



IMAGES  
of Rail

# RAILWAYS OF SAN FRANCISCO

Paul C. Trimble

# Railways Of San Francisco Images Of Rail California

**Annelies Wilder-Smith**



## **Railways Of San Francisco Images Of Rail California:**

**Railways of San Francisco** Paul C. Trimble, 2004 It may be hard to believe now but San Francisco was once dominated by railways Before private cars crowded this hemmed in city rail was the only way to get around the challenging terrain and the rail industry rose to the task with many innovative systems Some of these were herculean with massive bores through rocky hills or elaborate cable and counterweight systems to handle steep inclines Others were simpler horse drawn affairs that took passengers from the downtown and waterfront areas to outlying districts The distinct flavor of San Francisco's neighborhoods owes much to the early rails as these cars enabled residents to form their own enclaves and still interact with the commercial heart of the city Some rail systems presaged today's commuter lifestyle one even ran all the way down Mission Street to far off San Mateo Only a few of the many rail systems that once served this city remain *Ocean Shore Railroad* Chris Hunter, 2004-12-01 With one of the world's most scenic backdrops as a brilliant seascape for passengers the Ocean Shore Railroad skirted northern California's coastline to service communities south of San Francisco for the first two decades of the 20th century As impressive as it was idealistic the line was held prisoner by natural forces that eventually took too much of a toll to keep its striking route churning Today's Highway 1 traces the passage once paved with tracks and points to the few remnants of one of California's most well known excursion lines Rowell's American Newspaper Directory, 1907

**Sacramento Northern Railway** Paul C. Trimble, 2005 The Sacramento Northern Railway was once a critical interurban link between California's northern Central Valley communities the state capital and the Bay Area Running through orchards farmland swamps and cities this electric railway began its life in 1905 Service eventually ran from Chico to Oakland but after the Bay Bridge opened in 1939 the 186 mile route started in San Francisco's Financial District crossed the bridge on the lower deck ran through Contra Costa County towns like Moraga Lafayette and Pittsburg across the Suisun straits on the massive rail ferry Ramon which could hold an entire train and into Sacramento the halfway point From there the train continued through rolling hills and farms on to Marysville and finally to Chico before making its return journey The Sacramento Northern soldiered on until World War II but eventually the growing car culture along with competing diesel railroads undid this splendid line Interurban passenger service ended in 1941 and the various lines were gradually abandoned or dieselized Today a 22 mile segment of the route remains in operation at the Bay Area Electric Railway Museum in Solano County *Rails of California's Central Coast* Walter Rice, Emiliano Echeverria, 2008 Diversity is the prime characteristic of the California Central Coast's many rail operations Readers will be attracted by the varying scope of Central Coast Santa Cruz Monterey and San Luis Obispo Counties rail systems They range from local horsecar services and the narrow gauge electrified plant railroad that served the Santa Cruz Cement Company at Davenport to the Southern Pacific Railroad's Coast Line and its engineering marvel Cuesta Grade highlighted by the world famous horseshoe curve Local streetcar systems and long ceased regional railroads are part of the area's rail legacy Rare historic images blended with

contemporary photography chronicle the region's railways from times past to the present      *Chicago & North Western Railway* Tom Murray, By the time it was merged into the Union Pacific in 1995 the Chicago North Western was one of the nation's oldest surviving railroads a testament to the Midwestern stoicism with which it had gone about its business since 1859 This illustrated history chronicles how C NW emerged from a collection of regional carriers to become a strategic link between eastern railroads and the West Author Tom Murray traces the railroad's expansion as it extended secondary lines throughout the Midwest He also explores C NW's joint ownership of UP passenger trains and describes how the railroad answered challenges from regional rivals with the 400 series of passenger trains As fascinating as the story are the hundreds of accompanying illustrations historical photographs archival images route maps and period print ads The result is an entertaining and informative history of an iconic Midwestern railroad a narrative that spans the decades from the 1850s to the 1990s and takes in steam and diesel motive power freight and passenger operations and all the key characters events and deals that figured in the Chicago North Western's rise and eventual demise      *Alameda by Rail* Grant Ute, Bruce Singer, 2007-03-14 Across the great bay from San Francisco the city of Alameda evolved into an island hometown of fine Victorian and Craftsman architecture and a port containing a naval air station shipbuilding center and the winter home of the long gone Alaska Packers fleet of tall ships But Alameda also was a busy railroad town In 1864 a passenger railroad with a ferry connection created a commute to San Francisco In 1869 the city became the first Bay Area terminus of the Transcontinental Railroad Alameda became an island because a railroad allowed construction crews to dig a tidal canal separating it from Oakland in 1902 Later generations rode steam then electric trains to a grand ferry pier where ornate watercraft guided them the 20 minutes to San Francisco An auto tube and later the San Francisco Oakland Bay Bridge hastened the demise of ferry then rail operations before World War II      *San Francisco's Powell Street Cable Cars* Emiliano Echeverria, Walter Rice (Ph. D.), 2005 San Francisco's cable cars are an internationally recognized symbol of the city but they also have a long and fractious history There are actually three cable lines in operation today the California Street line and the two Powell Street lines the Powell Mason and Powell Hyde The Powell Street lines have been the subject of much controversy through the years due to a complex lineage of private and public ownership Cable cars on Powell Street began in 1888 operating under the Ferries and Cliff House Railway Company and utilizing the same basic design pioneered by Andrew Hallidie in 1873 Among the story's twists and turns are the line's actual routes following the 1906 earthquake which caused heavy damage and forced major repairs Post quake United Railroads was able to replace many of the cable car lines with streetcars including a part of the Powell Street system San Francisco at one time had eight separate cable car operators Gradually most were replaced by streetcars buses and trolley buses given the complexities and expense of cable systems The Powell lines were taken over by the city in 1944 but the mayor tried to abandon them in 1947 The public disapproved of this move and since then the Powell Street line has only grown in stature and its importance to San Francisco      **Bancroft's**

**Official Railway Guide of the San Francisco and North Pacific Railway Company, San Francisco to Ukiah, Cal. with All Connections** ,1890      *History of California* ,      San Francisco's California Street Cable Cars Walter Rice,Emiliano Echeverria,Michael Dolgushkin,2008 San Franciscos internationally recognized cable cars are the symbol of the individual character of a great city The California Street cable car line is one of only three remaining lines in the city The California Street Railway or Cal Cable was developed and opened by Leland Stanford one of the builders of the transcontinental railroad and later founder of Stanford University Indeed the iconic line intimately connected with some of the Wests pioneer businessmen was sold expanded and reached its peak mileage just after 1890 only to be destroyed in the great earthquake and fire of 1906 As resilient as the city it served Cal Cable was rebuilt and lasted as an independent business longer than any other private San Francisco transit operation Cut down to its present form in 1954 that remnant and its double ended cars survive as an integral part of todays cable car system      Railway and Marine News ,1929      **San Francisco's Market Street Railway** Philip Hoffman,Grant Ute,2005-03-01 The Market Street Railway Company thrived in an age when rails ruled San Francisco Spanning the Roaring Twenties the Great Depression and the boom times of World War II it had a long and legendary lifetime that is deeply ingrained in the city s early identity Gradually however it became challenged by the emergence of the automobile cheaper motor coaches and nickel jitneys competing cars on the same routes The MSRy painted the fronts of its cars white to show up well in San Francisco s misty weather and for many years people called them the White Front cars Franchise competition and city regulations undid MSRy and its assets were absorbed into MUNI in 1944 However the name lives on as the nonprofit Market Street Railway organization dedicated to preserving the history of this company and also to retrofitting early streetcars from across the globe putting them back in service on Market Street      *The Passenger Train in the Motor Age* Gregory Lee Thompson,1993 Based on previously unseen data The Passenger Train in the Motor Age offers an illuminating portrait of a critical time in railroad history      **North American Railroads** Brian Solomon,2014-10-15 This richly illustrated encyclopedia of classic and contemporary American railroads features concise histories of 101 U S and Canadian railroads past and present Illustrated with period and modern photography in both color and black and white evocative print ads and system maps each profile is also accompanied by one or more fact boxes offering details on the railroads geographic scope hardware and freight and passenger operations Spanning more than a century and a half this giant compendium of fallen flags Class I behemoths classic regional carriers and transportation icons is sure to become the go to compendium for railfans of all stripes      **Electric Railway Journal** ,1915      **Annual Report of the Board of Railroad Commission of the State of California** Board of Railroad Commissioners of the State of California,California Public Utilities Commission,1914      **Carleton Watkins** Carleton E. Watkins,Weston J. Naef,Christine Hult-Lewis,2011 Sumario Becoming a professional picture maker Christine Hult Lews The great Yosemite Valley and related pictures Weston Naef San Francisco Jack von Euw The Pacific Coast Weston Naef South East and North of San Francisco Bay

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