OCEAN SHORE RAILWAY TRAIN, RAN FROM 12th & MISSION STREETS IN SAN FRANCISCO
THROUGH DALY CITY AND DOWN THE COAST TO SANTA CRUZ

19.   Railroads

THE RAILROAD CAME to the San Francisco Peninsula in 1863. On October 23rd its coming was heralded by some 400 people who swarmed into six cars and rode to San Mateo County's Francisquito Creek where they joined in a picnic as guests of the management.[1]

The railway's first stop after leaving San Francisco was near a rustic school house that had been built where Mission Street and Old San Pedro Road met. For want of a better name the railroad officers called their depot "Schoolhouse Station." The designation remained until Colma became the name of the area.

In 1868 the San Francisco-San Jose line joined the Southern Pacific Railroad of California and thereby became part of a system that covered all of California. This proved most beneficial to the farmers of the Colma-Daly City area, providing for them a means of shipping their produce to far away markets.

At the turn of the century Southern Pacific commissioned a number of surveys to determine the cost of laying tracks from San Bruno to San Francisco. The surveys led to the construction of a new main line with its first stop when traveling south from San Francisco at a station known as Visitacion, presently within the City of Brisbane. From there the trains ran along the eastern foot of San Bruno Mountain in South San Francisco.

To serve passengers on the old line a horseshoe was established with a train leaving Third and Townsend in San Francisco and traveling to South San Francisco and then turning north onto the new line to run back into San Francisco. However this service on the old line soon dwindled to one round-trip passenger train a day and then ceased entirely in 1942.[2]

The first electric streetcars to run down the peninsula from San Francisco were owned by the San Francisco-San Mateo Railroad Company, referred to by many as the Joost Line. Its service to Daly City dates from 1893 and to San Mateo from 1903.

From the Top of the Hill in Daly City, the Joost trains ran down Mission Street serving the cemeteries with stops at the Chinese and Holy Cross Cemeteries and at a depot known as Brooksville. From thence it went to Tanforan and on to San Mateo.

Along the cemeteries the line had several connecting streetcar lines. Mount Olivet Cemetery had a private line that operated until 1926 as a free car, no fares being charged. To Woodlawn Cemetery there was a branch line which was used for funeral cars, but no regular service operated on it. There was also a

spur line that ran from Holy Cross to South San Francisco.

In 1936 the entire line through Daly City was shifted and new pavement was laid over the old lines down the center of Mission Street. Eventually the service ceased beyond Daly City's Top of the Hill, which remains the terminus for San Francisco's Car 14.

Another railroad joined in serving the San Francisco Peninsula on October 2, 1907 when an electric engine hauled two coaches carrying 125 people into San Francisco. During its existence the Ocean Shore Railroad ran from 12th and Mission Streets across the peninsula on a right-of-way that is now Alemany Boulevard to Daly City and present day Garden Village near Broadmoor. Thence it ran to Thornton Beach and down the coast to places with such exotic names as Vallemar, Rockaway, Montara, Half Moon Bay, San Gergorio, Pigeon Point, and on to the end of the line near Santa Cruz.

"The popularity of the railroad that skirted the ocean, writes Rudolph Brandt, "was so great that on week-ends flatcars with benches were pressed into service to handle the crowds."[4] Many Daly City and Colma people rode the trains to the beaches where some played in the surf and others went fishing or hunting. In his memoirs Edmund Cavagnaro recalled crowds of fishermen riding the trains "loaded with fish, mussels, and abalone.

He reported the clubs with their headquarters in Daly City used the Ocean Shore trains for excursions to Princeton by the Sea, Green Canyon, and other spots for picnics and sports.[5] On the other hand Saturday night theater trains enabled residents in San Mateo County to see a show in San Francisco and return to their homes in the same evening.

Other than passenger service the Ocean Shore Railroad carried freight to and from the dairies and farms along the Pacific Coast. At Thornton Beach it picked up cars loaded with chalk from a quarry located a short distance from the present day site of the Olympic Golf Course.[6]

In spite of its popularity the Ocean Shore Railway was always in financial straits, being sold at least two times to avoid bankruptcy. This, along with legal suits filed by various persons and groups of persons, stopped the service, with the last run being made in 1920. Attempts in 1921 and 1933 to revive the Ocean Shore Railway failed and the line passed into history with the editor of the **Coast Side Comet** writing its epitaph, "Rest in Peace. As late as 1956, however, it was necessary for the Superior Court of San Mateo County to break the Ocean Shore right-of-way across a major area of the Westlake development of Daly City.
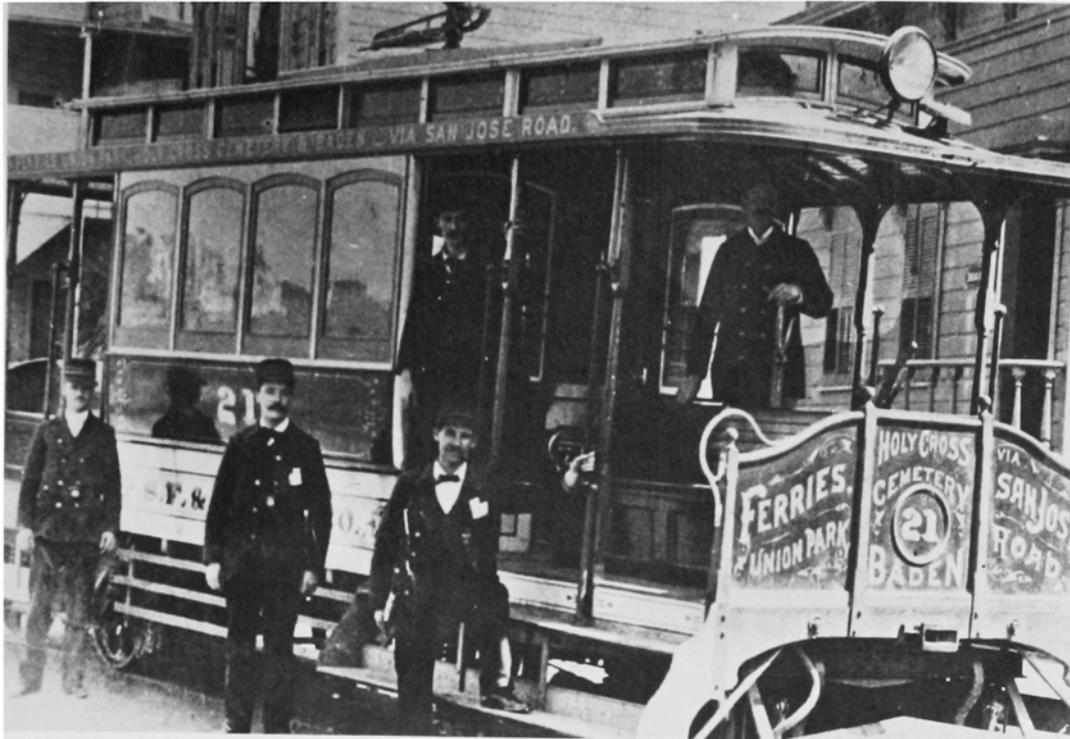
"FERRY TO UNION PARK" UNITED RAILWAY CAR—1900

MISSION STREET—EARLY 20th CENTURY—6700 BLOCK

SOUTHERN PACIFIC RAILROAD,
(NORTHERN DIVISION.)

Commencing Monday, April 21st, 1879, Passenger Trains

WILL LEAVE AS FOLLOWS:

FROM SAN FRANCISCO DAILY P.M.	DAILY S.E. P.M.	DAILY S.E. P.M.	DAILY S.E. P.M.	SUNDAYS ONLY P.M.	DAILY A.M.	SUNDAYS ONLY A.M.	DAILY A.M.	Dist. from S.F.	STATIONS	Dist. from Soledad	**TOWARD SAN FRANCISCO** DAILY A.M.	DAILY S.E. A.M.	DAILY S.E. A.M.	DAILY S.E. A.M.	SUNDAYS ONLY A.M.	DAILY P.M.	DAILY P.M.	SUNDAYS ONLY P.M.
Lv.	Lv.	Lv.	Lv.	Lv.	Lv.	Lv.	Lv.				Ar.	Ar.	Ar.	Ar.	Ar.	Ar.	Ar.	Ar.
6.30	5.00	4.25	3.30	3.30	10.40	9.30	8.20	0	San Fran. Townsend St.	142-9	6.40	8.30	9.10	10.00	10.00	3.40	6.40	8.15
6.45	5.14	4.39	3.45	3.45	10.55	9.46	8.36	3-4	Valencia St.	139-5	6.25	8.16	8.56	9.46	9.46	3.25	6.25	8.00
6.50	5.18	*....	*....	†3.49	10.59	9.49	8.40	4-6	BERNAL	138-3	6.20	8.13	*....	*....	†9.42	3.20	6.21	7.55
6.56	5.23	*....	*....	†3.54	11.04	9.55	8.48	6-9	SAN MIGUEL	136-0	6.13	8.08	*....	*....	†9.37	3.15	6.15	7.50
7.03	5.28	*....	*....	†3.59	11.09	10.01	8.55	9-2	COLMA	133-7	6.05	8.02	*....	*....	†9.32	3.10	6.08	7.44
7.10	5.34	4.57	*....	†4.05	11.16	10.08	9.03	12-2	BADEN	130-7	5.56	7.55	*....	*....	†9.26	3.02	6.00	7.36
7.17	5.39	*....	*....	†4.10	11.21	10.14	9.10	14-3	SAN BRUNO	128-6	5.48	7.50	*....	*....	†9.22	2.57	5.53	7.31
7.25	5.45	5.07	4.15	4.15	11.28	10.21	9.17	17-0	MILLBRAE	125-9	5.40	7.44	8.29	9.17	9.17	2.50	5.45	7.25
7.30	5.51	*....	*....	†4.20	11.33	10.26	9.21	19-2	OAK GROVE	123-7	5.31	7.39	*....	*....	†9.12	2.45	5.36	7.19
7.39	5.55	5.15	4.24	4.24	11.38	10.31	9.25	21-1	SAN MATEO	121-8	5.25	7.34	8.21	9.09	9.09	2.40	5.30	7.13
7.48	6.03	*....	†4.31	†4.31	11.48	10.41	9.34	25-1	BELMONT	117-8	5.10	7.25	*....	†9.02	†9.02	2.30	5.21	7.03
7.55	6.11	5.27	4.38	4.38	11.56	10.50	9.41	28-6	REDWOOD	114-3	5.02	7.18	8.08	8.55	8.55	2.21	5.12	6.54
					P.M.													
8.00	6.16	*....	*....	4.43	12.01	10.56	9.46	30-9	FAIR OAKS	112-0	4.54	7.13	*....	*....	†8.50	2.15	5.05	6.48
8.05	6.20	5.35	4.47	4.47	12.05	10.59	9.49	32-1	MENLO PARK	110-8	4.50	7.10	8.01	8.47	8.47	2.12	5.01	6.44
		5.41	4.53	4.53	12.12	11.06	9.56	34-9	MAYFIELD	108-0			7.55	8.41	8.41	2.05	4.53	6.37
		5.48	5.01	5.01	12.22	11.15	10.05	39-1	MTN. VIEW	103-8			7.48	8.34	8.34	1.56	4.44	6.27
		*....	†5.07	5.07	12.29	11.23	10.11	41-9	MURPHYS	101-0			†7.42	*....	†8.29	1.49	4.38	6.20
		†5.57	*....	†5.11	12.34	11.28	10.16	43-9	LAWRENCES	99-0			†7.37	*....	†8.25	1.44	4.33	6.15
		6.04	5.17	5.17	12.43	11.36	10.24	47-4	SANTA CLARA	95-5			7.30	8.19	8.19	1.36	4.26	6.06
		6.10	5.21	5.23	12.55	11.43	10.30	50-0	SAN JOSE	92-9			7.25	8.13	8.13	1.30	4.20	6.00
			†5.49		1 15			57-3	EDEN VALE	85-6				†7.47		1.04		
			†5.58		1 27			62-8	COYOTE	80-1				†7.37		12.53		
			†6.04		1 34			65-8	PERRYS	77-1				†7.31		12.46		
			6.10		1 40			68-8	MADRONE	74-1				†7.25		12.40		
			†6.15		1 46			71-5	TENNANTS	71-4				†7.20		12.34		
			6.42		2 20			80-3	GILROY	62-6				7.04		12.15		
																P.M.		
		*....		2.26				82-5	CARNADERO	60-4				*....		11.55		
		†6.55		2.35				86-5	SARGENTS	56-4				†6.38		11.45		
		†7.18		2.59				96-5	VEGA	46-4				†6.15		11.23		
		7.25		3.05				99-4	PAJARO	43-5				6.10		11.16		
				3.30				109-7	CASTROVILLE	33-2						10.52		
				4.00				117-6	SALINAS	25-3						10.35		
				4.35				128-5	CHUALAR	14-4						9.47		
				4.55				134-5	GONZALES	8-4						9.28		
				5.20				142-9	Ar SOLEDAD Lv	0						9.00 A.M.		

☞ *Trains do not stop. †Trains stop only on signal or to leave passengers. ☜

The 10.40 A.M. Train Connects at { PAJARO (Daily) with the Santa Cruz R. R. for Aptos Soquel and Santa Cruz. / SALINAS (Daily) with the M. & S. V. R. R. for Monterey.

On Saturdays Only—The 3.30 P.M. Train Connects at { PAJARO with the Santa Cruz R. R. for Aptos, Soquel and Santa Cruz. / SALINAS with the M. & S. V. R. R. for Montery.

TRAINS BETWEEN GILROY AND TRES PINOS.

Dist.	SOUTHWARD. Trains Leave	DAILY.	DAILY, Sundays Excepted	Dist.	NORTHWARD. Trains Leave	DAILY, Sundays Excepted	SUNDAYS ONLY.
0	Gilroy	2.25 P.M.	6.50 P.M.	0	Tres Pinos	5.55 A.M.	10.45 A.M.
14-	Hollister	2.55 "	7.50 "	6-2	Hollister	6.10 "	11.00 "
20-2	Tres Pinos arrive	3.10 "	8.15 "	20-2	Gilroy arrive	6.45 "	11.50 "

STANDARD OF TIME .... *Trains are run by Anderson & Randolph's (San Francisco) Time.*

SOUTHERN PACIFIC TIME TABLE—APRIL 21, 1879