 1st St between Market and Folsom closed. Date given in City and County of San Francisco: Report of the Obligations as to the Use of Streets under Franchises and Permits, December 31, 1943, Vol. 1, p.27, which describes the last day of operation over section 107. MSR's (#29) line was rerouted from Bush and Sansome to Kearny and Broadway at this time – it is assumed that this occurred concurrently.</p> <p>SF Examiner 7-6-1938 p.8. states that MSR's 1st St franchise will be given up in connection with the new trackage arrangements for the East Bay Terminal - the loop lines operated via Fremont, ROW (level with Minna St) and 1st St were unidirectional.</p> <p>Note that trackage on 1st between Market and Natoma reopened on 1-15-1939 (see below)</p>
1939-1941	140, text	MSR discontinues regular service along San Jose Ave, Guerrero and 14 th Sts between 29 th and Mission. 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. and Stindt, p.105 state that the #26 line ended on 4-16-1938. City and County of San Francisco: Report of the Obligations as to the Use of Streets under Franchises and Permits, December 31, 1943, Vol. 1, p.25 states that the last car over this stretch of track operated on 4-16-1942 (the last day of operation of the Monterey Bvd line).
1-15-1939	46, 106, 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, Natoma and 1 st Sts for Muni and MSR cars. Note: trackage on 1 st from Market to Natoma St had previously operated until 10-15-1938.
6-25-1939	67, 68,	MSR closes #19 9 th Polk Larkin line. Smallwood, p.120, confirmed by San Francisco Examiner, 6-24-1939, p.15. Townley states that one car per day

	70, text	operated from Pacific to Market. Note that that the article in the San Francisco Examiner states that bus service will supplement streetcar service.
8-6-1939	text	Muni line M suspended. Inside Muni, p.198.
11-4-1939	115, 116, 124, text	MSR closes the #35 line. San Francisco Examiner, 10-30-1939, p.16 (a Monday) states that streetcar service will end at midnight on the coming Saturday. Note: Smallwood, p.132 gives 11-5-1939, as does City and County of San Francisco: Report of the Obligations as to the Use of Streets under Franchises and Permits, December 31, 1943, Vol. 1, p.25. Townley gives 12-5-1939 for a partial closure of trackage on Howard and South Van Ness followed by closure of the 24 th St section on 1-28-1940. However, the article in the Examiner states that the #35 bus line would be established on 24 th St from Guerrero to Rhode Island St on 11-5-1939. Note: service on South Van Ness south of 22 nd St (117) continued to be provided by the #30 line.
6-22-1940	27, 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). San Francisco Examiner, 6-20-1940, p.3, states that buses will take over service on Sunday 6-23. Electric trackage closed on San Jose south of Monterey to Mission St. Note: Townley Chronology gives 6-23-1940 as the last day of streetcar operation.
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. Note that the article in the SF Examiner mentioned immediately above does not mention any changes to the #24 line.
7-1-1940	117, 118, 125, 134	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, and on 22 nd between Mission and South Van Ness. (the date of the two abandonments is 6-30-1940). Trackage on Bryant between 26 th and Precita reopened. Note that San Francisco Examiner, 7-2-1940, p.4, describing the commencement of a Muni bus service along Howard St and South Van Ness on 7-2-1940, states that MSR was forced to abandon car service due to franchise issues but does not provide an explicit date on which service was withdrawn.
7-15-1940	67, text	MSR reinstates car service on the 9 th Polk & Larkin line. Townley Chronology, Smallwood p.120 and the Chronological History of Routes by Lines. Note that the 1941 MSR guide states that this line is a motor coach service with streetcars operating north of Market St during peak hours, and in the absence of evidence to the contrary it is assumed that streetcar service south of Market did not resume.
4-5-1941	text	MSR ends service on the Castro St cable line. Cable Car Chronology, confirmed by San Francisco Examiner, 4-6-1941, p.12. Note that the article implies that regular cable service may have ended on the previous day, as it states that the replacement Castro-Divisadero-Marina bus service was inaugurated on 4-5-1941, concurrent with ceremonies to mark the end of cable services.
4-5-1941	text	MSR closes the remainder of the Divisadero St (#24) line and cuts the northern terminus of (#22) Fillmore St line to Broadway. Electric trackage on Fillmore from Broadway to Marina Blvd (including the counterbalance section) and on Divisadero St from Sacramento to O'Farrell taken out of service. Townley Chronology. See note immediately above relating to the closure of the Castro St cable service.

5-10-1941	40, 41, 104 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 and Chronological History of Lines give 9-12-1941, however an article in the San Francisco Examiner 5-12-1941, p.4 references a celebration of the new bus service and the extension of the #20 line, without giving an exact date on which the changes occurred. *At closure the #42 line ran on neither 1 st St nor 5 th St.
5-11-1941	131, 134, text	MSR closes the Army St (now Cesar Chavez St) line (#30). Smallwood, p.130. Electric trackage on Cesar Chavez between 3 rd St and York St, and on Bryant between 26 th and Cesar Chavez closes.
12-24-1941	text	MSR closes the 29 th St branch, Mission St to Noe St. Townley Chronology.
2-14-1942	1, 3, 4, 5, 6, 9, 15	MSR closes the Sacramento-Clay cable line. San Francisco Examiner, 2-16-1942, p.24. Note: Cable Car Chronology gives 2-15-1942 – this was the first day without cable service.
4-15-1942	23, 31, 32, 140, text	MSR closes the #10 line. Townley Chronology, confirmed by City and County of San Francisco: Report of the Obligations as to the Use of Streets under Franchises and Permits, December 31, 1943, Vol. 1, p.25 (which gives 4-16-1942). 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. Note that the 1941 MSR guide states that this line is a motor coach route with streetcars operating during peak hours. No primary sources to confirm this date have been found, however two photographs showing streetcars on Monterey Bvd dated 1941 and 1942 respectively, are shown at: https://sunnysidehistory.org/2019/02/07/monterey-and-detroit-1942-and-today/ .
9-8-1942	text	MSR extends streetcar service on the #25 line to Arleta Ave using track of the #16 and #29 lines 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	40, 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	41, 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. Note: Smallwood, p116, gives 5-15-1945, however San Francisco Examiner, 4-23-1943, p.1 has a

		report of MSR being ordered by the Office of Defense Transportation to reinstitute service.
5-17-1943	text	MSR reinstates the #26 line over part of its former route, with service via San Jose, Ocean and Onondaga. Townley Chronology, confirmed by San Francisco Examiner, 5-12-1943, p.17. Electric trackage reopens on San Jose Ave from Ocean Ave to Mission St, Daly City. 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	34, 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.
2-3-1945	text	Muni closes the former MSR #26 line, which had partially reopened in May 1943. Townley Chronology.
2-3-1945	110	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	136, 140	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	33	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.
9-23-1945	67, text	Muni closes the remainder of the former MSR #19 line. San Francisco Examiner, 9-25-1945, p.13, states that service was suspended the previous day, giving 9-23 as the last day of service. Electric trackage abandoned on Larkin, Post and Polk Sts. Note: Townley gives 9-22-1945 and Smallwood, p.120, gives 9-29-1945, as does the Chronological History of Routes by Lines.
10-27-1945	2, 3, 39, 126, 129, 130, 133, 135, text	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 10-28-1945 as the first day of motor coach service.
11-5-1945	34, 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	33, text	Muni closes the former MSR #17 line. Townley Chronology, confirmed by San Francisco Examiner, 12-19-1945, p.15. 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, 81, 82, 83, 86	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	32, 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	137, 140	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.
10-5-1946	36, 37, 40, 41, text	Muni closes the former MSR Third and Kearny line (renumbered #16). San Francisco Examiner, 10-8-1946, p.3 (a Tuesday) states that buses replaced streetcars "last Sunday", giving 10-5 as the last day of streetcar service. This date was foreshadowed in San Francisco Examiner, 9-11-1946, p.32. 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, and from Townsend to Mariposa, on Mariposa St from 3 rd to Illinois, and on Illinois St from Mariposa to 19 th . Note: Townley Chronology gives 10-7-1946. Note also that the stretch of 3 rd St between Brannan and Townsend remained open at this time as it was used by line #41 until January 1949 and the F line between January and December 1949.
11-10-1946	32, 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	139, 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	101, 102, 103,	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	139	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	53, 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	73, 77, 78, 84	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	145, 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. Note that San Francisco Examiner, 6-6-1948 states that buses ran

		on both the #5 and #21 lines the previous day (6-5-1948), implying that streetcar service may have ended on 6-4-1948.
6-5-1948	143, 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	72, 85, 95, 131, 134, 144, 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 Cesar Chavez, on Cesar Chavez between Bryant and Potrero Ave, and on 6 th St between Bryant and Mission. Note that the section of San Bruno Ave south of Cesar Chavez remained open as it had been transferred to the H line in December 1946, with the #25 truncated to Cesar Chavez and Potrero at that time (Smallwood, p.127).
8-13-1948	99, 123, 127, 128, 132	Muni closes the former MSR #27 line. Smallwood, p.128. Electric trackage 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. Note that the portion of the #12 line between Brighton Ave and Mission St remained in use, as alternate cars on the K line had begun operating to Onondaga and Mission on 4-8-1945 (Inside Muni, p.192)
1-15-1949	35, 38, 122, 138, 139, 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.
3-26-1949	44, 121	Muni ends streetcar service on Market St between the Embarcadero and Fremont. San Francisco Examiner, 3-28-1949, p. 7. Note that 3-27 was the first day when all Market St cars terminated at the Bay Bridge Terminal, giving 3-26 as the last day of service. Also note: Callwell Chronology and Chronological History of Lines give 3-21-1949, while Laflin gives 3-23-1949.
6-27-1949	34, 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	69, 71, 75, 79, 80, 140, text	Muni closes the former MSR #1, #2, #3 and #31 lines. Smallwood, pp.101-104, 130, confirmed by San Francisco Examiner, 7-2-1949, p.13. Electric trackage closed on Geary Blvd 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 Wilde Ave. 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	141, text	Muni truncates line C to 2 nd Ave and Cornwall St. San Francisco Examiner, 9-25-1949, p.16.
12-11-1949	29, 58, 59, 108	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 (Townley). Note: the 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	50, 55, 56, 57, 60, 62, 147, 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), with some cars continuing to terminate at Mission and Onondaga. Inside Muni, p.192. Trackage on Brighton Ave from Ocean to Grafton abandoned. Note: Townley gives 8-15-1951 as the last day of operation on the Brighton Ave branch, with all day operation having ceased on 5-18-1951.
10-11-1952	text	Muni line K truncated to terminate at Ocean Ave & Frida Kahlo Way. Inside Muni, p.192, confirmed by San Francisco Examiner, 9-24-1952, p.24.

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. The Hyde St section reopened on 4-5-1957, and this closure (and that of the section of the Washington-Jackson cable line (see immediately below) that reopened on the same day) is not recorded on the map, as it is treated as a closure for maintenance purposes.
9-1-1956	text	Cal Cable's (by this time Muni's) Washington-Jackson line is discontinued. Cable Car Chronology.
12-29-1956	142, 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	Last full day of operation for Key System trains 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	48	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 station (the underground tracks extended as far as Spear St rather than the Embarcadero). 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	45, 46, 47, 106, text	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	30, 31, text	Passenger service on 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	45, 46, 47, 48, 106, text	Muni's F line opens from Market and Castro to the Transbay Terminal, operating historic streetcars. Callwell Chronology.

1-10-1998	64, 238 text	Muni's E line opens from Embarcadero to 4 th St via tunnel to Folsom St, the 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	44, 46, 103, 106, 119, 120, 122, text	Muni's F line is extended from Fremont St to Fisherman's Wharf via Market St, Steuart St, Don Chee Way and the Embarcadero, and service from Market St to the Transbay Terminal ends. San Francisco Examiner, 3-5-2000, p.D-1. Notably, this extension reinstated streetcar service on part of the route of San Francisco's original electric streetcar line opened in April 1892.
1-13-2007	15, 152, 153, text	Muni's T line opens, with electric trackage on 4 th St, 3 rd St and Bayshore Blvd. between King St and Raymond Ave re-entering service. Trackage opens for the first time on 4 th St between Berry and King, and on Channel St between 3 rd and 4 th . San Francisco Examiner, 1-13-2007, p.5.
8-1-2015	38, 39, 65	Muni extends the E line, operating historic streetcars from King St to Fisherman's Wharf via King St and the Embarcadero. San Francisco Examiner, 7-16-2015, p.A-4. New above ground tracks between Market and Folsom Sts enter service.
11-19-2022	54, 148	The Central Subway opens for weekend service from Chinatown to 4 th and Brannan. New underground tracks from Perry St to Washington St below 4 th and Stockton, and aboveground electric service returned to 4 th St between Perry and Brannan.
1-7-2023 (To be verified.)	61, 62	Muni's T line diverted into the Central Subway. New above ground tracks on 4 th St from King to Townsend with service returned to trackage on 4 th St between Brannan and Townsend.