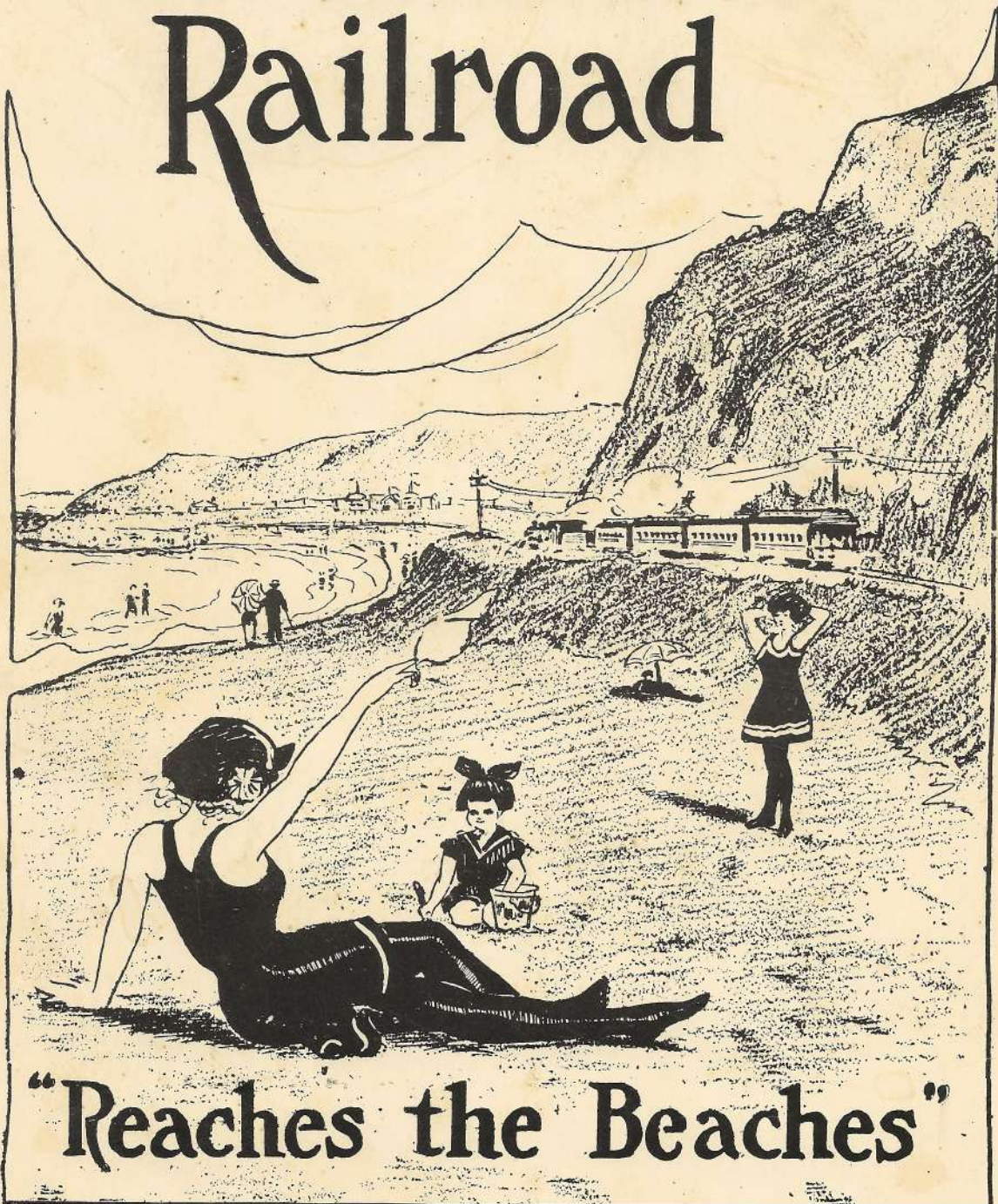


Enlarged Edition

Ocean Shore Railroad

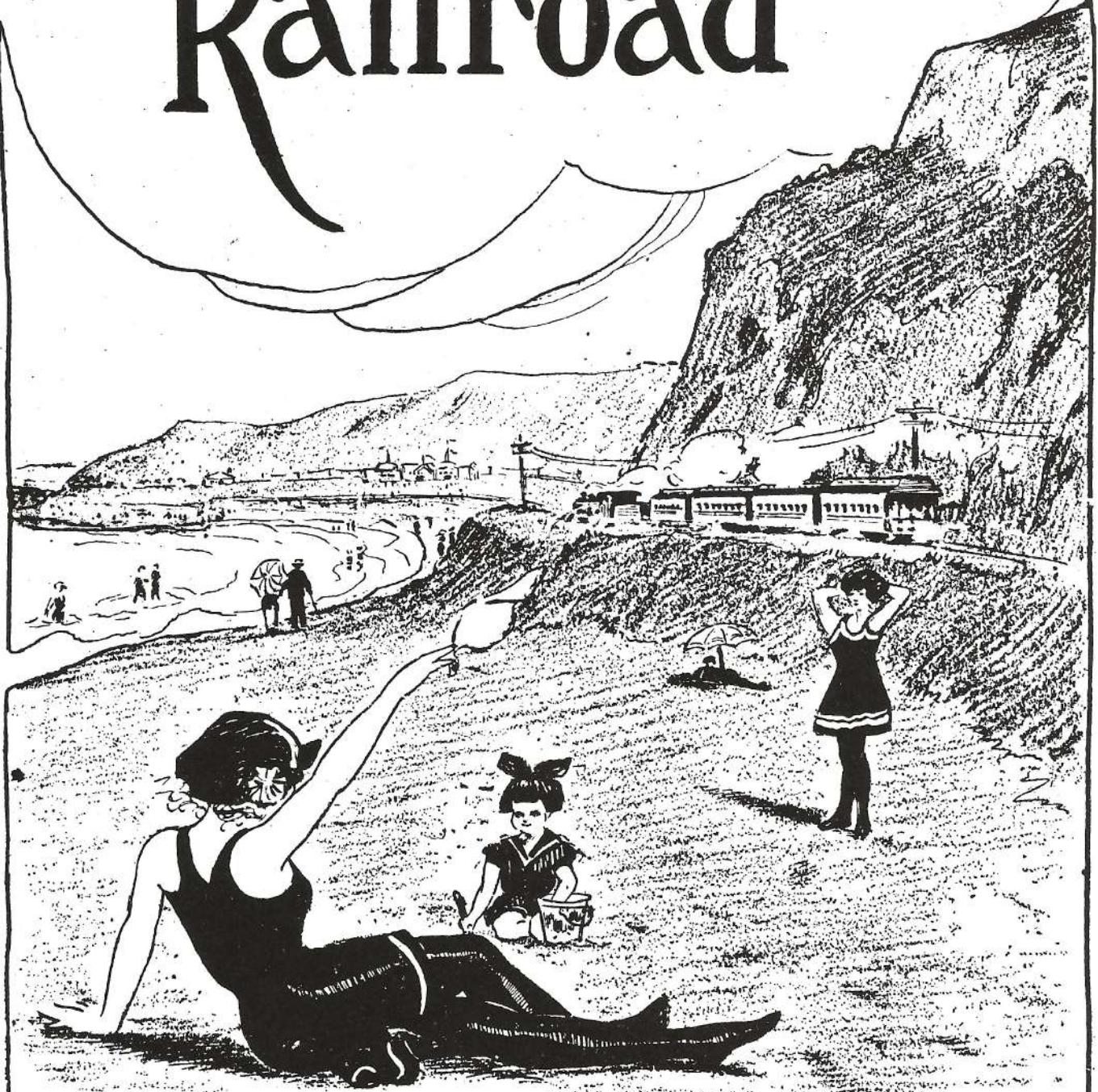


"Reaches the Beaches"

The Western Railroader

"For the Western Railfan"

Ocean Shore Railroad



“Reaches the Beaches”



SANTA CRUZ



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SOUTH BOUND Read Down		DAILY SCHEDULE	NORTH BOUND Read Up	
Leave	8.10 A. M.	San Francisco	12.40 P. M.	Arrive
Arrive	10.15 "	Tunitas Glen	10.45 A. M.	Leave
Leave	10.30 "	Tunitas Glen	10.15 "	Arrive
"	10.45 "	San Gregorio	9.45 "	Leave
"	11.15 "	Pescadero	9.15 "	"
"	11.45 "	Pigeon Point	8.45 "	"
"	12.00 Noon	Gazos Creek	8.30 "	"
"	12.10 P. M.	Torquay	8.20 "	"
"	12.20 "	Waddell Creek	8.10 "	"
Arrive	1.00 "	Swanton	7.50 "	"
Leave	1.05 "	Swanton	7.50 "	Arrive
Arrive	1.55 "	Santa Cruz	7.00 "	Leave

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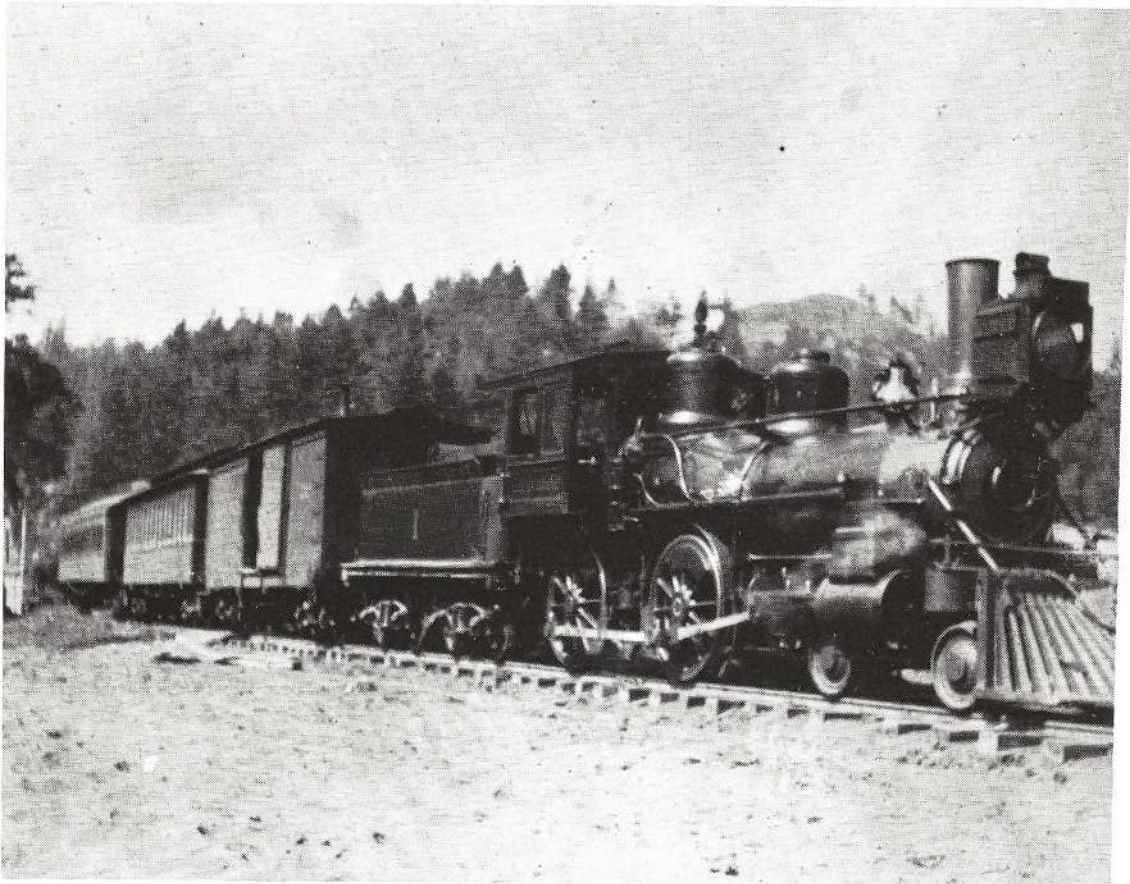
For further information Phone Market 50

"THE COOL SCENIC ROUTE"

OCEAN SHORE

"Reaches the Beaches"

by Rudolph Brandt

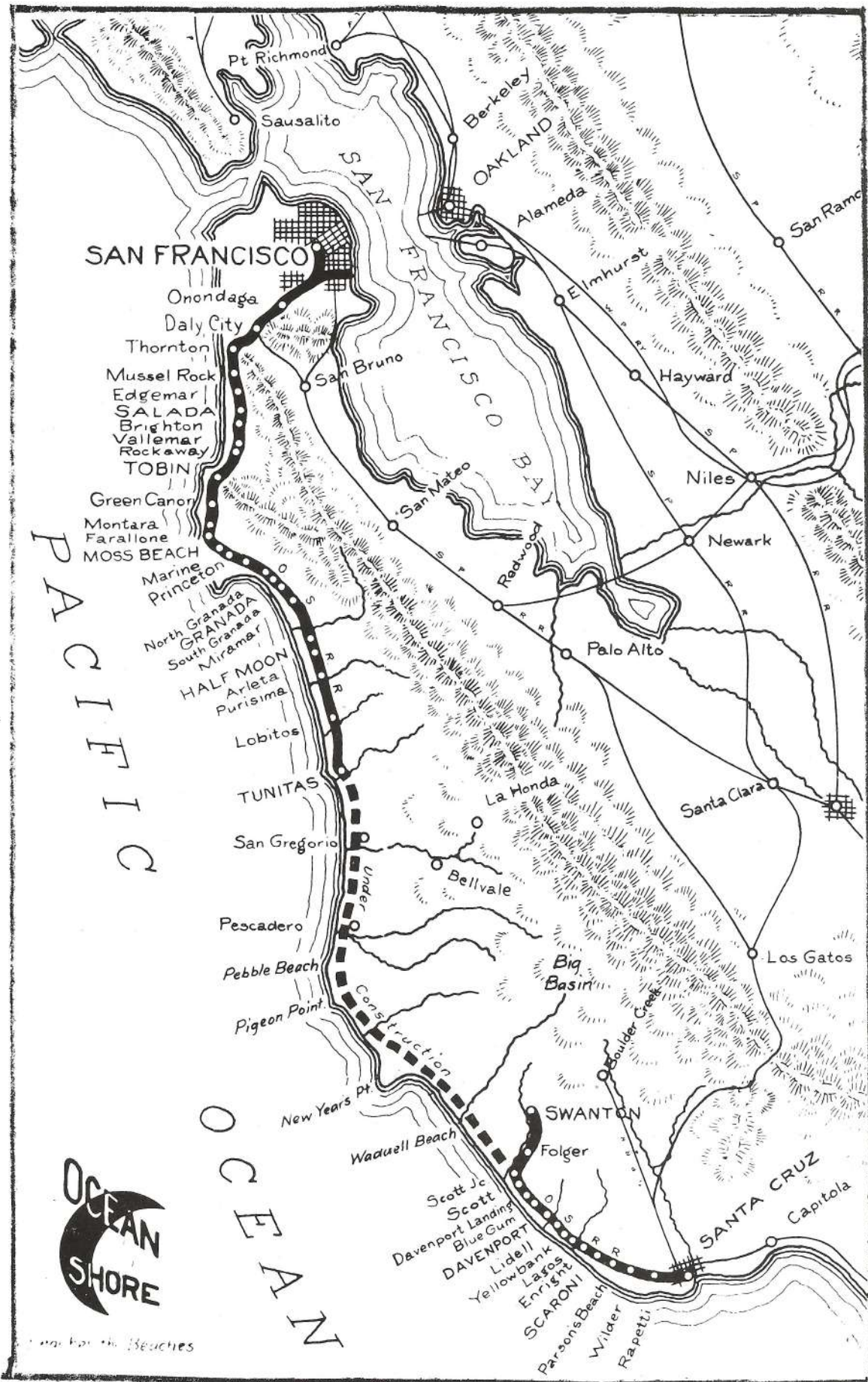


The Western Railroader

"For the Western Railfan"

Vol. 15—No. 7

Issue 151



MAP OF THE OCEAN SHORE RAILROAD

OCEAN SHORE

"Reaches the Beaches"

by Rudolph Brandt

In the year 1905 the electric railway was the coming thing in California. For almost two years the new Key Route serving the East Bay cities and the North Shore in Marin county had been operating multiple-unit trains, the Petaluma & Santa Rosa was nearing completion, while the Northern Electric, destined to be the longest interurban line in the United States, was in the planning stage. Several electric lines already radiated from Los Angeles, but San Francisco, then the largest city in the state, had only a 20-mile suburban line operated to San Mateo by the United Railroads.

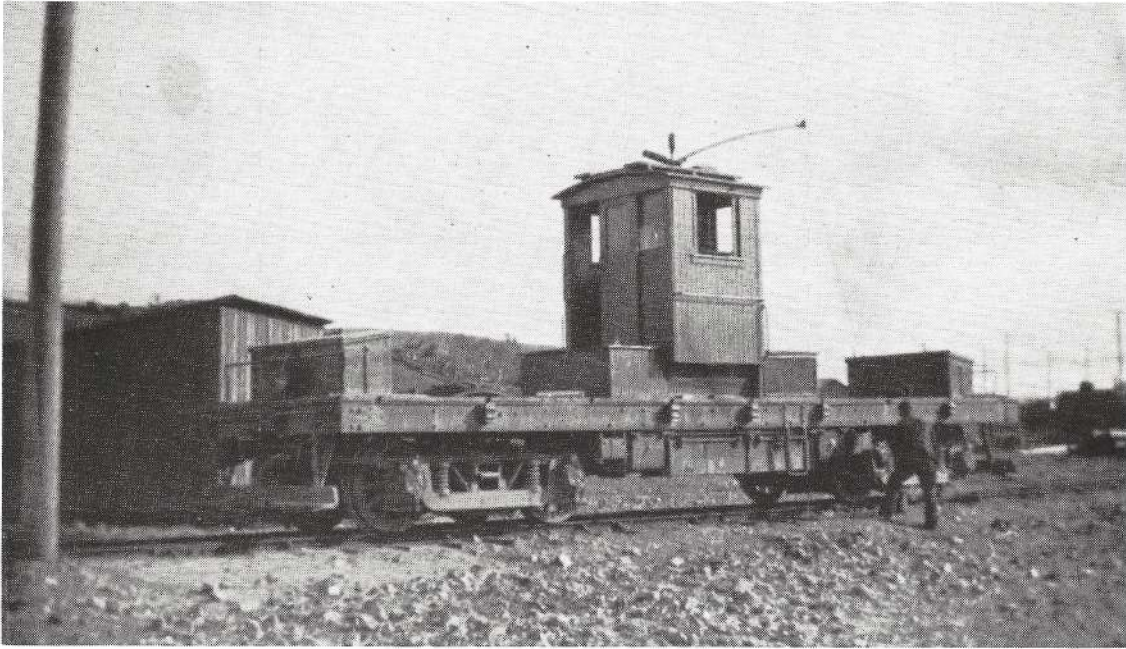
Only along the ocean side of San Francisco peninsula was there any room for another railroad so that it was only natural for electric railway promoters of the day to consider such a line. On the map the Ocean Shore route looked like a better way to Santa Cruz, then the most important summer resort on the Pacific Coast between San Francisco and Santa Barbara. The presence of surveying parties in the vicinity of Montara and Half Moon Bay indicated active interest in such a project, and on May 18, 1905 the incorporation of the Ocean Shore Railway to build a

double track electric line between San Francisco and Santa Cruz was made public.

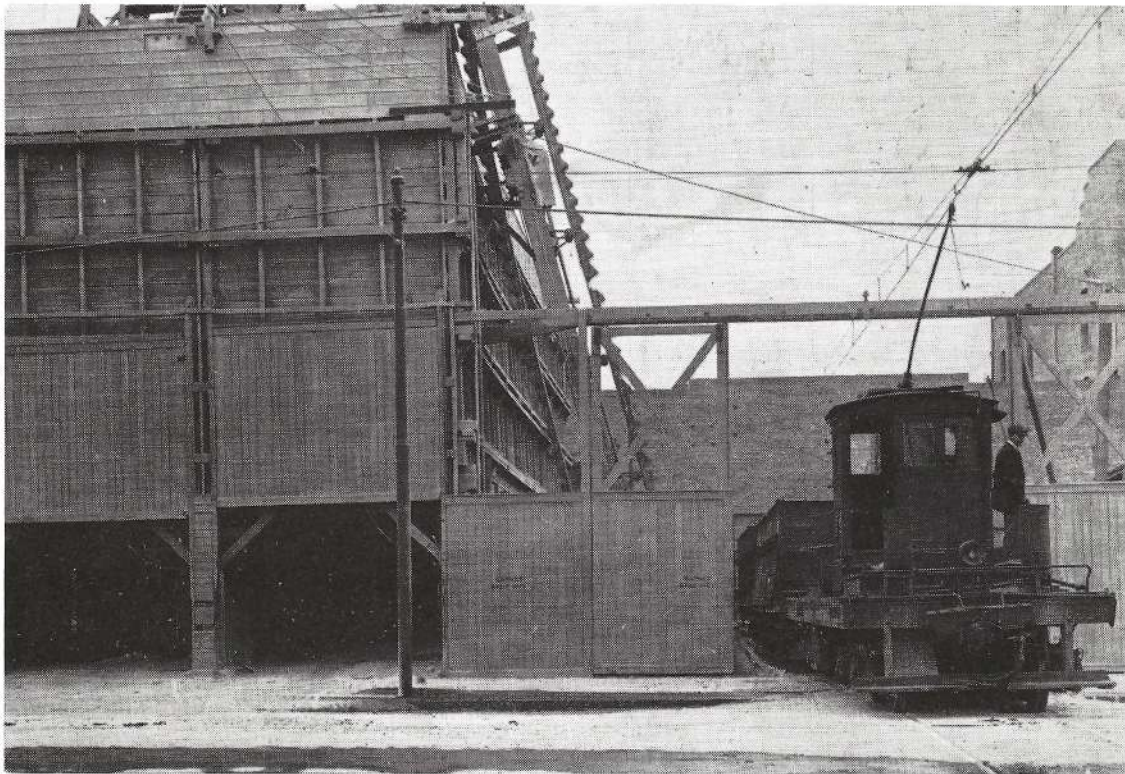
A group of San Francisco financiers including J. Downey Harvey, Walter Dean, C. C. Moore, and Alfred Bowen, whose name had been linked with the P&SR, headed the multi-million dollar project. An application was made to the San Francisco Board of Supervisors for a 50-year franchise including a branch line through Golden Gate Park to the Richmond district, while the main line proper was to start at Vermont and Army Streets. That the idea for such a line was not new was borne out by the fact that Behrend Joost, builder of the first electric line in San Francisco, was among those opposing the franchise on the grounds that he had already projected such a line.

Some say presentation of a Turkish rug to Mayor Schmitz by Downey Harvey along with an undisclosed sum of money paved the way for a San Francisco franchise including the branch line through the park—a feat that had never been accomplished by the Southern Pacific.

On September 9, 1905, the Ocean Shore's board of directors



Ocean Shore electric motor 51 before rebuilding—MacFarland



Electric motor 51 with cut of cars at San Francisco rock bunkers

awarded the contract for constructing the railway to C. E. Loss, well known eastern contractor. On September 17 grading was started simultaneously at the Spring Valley ranch 12 miles southwest of San Francisco and at Santa Cruz near the beach. Right from the start the Ocean Shore ran into trouble at Santa Cruz. First, the Southern Pacific threw a spur track across the Ocean Shore's projected line to a terminal near the site of the present municipal wharf. Then the Cowell Lime & Cement Co., owners of the waterfront property where the Ocean Shore planned to build its wharf and terminal, held out for a higher price than the promoters wished to pay. Court action by the Ocean Shore to condemn the Cowell property and to secure an injunction against the SP was not successful, with the result that the line was left with just a cramped station site in Santa Cruz. A temporary depot was erected and work on the line north from Santa Cruz resumed. The road crossed Bay Street with an underpass and proceeded out Delaware Avenue to the west city limits. By November 1, 1905, six miles of track had been laid on the south end.

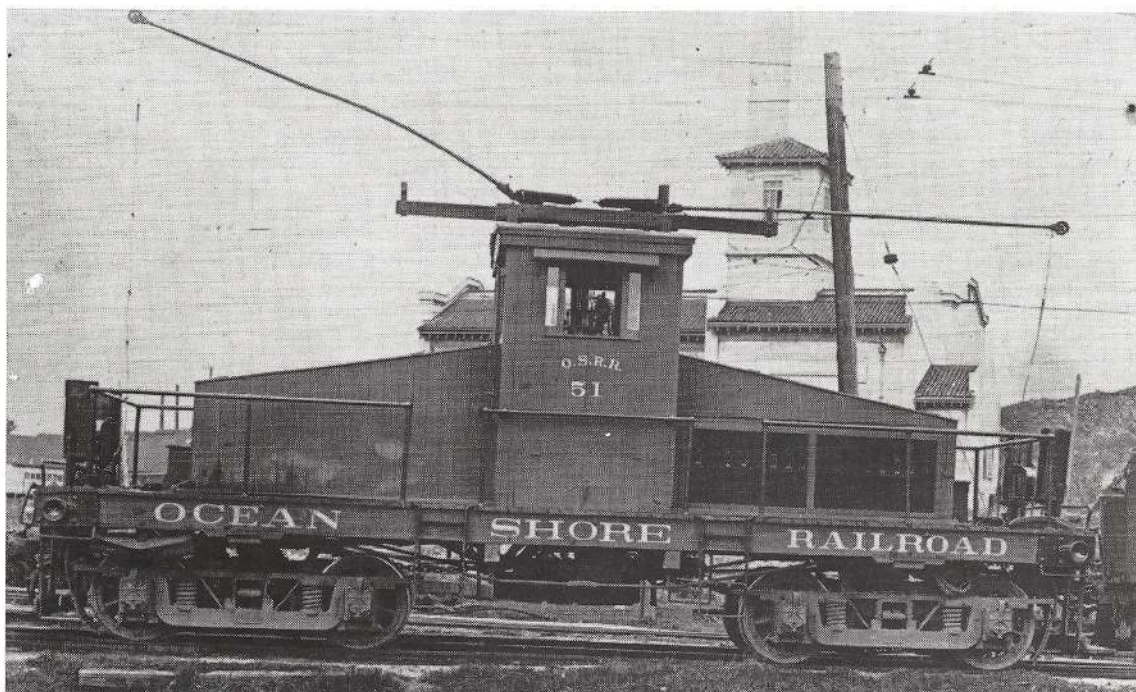
By November 15 proceedings in eminent domain had been completed in San Francisco to assure a right of way through the city on what is now Alemany Blvd. at a cost of \$800,000. Early in December the railway purchased a piece of property fronting on 12th and Mission on which was erected its San Francisco terminal.

Later that month the San Francisco Board of Supervisors approved an amendment to the fran-

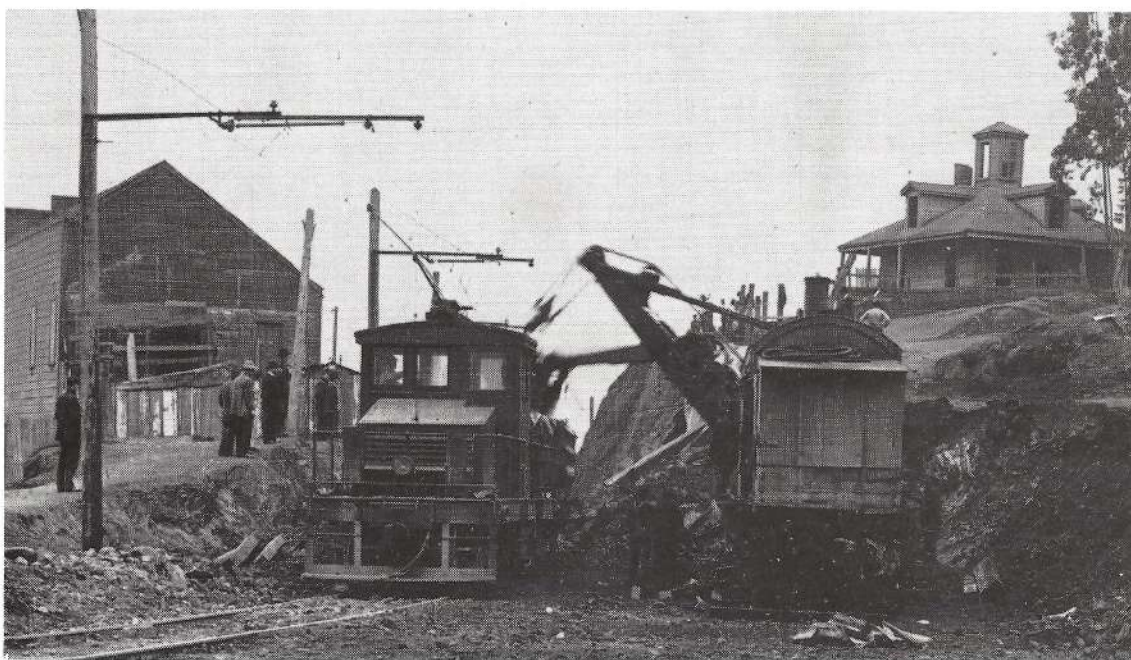
chise for a branch line running from Army and Vermont to 12th and Mission via York, Hampshire, Mariposa, Florida, and 12th to Mission Street. Before the line was built, however, the route was changed in March, 1906, to run by way of Potrero Avenue instead of York and Hampshire Streets. At 12th and Division the Ocean Shore was to cross the old Southern Pacific main line by means of an overhead trestle. In later years this was changed to a grade crossing. Franchise restrictions on this branch required that all trains be hauled by electric locomotives, and this was the only portion of the Ocean Shore to be electrified, although the original plans called for electrification all the way to Santa Cruz using insulated catenary to carry 1500 volts A.C. For the present the promoters decided on adoption of a 600 volt D.C. line. In February, 1906, an attempt was made to secure an outlet from Santa Cruz to Watsonville through purchase of the Santa Cruz street railway system. Two down payments were made towards this end, but the San Francisco earthquake and fire two months later ended all hopes of a Watsonville extension.

Of all the railway projects in California at the time the Ocean Shore suffered the most damage. On the north end the earthquake caused a large part of the roadbed to slide into the ocean, taking along with it much of the construction equipment. The fire that followed wiped out many of the stockholders, but despite this crippling blow construction was continued.

By the first of May, 1906, track-laying was completed from Santa Cruz to Swanton, and on May



Ocean Shore electric motor 51—W. A. Hesse



**Electric motor heading work train at Holladay and San Bruno Avenues,
February 16, 1914, widening Ocean Shore cut for Market Street
Railway street car extension**

18, 1906, a steam engine pulled the first train over the line carrying as passengers 105 members of the civil engineering class of the University of California to the annual summer school near Swanton. By June 15 regular service was established with two trains daily in each direction. In the fall of 1906 the Coastline Railway was incorporated to build a line from Santa Cruz to Davenport, and upon its completion in the spring of 1907, it was purchased by the Southern Pacific. The Ocean Shore found itself shut off from the lucrative traffic it had been handling from the recently completed cement plant at Davenport.

In March of 1907 the Ocean Shore placed its first electric locomotive, number 51, in service. It was equipped with a Brown roller pantagraph similar to those used on the Key Route trains at the time. While working one dark foggy night near what is now the junction of Alemany and Bay Shore, the motor ran beyond the end of the overhead and was stranded. Shortly thereafter the roundhouse foreman was informed of the situation by telephone, and a steam engine was dispatched to pull the stalled motor back to the trolley wire. Meanwhile the crew of the electric locomotive "found" a bottle of Three-Star Henessey and proceeded to fortify themselves against cold feet and sore throats. Shortly after the steam engine arrived and the crew of the steamer joined in the festivities. After a brief interlude the steam engine was coupled onto the electric and began hauling it back to the wire. Just as they reached the wire a blinding flash lit up the whole area and a moment

later the wooden cab of the electric engine was a mass of flames and the pantagraph was a twisted mass of melted steel. The 51's crew had forgotten to pull down the pantagraph with devastating results. Luckily for the Ocean Shore a downpour of rain smothered the blaze, but it was a sorry looking motor that arrived back at the shops and the remarks of the foreman were profane to say the least. Number 51 had her cab rebuilt and was fitted with a pole trolley, and none of the other motors ever carried anything but pole trolleys from then on. On June 26, 1907, Downey Harvey invited the city officials on a tour of the electrified portion. Motor 51 left 12th and Mission at 10 a.m. but on reaching Division Street the trolley pole broke and struck Sidney Sprout, electrical engineer for the road, on the head causing severe lacerations of the scalp. The following day the trip was made without incident.

By September, 1907, the rails had reached Rockaway on the north end, and on October 2, 1907, the first passenger train was operated from San Francisco to Tobin (later known as Pedro Valley). This first train, consisting of two coaches, was hauled by engine number 2 and carried 125 passengers. During its existence the Ocean Shore shifted its engines from the north to the south end by means of the Southern Pacific's Santa Cruz line. While the Ocean Shore had no intentions of opening its line for regular service until its tracks connected Santa Cruz with San Francisco, the precarious financial condition of the company which had been aggravated by the financial panic of 1907, caused



Ocean Shore's slide area at Pedro Point



Excursion train with open cars passing Pedro Point

the promoters to open the line prematurely from San Francisco to Tobin. It was also felt that the revenues from this operation would be of great help in completing the line between Tobin and Swanton.

The popularity of the railroad that skirted the ocean was so great that on weekends flat cars with benches were pressed into service to handle the crowds (due to a shortage of coaches). This immediate public acceptance of the Ocean Shore attracted scores of enterprising real estate men to the area, and an intensive advertising campaign was launched setting forth the advantages of owning property along the route traversed by the railway. Included in the campaign were numerous excursions complete with bands, free lunches, and dotted lines for the prospective customers.

The rails reached Granada on June 23, 1908, and the most attractive of Ocean Shore depots was built there. Half Moon Bay welcomed its first train in the middle of October, and by the end of the year the rails had reached Tunitas Glen. At this point a shuttle service between Tunitas Glen and Swanton was operated using a Stanley steamer bus. The purpose of this was to provide through service to Santa Cruz until such time as the north and south ends could be joined by rails. Grading continued from Tunitas south to Pigeon Point but no track was laid, and the 26 mile gap was destined never to be closed with rails.

In the fall of 1909, the Ocean Shore Railway was declared bankrupt, and Fred Stratton was appointed receiver. Numerous creditors who threatened to seize

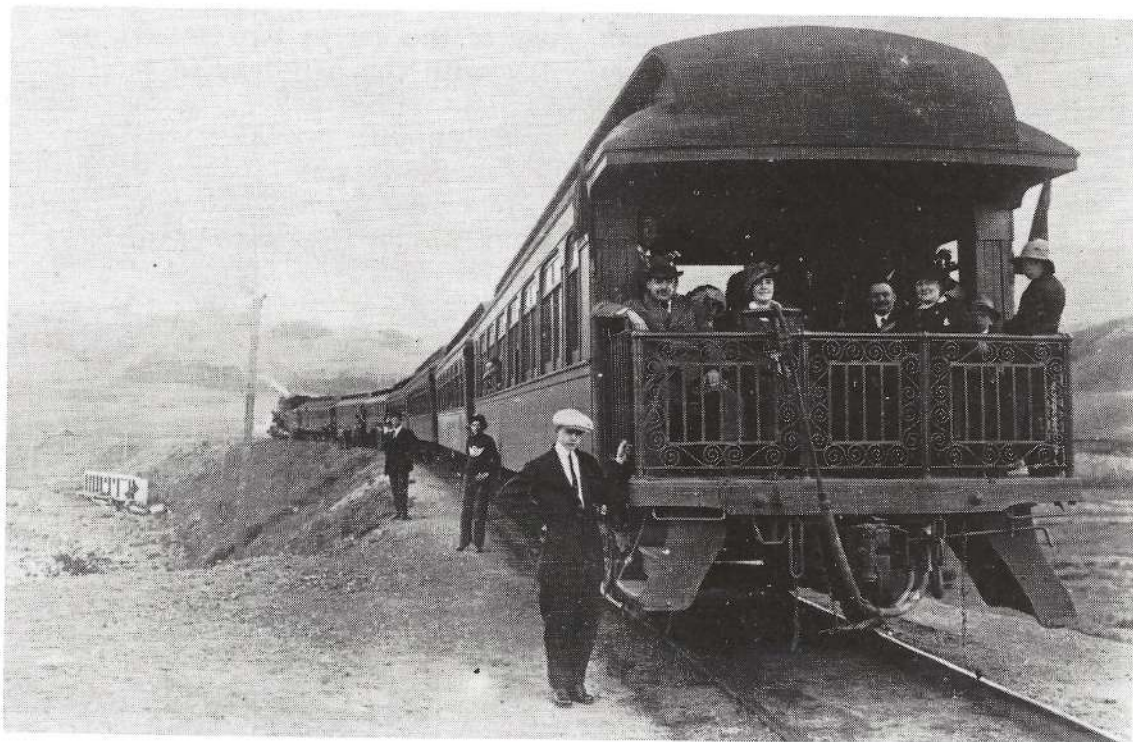
the line if their claims were not settled, beset Stratton as he took charge of the road. In June, 1910, Downey Harvey was replaced as general manager by A. H. Otis, formerly of the Boca & Loyalton Railway.

Due to the policy of buying on the installment plan, the railway did not hold title to most of its rolling stock upon which it owed a balance of \$30,000. Also outstanding was a bill for \$26,000 owed to the Southern Pacific for the rental of locomotives and cars. The electric and water bills were overdue as was a bill for fuel oil from the Standard Oil Co. In February, 1910, the Ocean Shore lost its only observation car when the Hicks Locomotive Works of Chicago showed Judge Van Fleet of the U.S. Circuit Court the installment purchase contract upon which the Ocean Shore still owed \$2500, nearly half its purchase price. However, the railway was permitted the use of the car at two dollars per day with the privilege of buying the car within a year at the unpaid amount provided that the Ocean Shore paid the Hicks' attorney \$900 for his collection trip from Chicago to San Francisco and his \$25 per day fee. In May the Hicks Co. demanded the return of 100 freight cars unless a balance of \$40,000 was paid. The bondholders refused to allow Stratton to give a trustee's note and the cars reverted to the Hicks Co. On June 28, 1910, the court granted Otis permission to lease the cars at 30 cents per day from the Los Angeles firm that had purchased the cars from Hicks for \$50,000.

Receiver Stratton filed his report on June 19, 1910, in the U.S. Circuit Court setting forth the



Engine 32 heading a passenger train at Moss Beach—Siegel



Passenger train at Green Canyon

total claims against the railway at \$2,321,740, and in the middle of July the receiver filed a petition asking that the road be sold at public auction. Despite the financial troubles which were being aired in the courts, passenger and freight trains continued to operate, though not always on schedule.

October 26, 1910, saw Saturday night theater trains added to the schedule to enable residents along the line to see a show in San Francisco and then return to their homes the same evening.

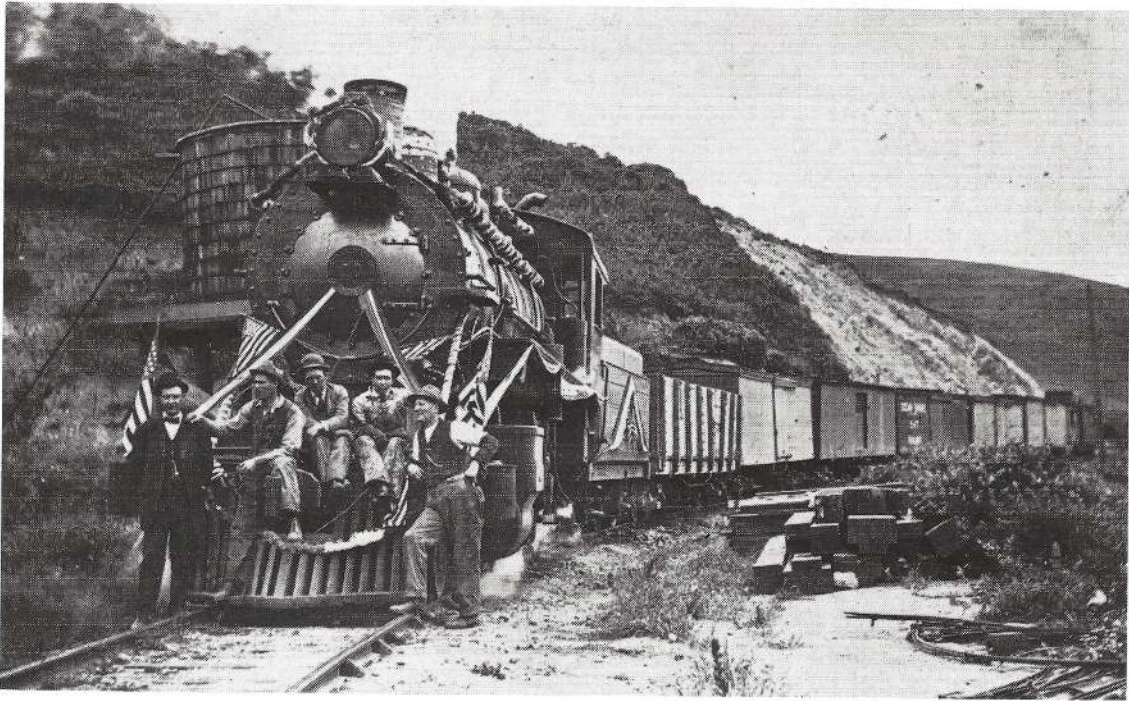
The Ocean Shore Railway was sold on January 17, 1911, at public auction to a committee of the bondholders, including C. C. Moore, F. W. Bradley, A. C. Kains, and R. B. Robbins for \$1,135,000, there being no other bidders. After the sale, the receiver stated that he felt that it would have been better if the road had been completed. He revealed that he had all the money on hand to complete the line by April, 1910, and that he had written guarantees from the contractors that they would do the work taking receiver's certificates at par and within the engineer's estimates. This action would have required the approval of the bondholders whose attorneys considered the plan dangerous.

January 28, 1911, saw negotiations between the United Properties Co., headed by Frank (Borax) Smith of Oakland, and the reorganized Ocean Shore Railroad Co. for the purchase of the line which was to link San Francisco with Santa Cruz. While the Borax Smith interests made no definite offer to buy the line, they had an expert working on the books of the bankrupt road be-

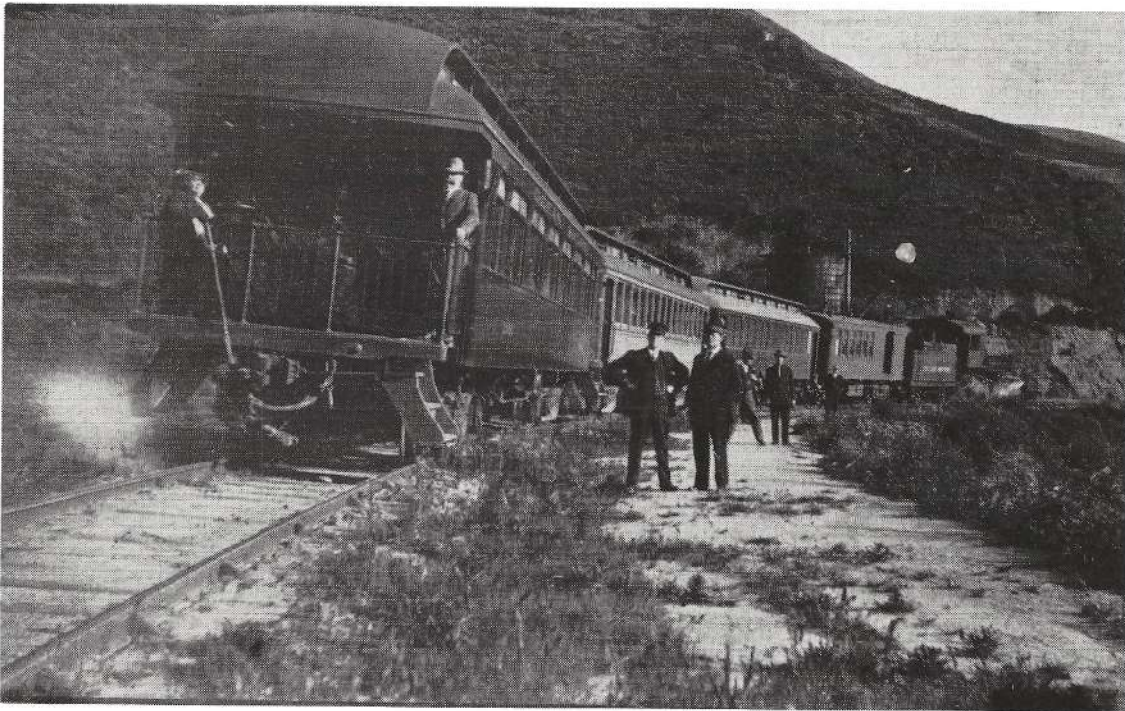
fore its sale to the bondholders.

Local residents in the area of 12th and Mission Streets were awakened early on the morning of February 9, 1911, by a resounding crash when inbound San Mateo suburban car number 4 was struck broadside by Ocean Shore motor number 51. The impact derailed the 4-spot, but no passengers were seriously injured, and neither car suffered major damage.

In January, 1912, the Society for Prevention of Cruelty to Animals took the Ocean Shore to task for failing to pave between its rails at the 16th and Florida crossing to make it safe for horse drawn wagons. One evening late in February a north bound train nosed its way carefully around Point Rockaway. It was beginning to get dark and the sky was full of rain clouds. Suddenly in the dim light two huge boulders loomed up between the rails, and the train ground to a halt. It began to rain as the crew made an unsuccessful attempt to clear away the rocks. The telegraph line was out of order and it was decided to back the train to Tobin and tie up for the night. Frantic relatives and friends awaiting the long overdue train in San Francisco had visions of the train falling into the ocean, and this fear was not dispelled until noon of the following day when the train arrived safely in San Francisco. To most of the passengers the whole affair was quite a lark, for they had spent the entire evening making merry in Danmann's Saloon, and the next morning the shelves of the saloon were as bare as the well-known Mother Hubbard's cupboard. Early that morning a work train was dispatched from San Fran-



Fourth of July freight at Green Canyon



Excursion train at Pedro Valley station

cisco and by 11 a.m. the tracks were cleared and the delayed excursion train resumed its interrupted journey back to the city.

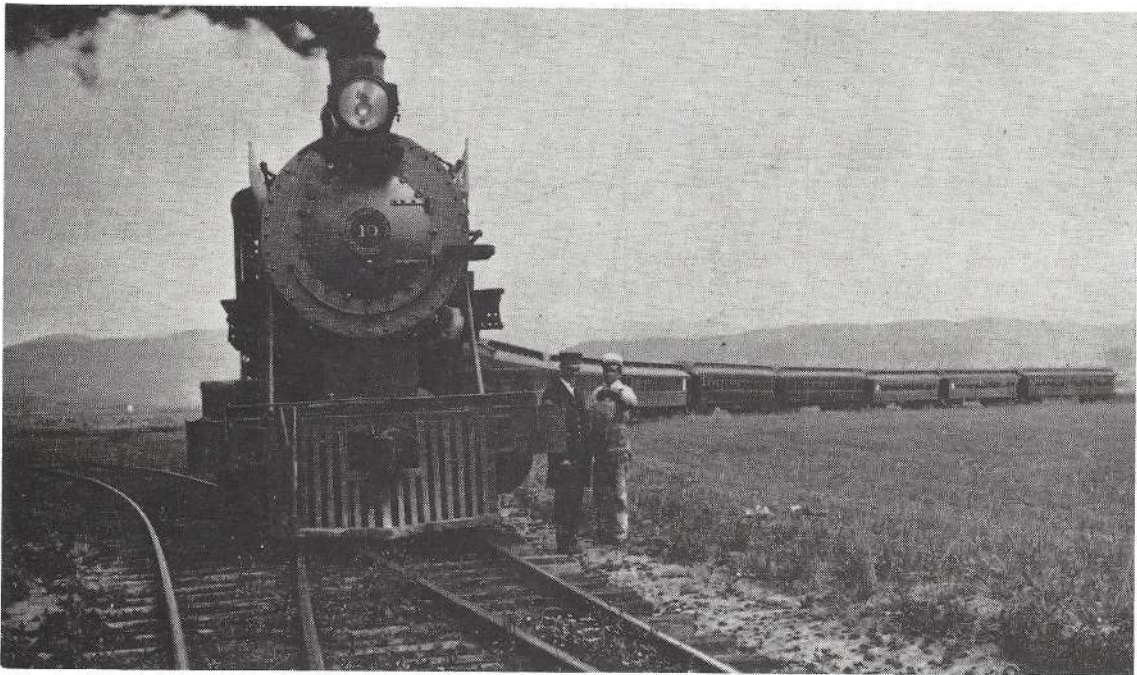
By March of 1912 it was clear to everyone that the Ocean Shore's finances had improved in a big way. This was due in a large part to its capable general manager, Lee Landis, who had established a daily service with four trains in each direction. For the first time in the history of the road, the trains were departing and arriving on time. In April the Southern Pacific made another effort to collect the money owed them by the former management for rental of locomotives and cars. Also that month Landis retired as general manager and was succeeded by Alfred Williams who had been with the Copper River & Northwestern.

Sunday, June 9, 1912, saw the San Francisco mail carriers' picnic taxing the passenger carrying facilities of the Ocean Shore to the limit. Nearly every engine on the line took part in moving the vast throng down to Princeton. When the trains began returning that evening the water supply ran short, and it was necessary to send a special water train from the city to supply the stranded locomotives. When the last of the steam trains to leave Princeton arrived at the shops, they found everything locked up for the night, and no one around. Despite the franchise restrictions the crew used the steam engine to haul the 12 car train up Potrero Avenue and into the station at 12th and Mission where they tied up for the night. The operation of this steam train along the "electric only" portion of the line caused vigorous protests to be made by the East Mis-

sion Improvement Club to the San Francisco Board of Supervisors in addition to demands that the company's franchise be revoked. The supervisors also received protests from the South Central Improvement Club objecting to the hauling of heavy freight cars along Potrero Avenue. Specific objections were made to the hauling of bricks, manure, crushed rock, and coal. The property owners claimed that the noise kept them awake nights and the heavily loaded cars caused the houses to shake, discouraging tenants from renting. On October 4 a ruling was handed down by the city attorney affirming the Ocean Shore's right to haul freight cars along the avenue. It was plain to the irate property owners that the railroad had the Potrero district in its grip. At the end of the year the line showed a profit of \$18,700. In March, 1913, Ocean Shore officials announced plans to operate the passenger service with storage battery cars in place of the steam trains, but efforts to float a bond issue to finance the new system were not successful and the plan was dropped. In November the board of directors appointed John G. Sutton to the post of general manager. In 1915 the Municipal Railway opened its Potrero Avenue "H" line for service thus becoming the only city owned street railway in California operating over steam road tracks. All street cars operating over this trackage were required to carry red markers at the rear of each car at night in compliance with state law. When the "H" line was built the Muni laid a paralleling track alongside the Ocean Shore's single track from 18th to 25th Streets, and



Steam shovel working on slide at Pedro Point



Picnic train on the wye at Arleta Park

each company retained full ownership of its own track right up to the demise of the Ocean Shore.

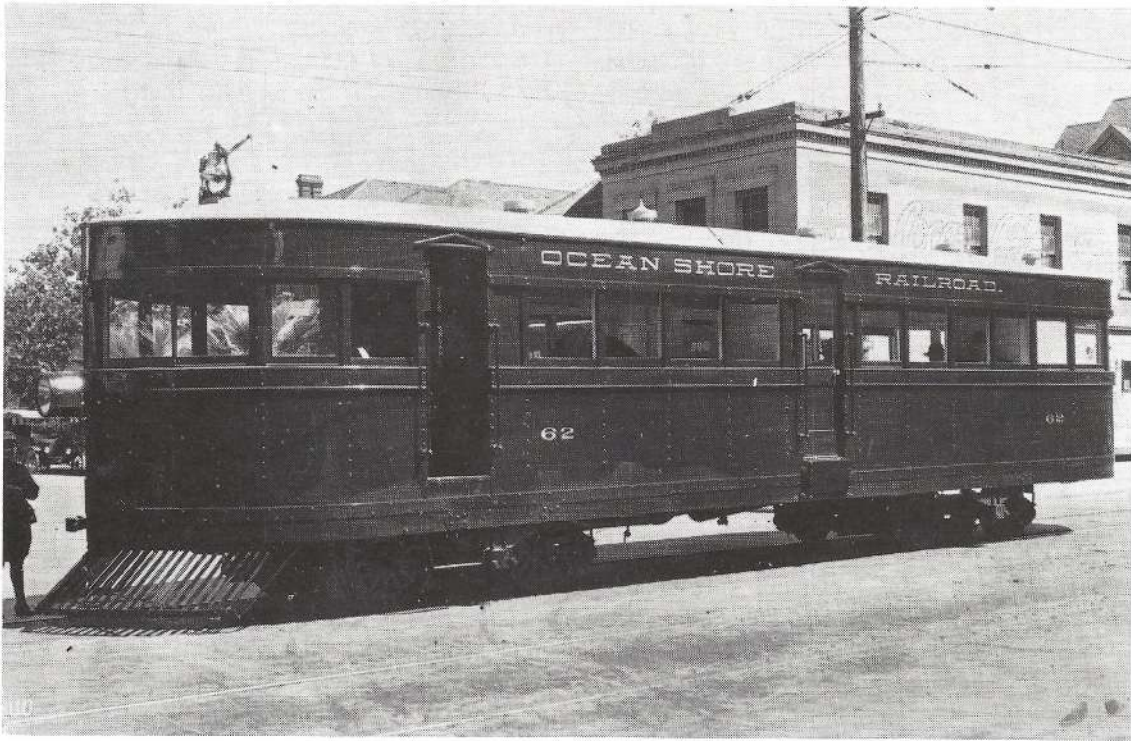
On January 15, 1916, a combination landslide and washout completely disrupted all train service south of Pedro Valley. In February an option was granted to G. H. Mastick (of Partridge & Mastick, attorneys for the receivers of the Western Pacific R.R.) to purchase the 38,500 shares of Ocean Shore stock outstanding at \$47.50 per share. Mastick declined to say who he was representing and speculation ran riot. The much discussed option lapsed on March 1st when the unnamed client failed to deposit \$200,000 required to bind the bargain, and a request for an extension of time was refused by the Ocean Shore officials. On March 4th service was resumed to Tunitas after re-locating nearly a mile of roadbed at Devil's Slide, at a cost of \$300,000.

November, 1916, found Ocean Shore President Bradley in a three-cornered battle with Father Mulligan of St. Joseph's Catholic Church and the board of supervisors concerning changes to be made at the 12th Street terminal. Father Mulligan demanded that the company cease the hauling of all heavy freight to the depot, further stating that the road had been a nuisance since its inception, and that its franchises had been obtained by fraud. In rebuttal Mr. Bradley said that while the complaint was based on the fact that coal dust, lime and bricks were creating a nuisance, this merely veiled the real intent of the protest, which, he said, was to eliminate all kinds of hauling to the depot. The hearing was terminated with the understanding that the city attorney would ren-

der a decision on the 12th Street franchise rights. In May, 1917, Bradley made an unsuccessful attempt to sell the line to the Federal Government for coast defense purposes.

On August 12, 1917, 100 carmen of the United Railroads walked off their jobs to emphasize their demands for wage parity with Municipal Railway carmen. Within a few days 1500 men had joined the walkout, badly disrupting service. With the importation of strike-breakers, service was partially restored, and this caused 25,000 shipyard workers to threaten to walk out in sympathy with the carmen. In addition the U.S. Maritime Commission was greatly concerned over the slowdown in the ship building program caused by the strike. In desperation Mayor Rolph and the board of supervisors appealed to the Southern Pacific and the Ocean Shore to permit the Municipal Railway to run emergency service over their lines to Daly City and other points. The S.P. declined to permit its Daly City line to be used, but the Ocean Shore agreed to cooperate with the city in every way. The S.P. finally agreed to let Ocean Shore trains operate directly into the Union Iron Works over an S.P. spur track.

On August 30, 1917, at 5 p.m. the first Municipal Special, consisting of 18 coaches pulled by two steam locomotives, left the Union Iron Works with 2000 homeward-bound workers. Upon arrival at the shops, the train was split. One section of nine coaches was hauled by an electric motor to the 12th Street depot. Stops were made at 24th and Potrero, 18th and Potrero, and at 16th and Florida Streets. The other section of the train, hauled by a



Builder's view of gasoline motor 62 at Sacramento



Stanley Steamer used between Tunitas and Swanton

steam engine, proceeded to Daly City. Stops were made at San Bruno Avenue, Mission Viaduct, Onondaga, Sherman, and Palmetto Avenues. Municipal Railway Superintendent Fred Boeken, and Assistant General Manager of the Ocean Shore I. N. Randall, were in charge of the train. Placards on the sides of the cars indicated the respective sections of the trains. Municipal Railway conductors collected five cent fares and issued transfers to connecting Municipal lines. When the 12th Street section arrived at Mission Street 1000 iron workers disembarked from the train and proceeded in a body to Market Street to board city cars on their way home. While waiting for their cars, they passed the time by bombarding passing United Railroads' trolleys with rocks, iron bolts, and bricks. Some of the cars ran the gauntlet, with passengers huddled on the floors to escape the barrage, while others were deserted by passengers and crew alike. The arrival of a police riot squad broke up the demonstration and the workers dispersed. The next evening following the arrival of the Iron Works Special at Mission Street the workers again began stoning the U.R.R. trolleys despite intervention by 24 police officers who had been stationed in the area to prevent a recurrence of the previous evening's bombardment. Despite the police intervention, the iron workers pressed their attack on the U.R.R. trolleys so vigorously that nine cars were halted and deserted by their crews. Two of the crews were set upon and badly beaten before being rescued by the police who charged the mob with drawn clubs. When the disturbance was finally quelled four

policemen required hospital treatment and 10 of the iron workers were jailed for rioting. On September 18th the shipyard workers left their jobs in demand for a wage hike. The shipyard trains were discontinued, and in answer to insistent public demands, the Municipal Railway commenced steam train operations over the Ocean Shore tracks from Army and Potrero to Daly City. A five cent fare was charged and transfers issued to the H line. A total of 42 trains were operated daily from 5:30 a.m. to 11 p.m. at a cost of \$270 per day to the city. On the 31st the shipyard workers returned to their jobs, and the next day the shipyard trains resumed operations. This leased operation of Ocean Shore equipment by the city continued until the United Railroads strike, which was lost by the carmen, came to an end.

In February, 1918, I. N. Randall, Assistant General Manager of the Ocean Shore, appeared before the San Mateo County Supervisors to ask that a tax be placed on auto jitneys operating in competition with the railroad. He pointed out that earnings had dropped off nearly fifty percent in 1917: In November two gasoline motor cars were placed in service on the north end in an effort to cut down operating expenses. Despite this, deficits continued to mount, and on July 27, 1920, the company filed an application with the Railroad Commission to abandon the south end. On August 12th a similar application was filed for the north end. It was brought out at the hearings that the road was \$49,800 in the red for the seven months just ended.

Four days later all operating employees left their jobs demand-



San Francisco terminal just after abandonment

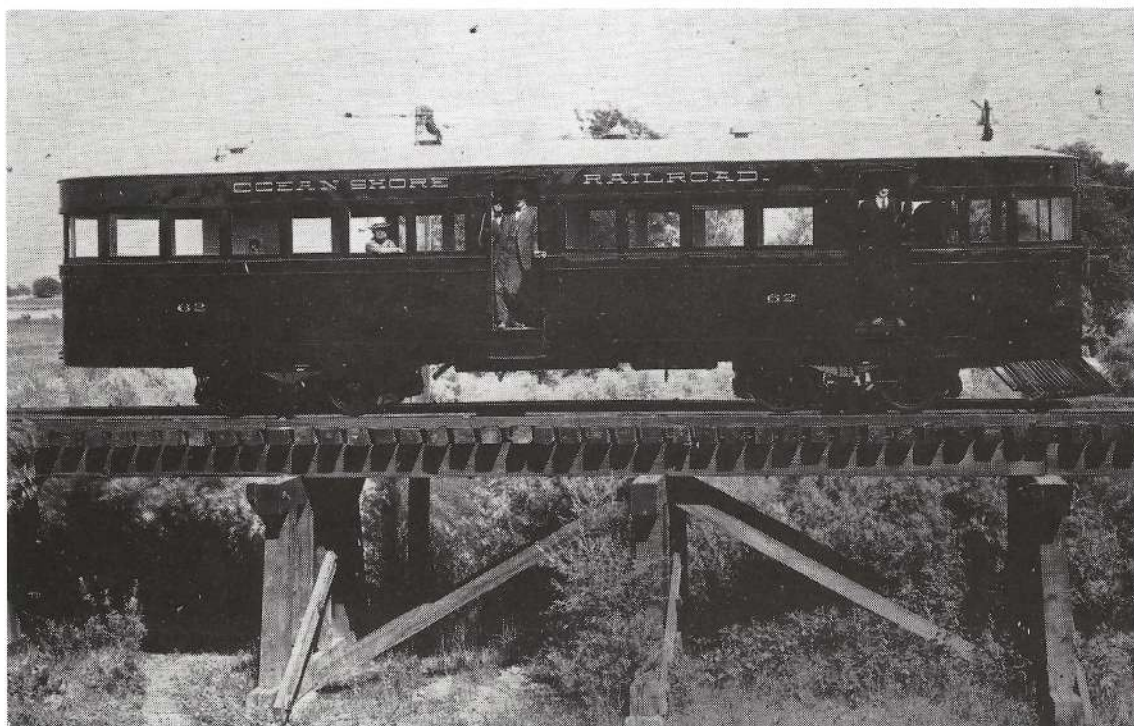


Ocean Shore's Salada Beach depot after abandonment

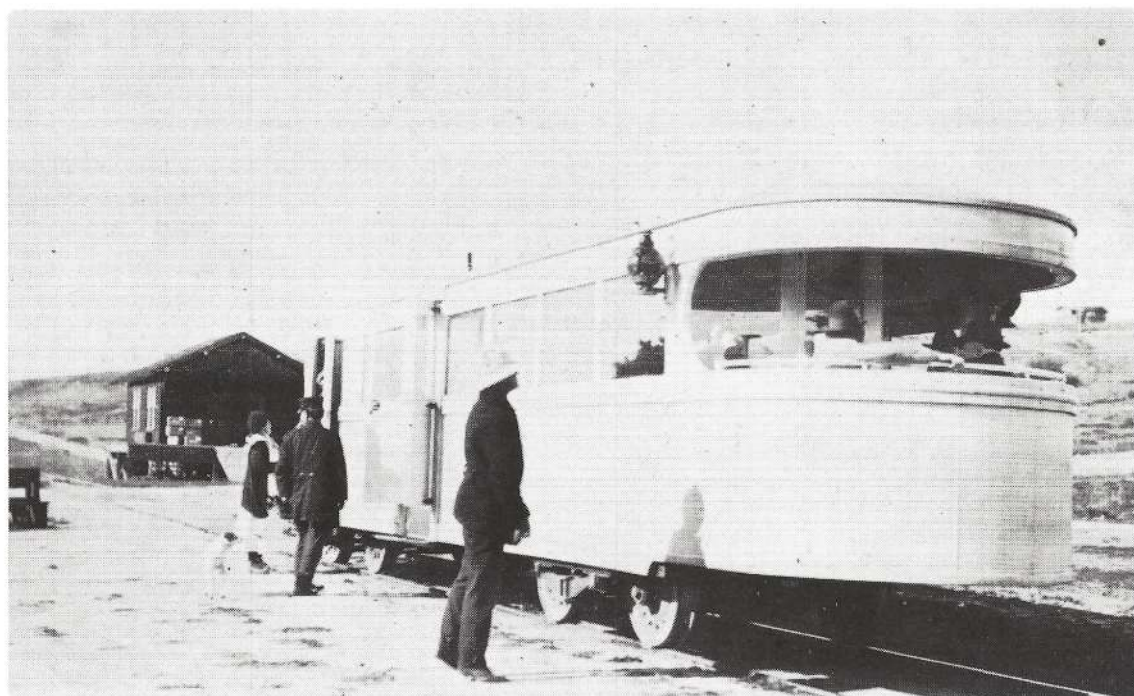
ing wage hikes of one dollar per day which had been granted to the transcontinental roads by the U.S. Labor Board. At this time, realizing what the loss of the Ocean Shore would mean to their business, the Artichoke Growers Association made an offer to the Southern Pacific to lease the line with a guarantee of 500 cars per year of shipments to the east, but the S.P. declined the offer. As a result of the strike no Ocean Shore trains ever ran again, and numerous industrial plants in the Potrero district found themselves without rail service. In answer to persistent demands the Board of Supervisors and the Railroad Commission worked out a plan for the Municipal Railway to operate the switching service until arrangements could be made with the Southern Pacific and Western Pacific to take it over. Under the terms of the agreement, the Municipal Railway was provided with one electric motor free of charge by the Ocean Shore, while the Municipal Railway provided its own crew and assumed all maintenance costs. A switching charge of \$12.50 per car was agreed upon and the Municipal Railway was to retain all revenue taken in during the period of operations. This arrangement was in effect for a month and a half whereupon the service was taken over by the S.P. and W.P. On October 10, 1920, abandonment of the north end was approved, and on the 24th for the south end. Three days

later the entire south end trackage was purchased by the San Vicente Lumber Co. for \$100,000. Included in the purchase were two engines and numerous cars. The lumber company continued to operate the line for three years from its mill on Delaware Avenue, Santa Cruz, to its cuttings at San Vicente. During this time the line was operated privately, and when the company had logged out in its area of operations, the road was dismantled.

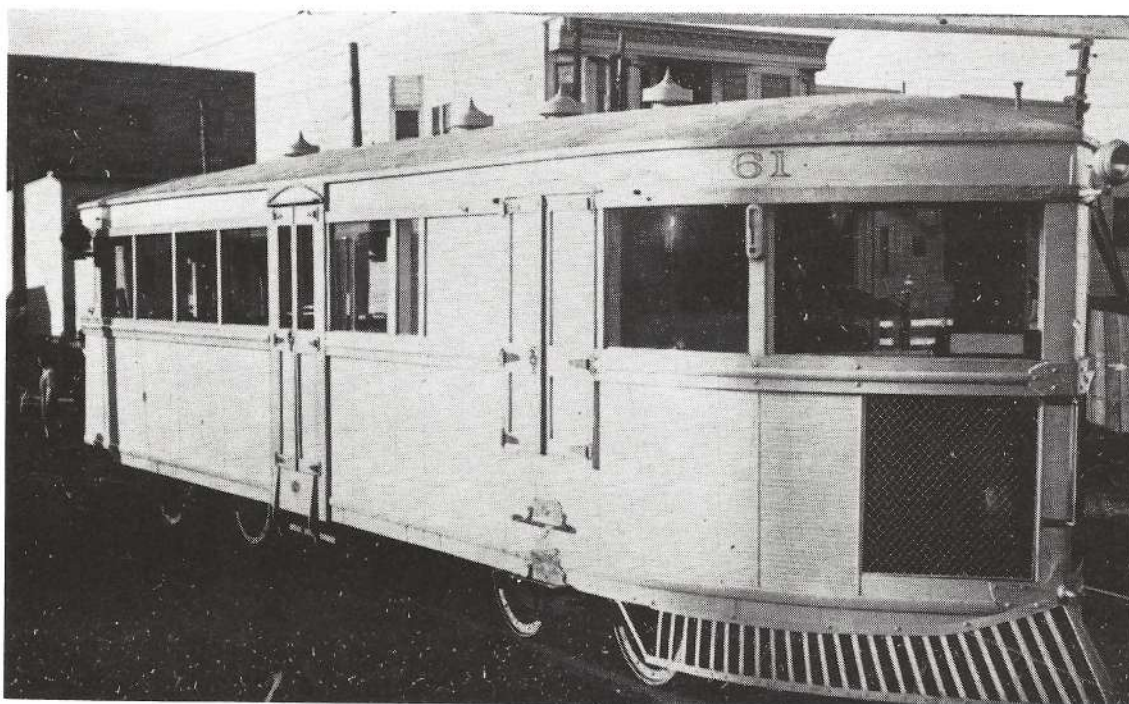
Two attempts were made to revive the Ocean Shore. The first was in 1921 and was planned to connect with the K line at St. Francis Circle using the route now traversed by the M line, and an extension to Pigeon Point was planned. Intended motive power was to be gasoline motor cars. In 1933 another plan proposed that Ocean Shore trains operate from 3rd and Townsend over the Southern Pacific Daly City line branching off at Ocean View and thence over its own line to Pescadero. The Coast Side Comet of December 3, 1920, carried a fiery editorial on the line titled "Rest in Peace," and we quote: "We still believe that the earthquake prevented Downey Harvey from completing the road to Santa Cruz. But it was not to be, so here is to Harvey, the man who failed but had the vision, and here is to Sutton, the man who did not have the vision, but who succeeded in making the Ocean Shore a pile of junk."



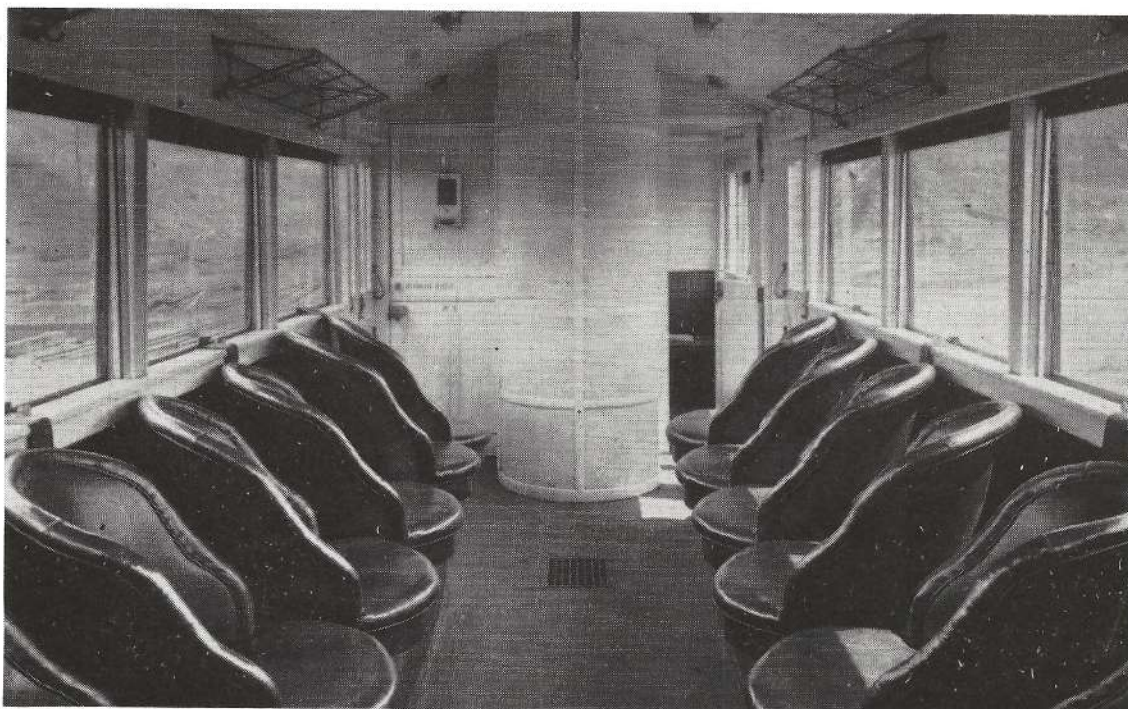
Builder's view of gasoline motor 62



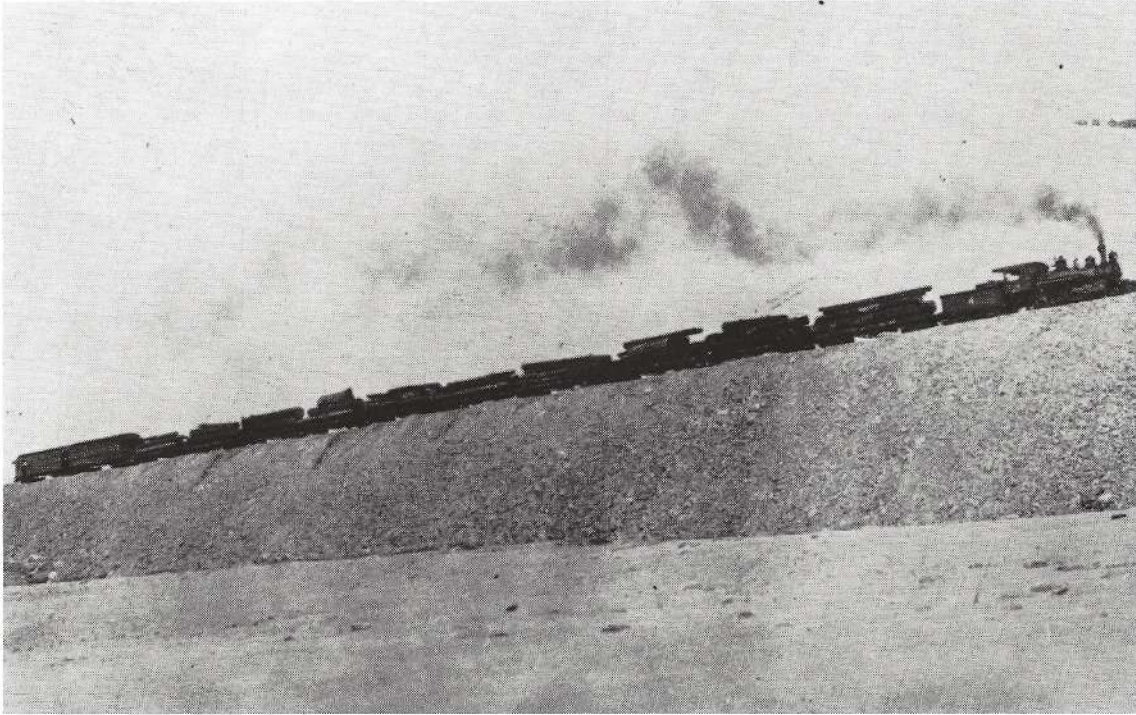
Motor car 61 showing open observation end



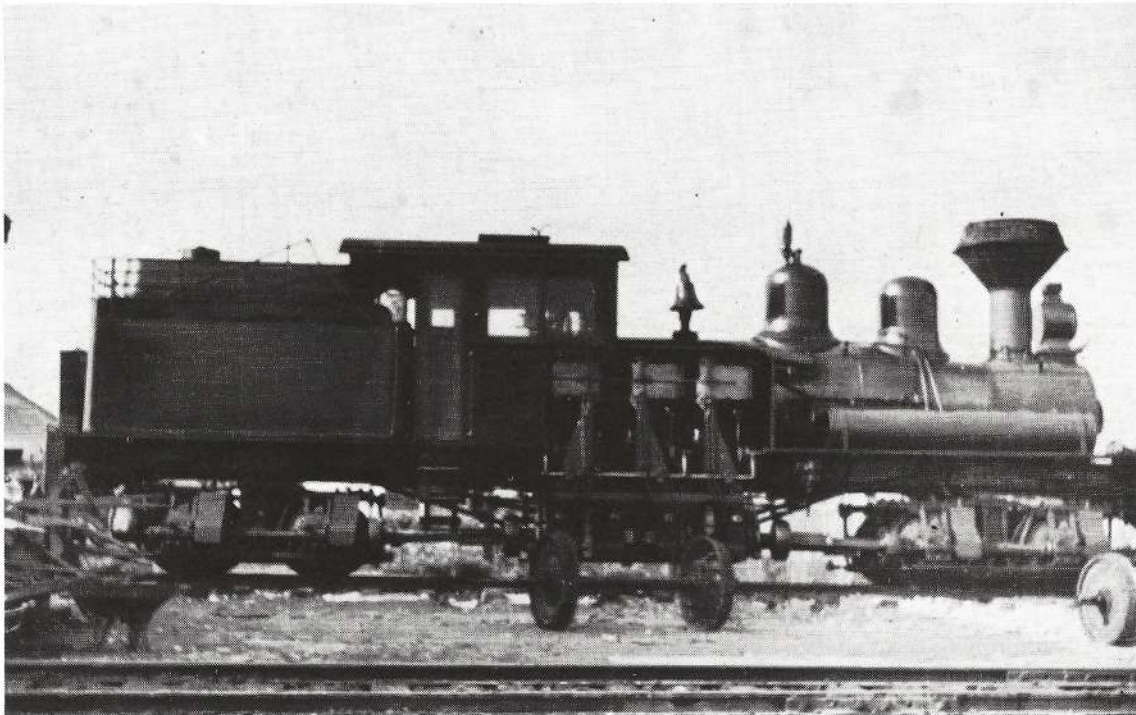
Gasoline motor 61 at San Francisco—MacFarland



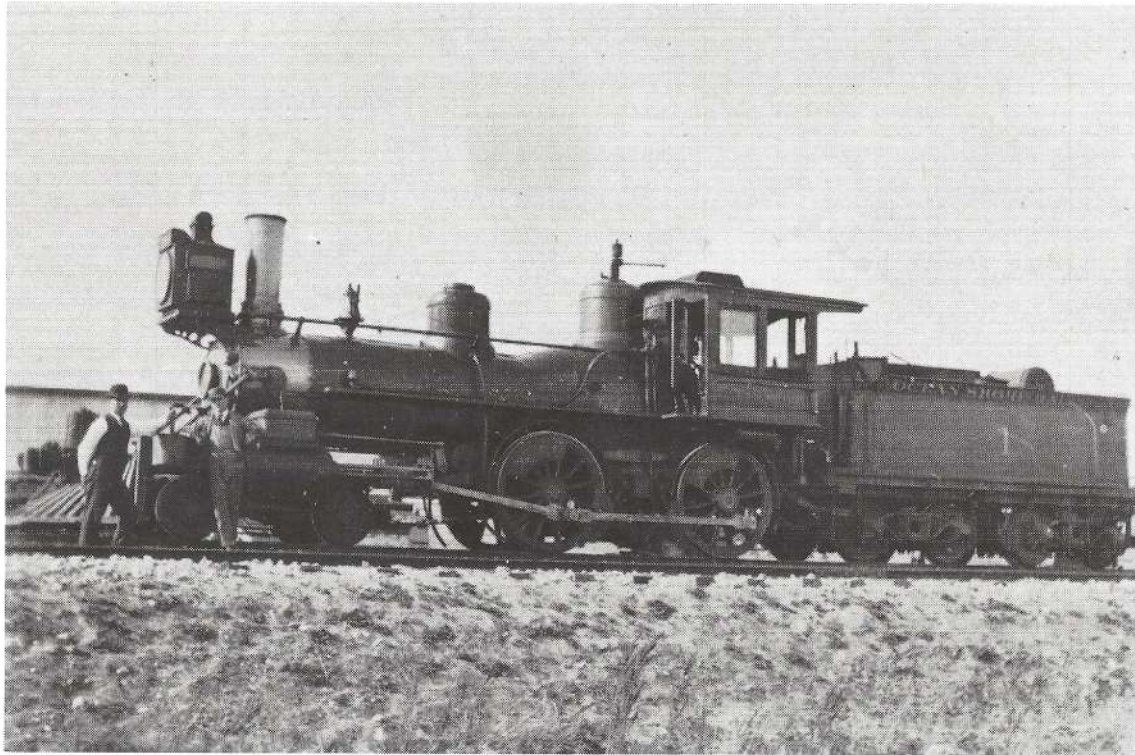
Interior of gas motor 61



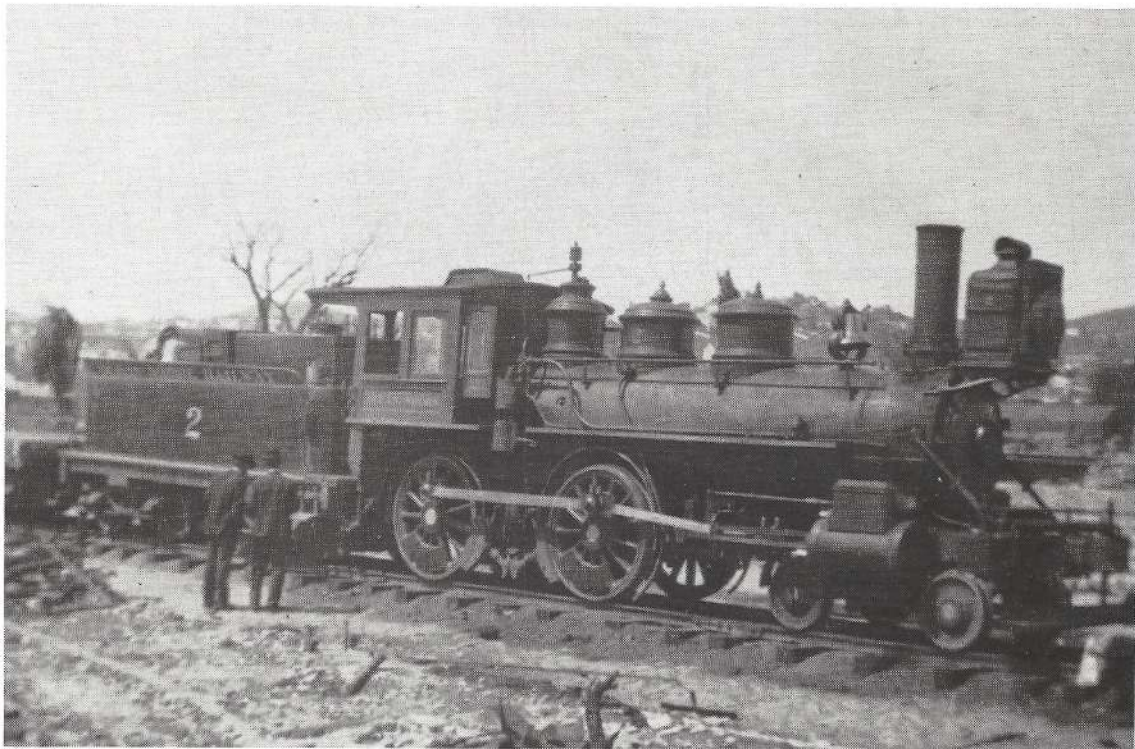
Mixed train of logs and passengers on southern division headed by engine 4



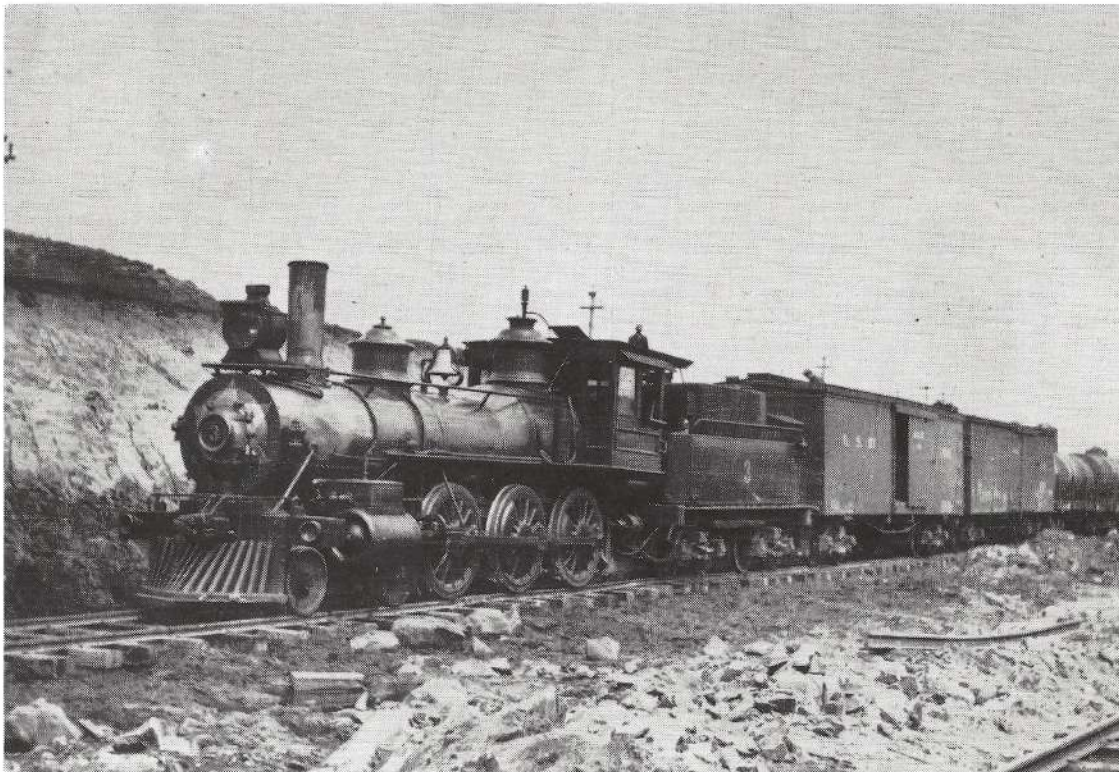
San Vicente Lumber Company shay locomotive at Swanton



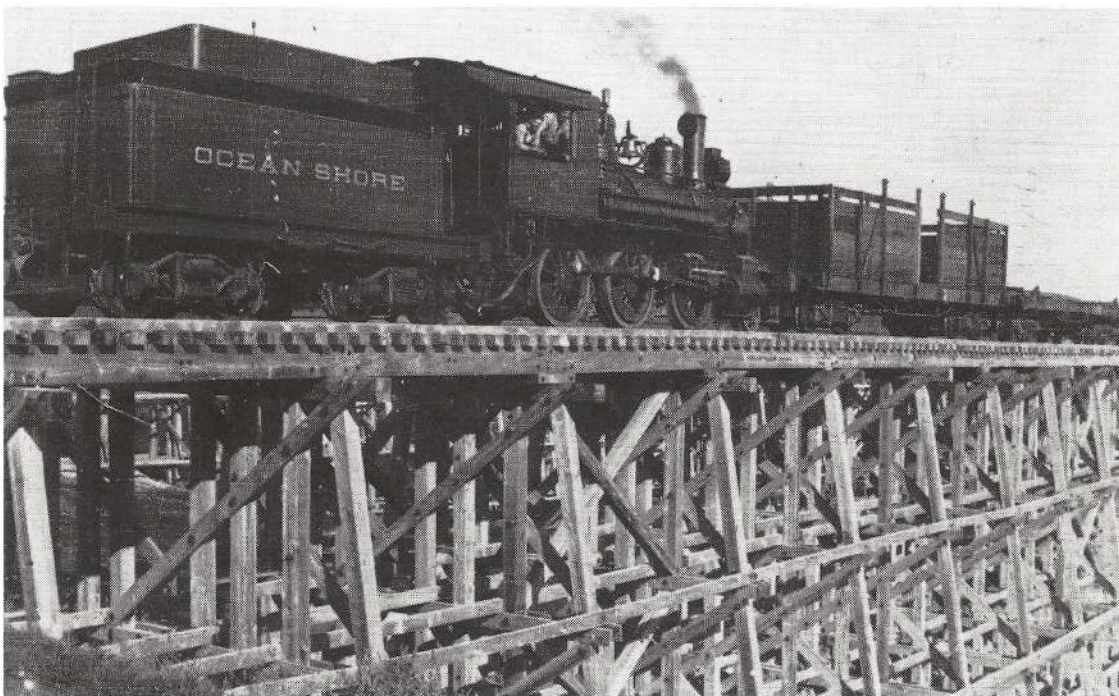
Ocean Shore engine 1



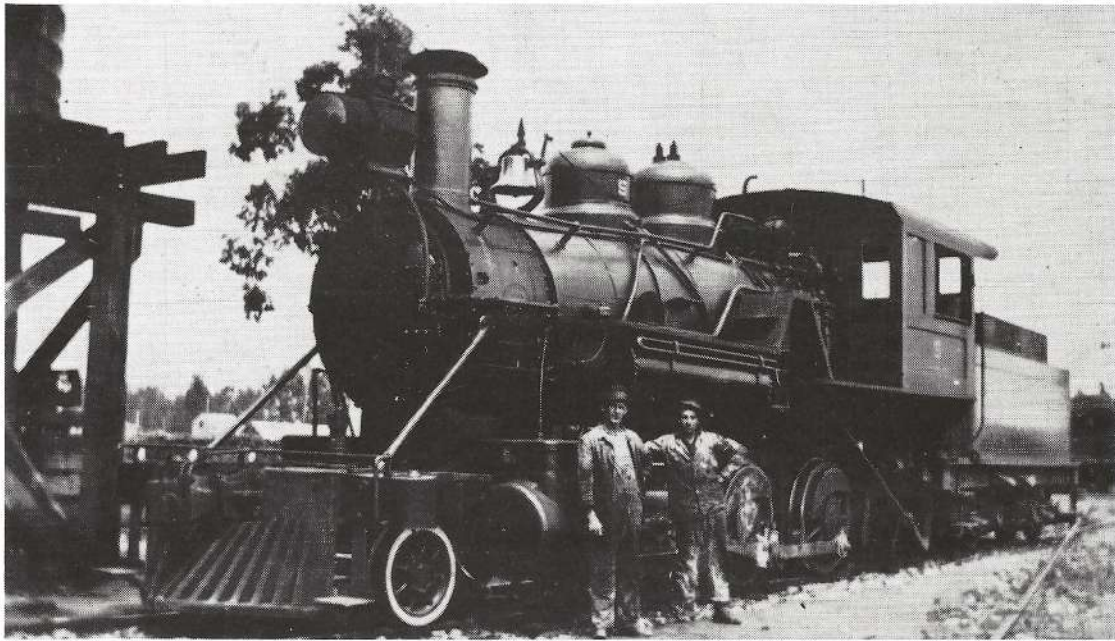
Ocean Shore engine 2—MacFarland



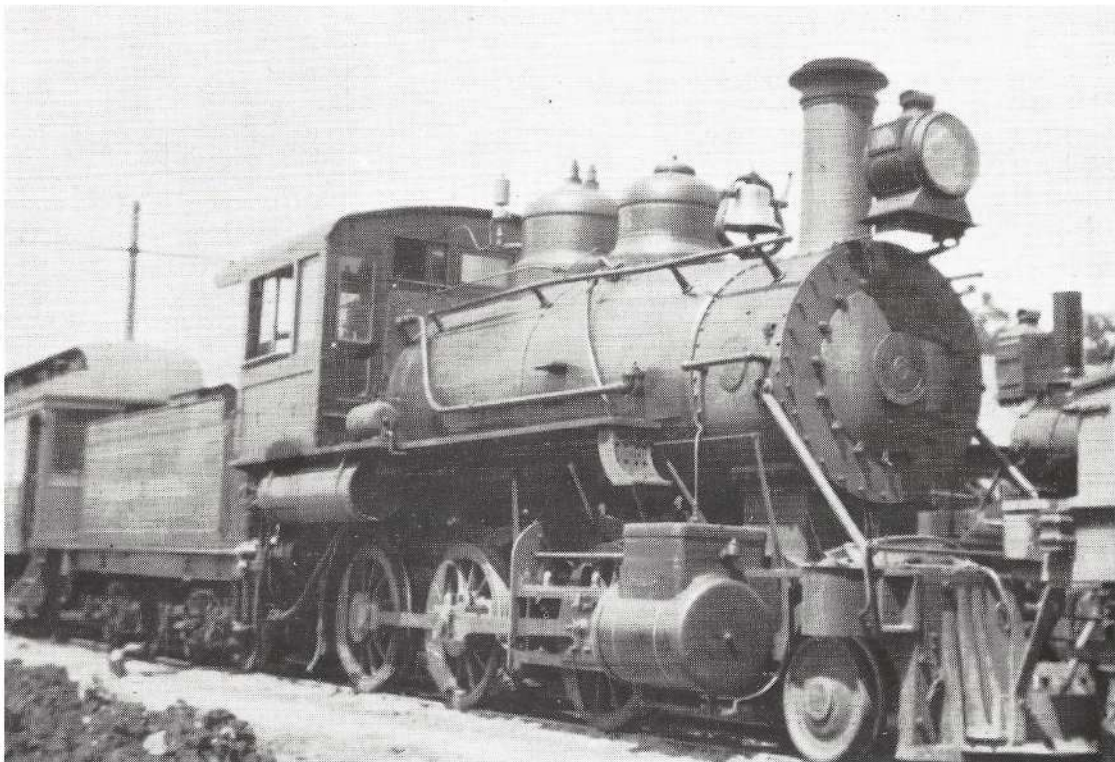
Ocean Shore engine 3 on a freight



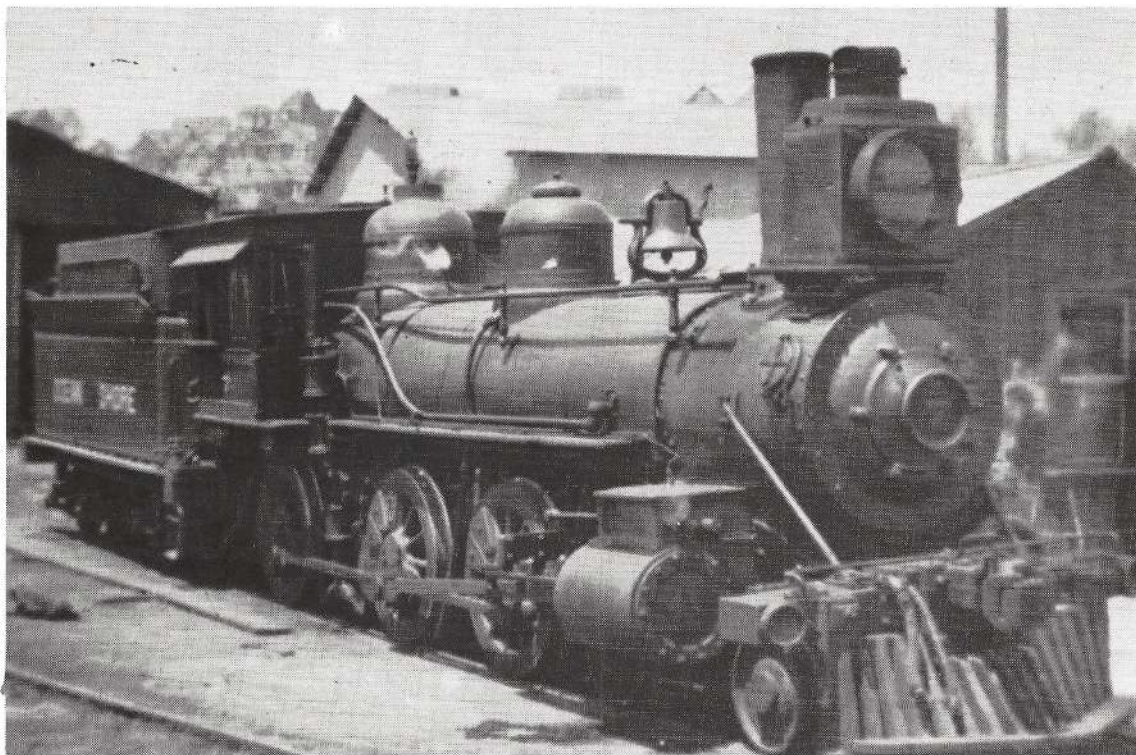
Ocean Shore engine 4 on freight near Davenport



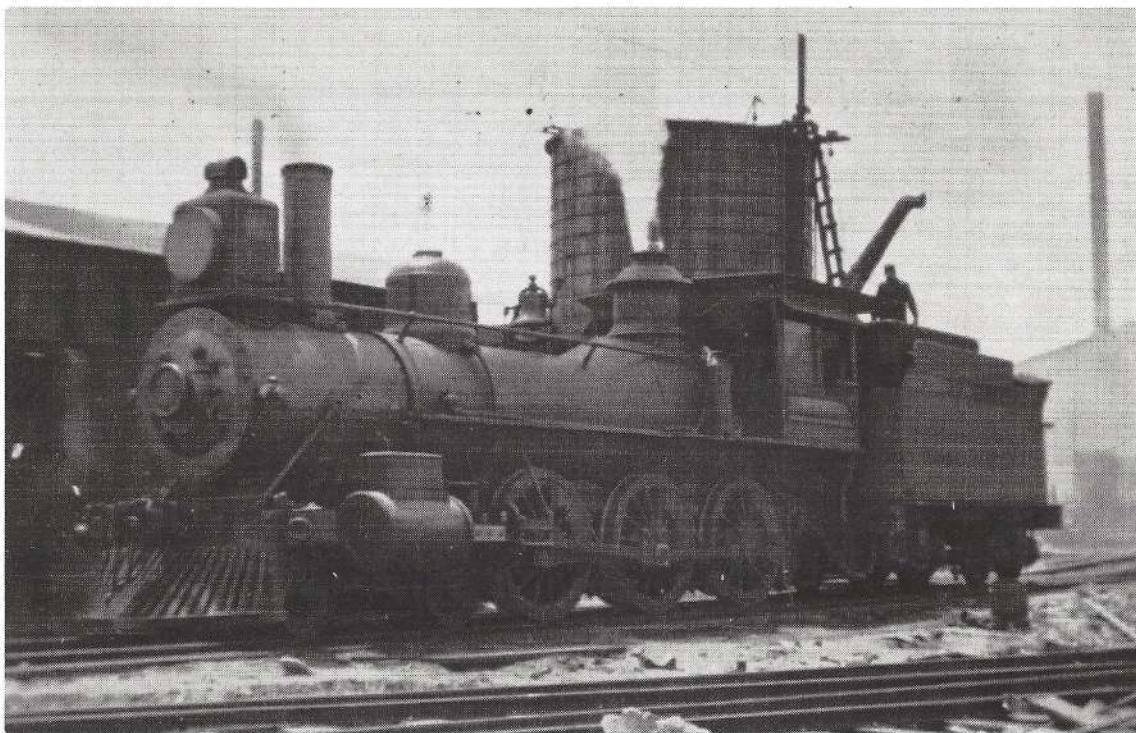
Ocean Shore engine 5 at Santa Cruz roundhouse



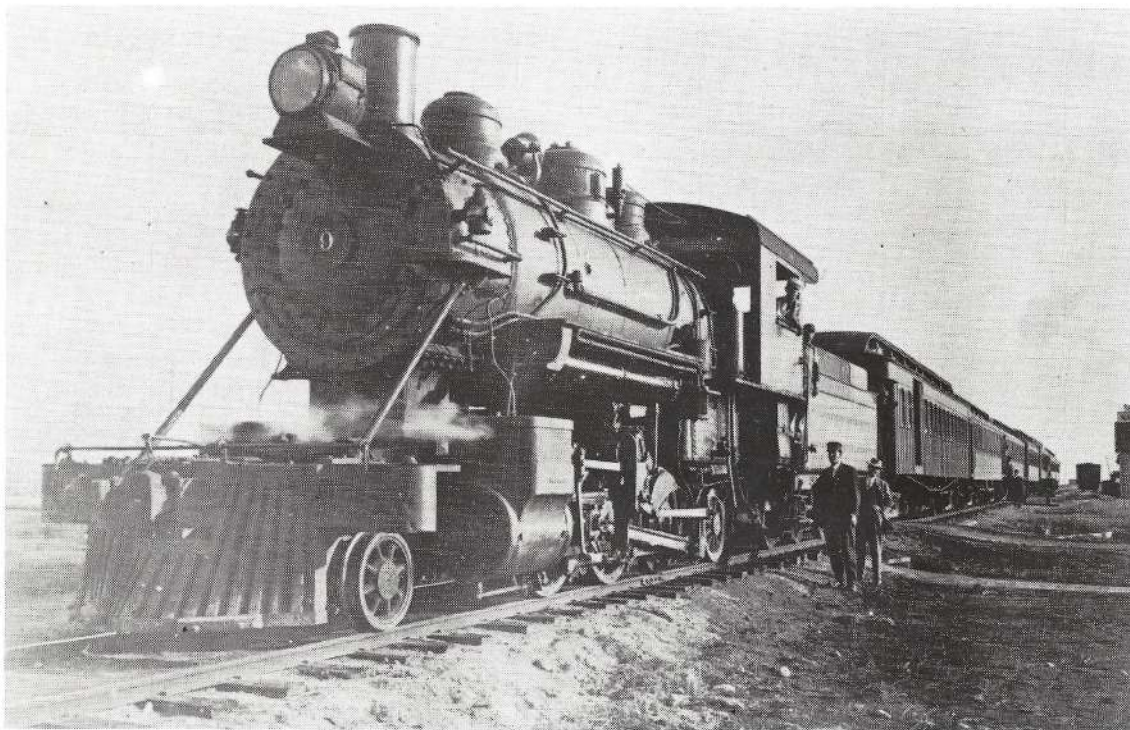
Ocean Shore engine 6 at San Francisco—MacFarland



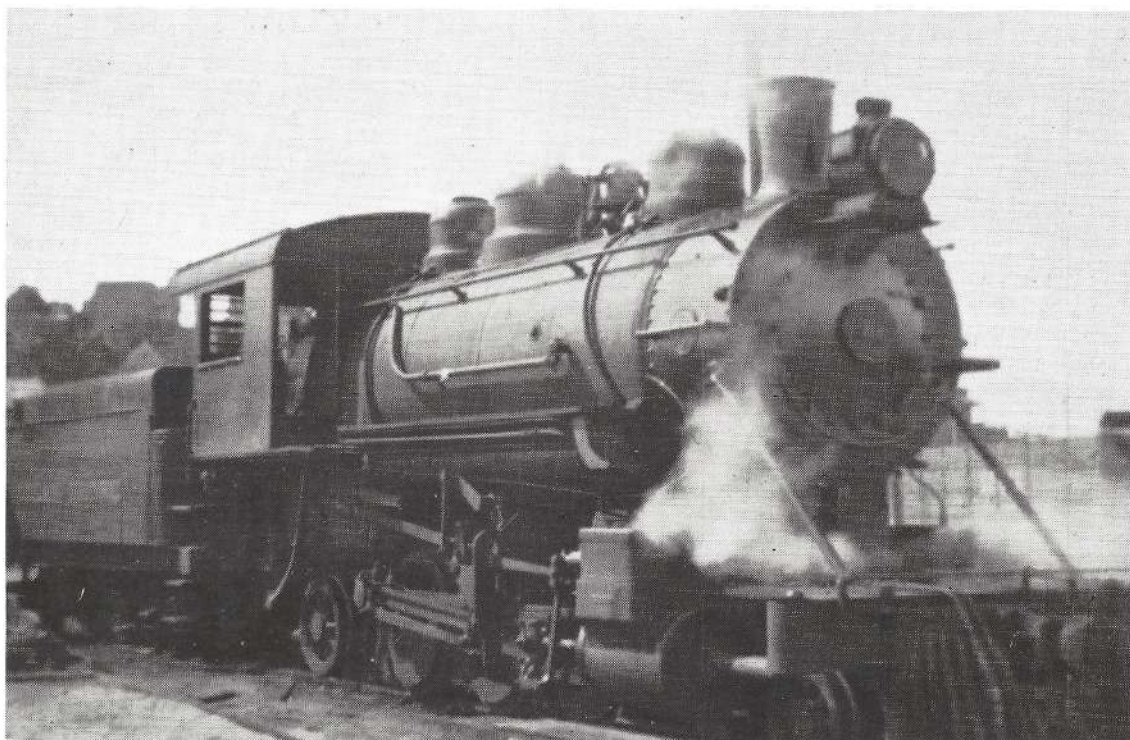
Ocean Shore engine 7 at San Francisco shops—MacFarland



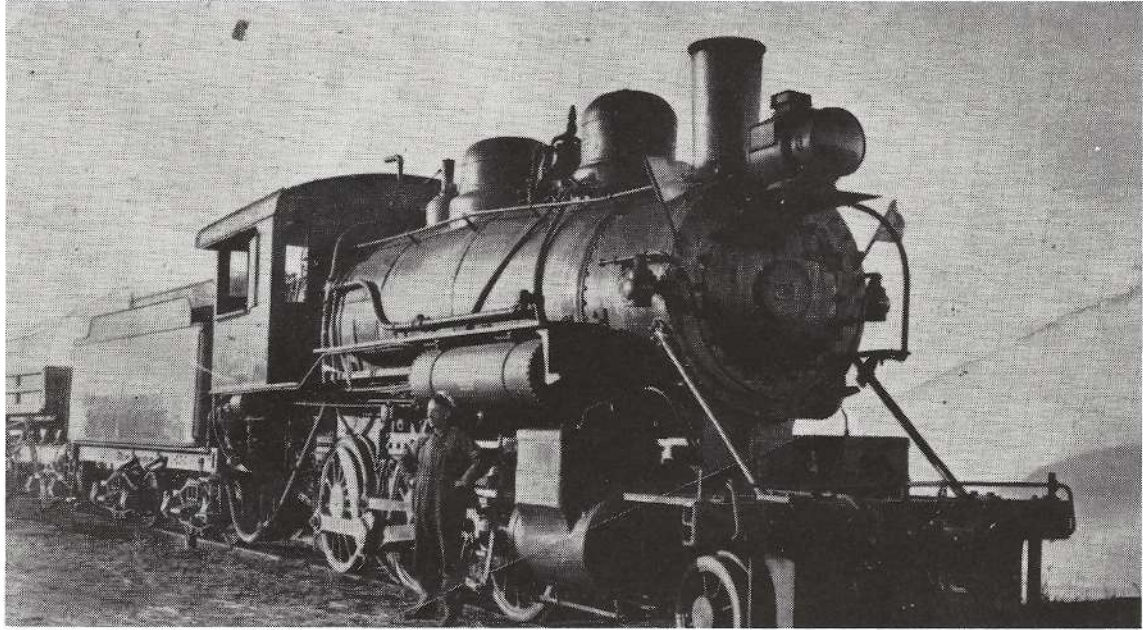
Ocean Shore engine 8 at San Francisco shops—MacFarland



Ocean Shore engine 9 on excursion train at Half Moon Bay



Ocean Shore engine 10 at San Francisco—MacFarland



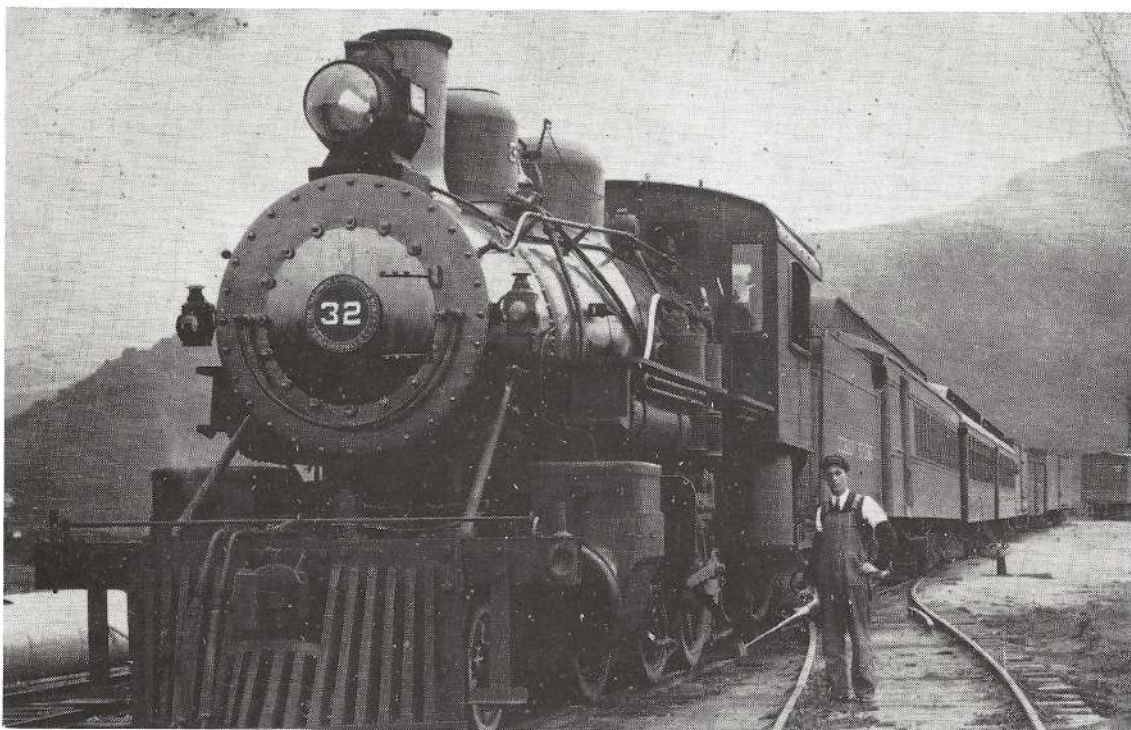
Ocean Shore engine 21 at Thornton—Siegel



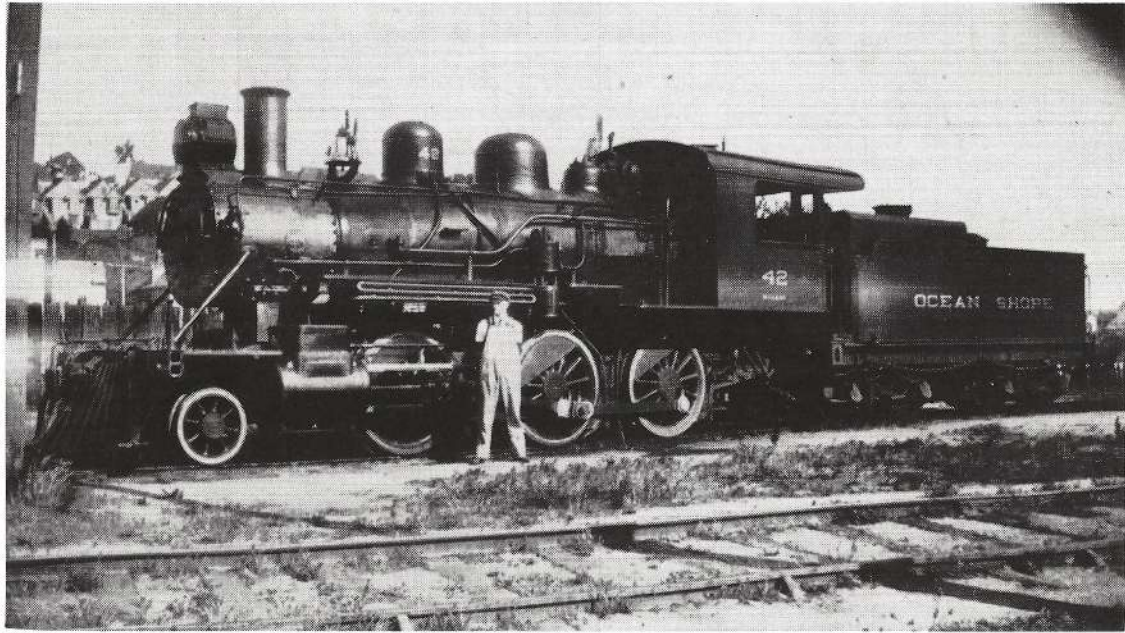
Ocean Shore engine 22 at San Francisco



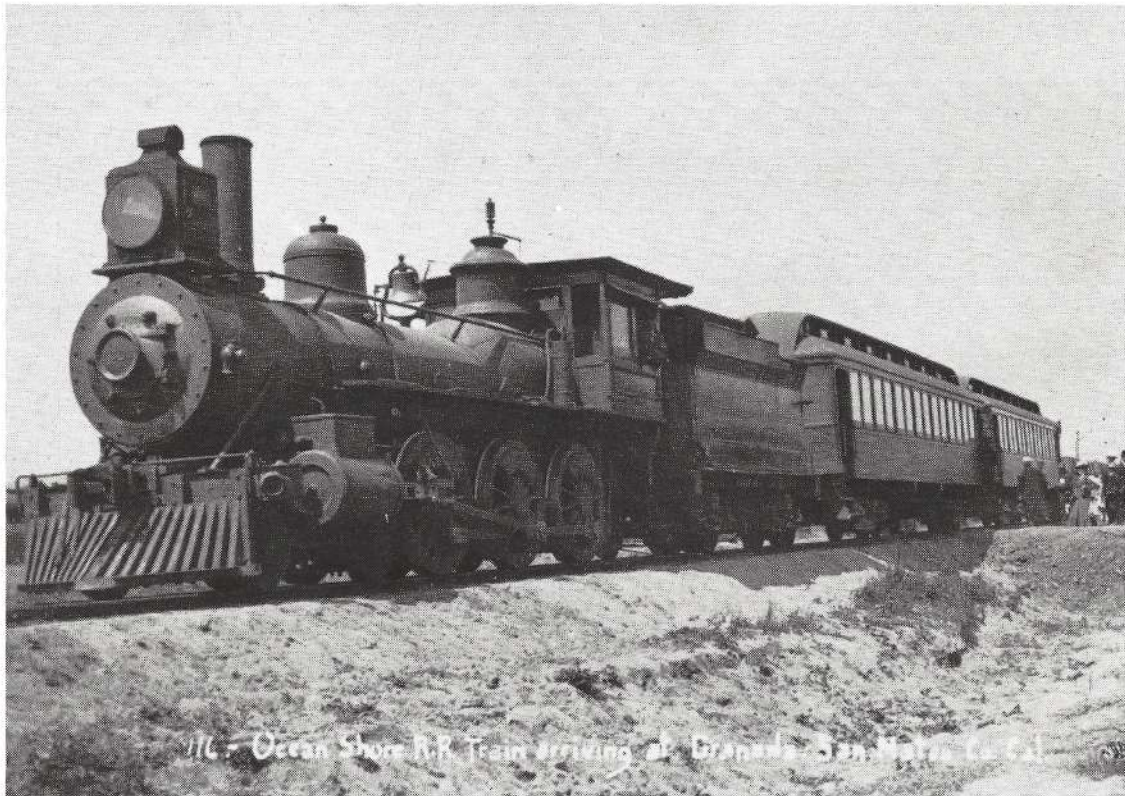
Engine 31 heading local passenger train at Moss Beach



Engine 32 heading passenger train—Siegel



Ocean Shore engine 42 at San Francisco



Engine 50 heading passenger train at El Granada

Steam Locomotives

No.	Type	Drvs.	Cyls.	B.P.	Weight	T.F.	Builder, Date	Shop No.
1	4-4-0		16x24				Baldwin, 1880	5511
							Ex OR&N 31, UP 360, OR&N 31, OR&N 15. Acquired September, 1905, scrapped 1915.	
2	4-4-0		16x24				Hinkley, 1881	1465
							Ex OR&N 40, UP 379, OR&N 24, OR&N 18. Acquired November, 1905.	
3	4-6-0	57	18x24	140	89,100	16,230	Schenectady, 1881	1308
							Ex SP 2046, SP 1610, SP 108, SPAR 27. Acquired April, 1906, scrapped 1915.	
4	2-6-0	54	18x24	160	91,000	19,600	Baldwin, 1903	23256
							Ex Quakertown & Eastern 1. Acquired November, 1907. Sold to Fruit Growers Supply Co. 34, renumbered 3, scrapped 1942.	
5	2-6-0	48	18x24				Baldwin, 1908	32627
							Sold to Pacific Portland Cement Co. 2, operated under lease as California Central 5, operated at Gerlach, Nev., as Pacific Portland Cement Co. 5.	
6	2-6-0	48	18x24	180	124,000	24,800	Baldwin, 1908	32646
							Sold to Sierra Ry. 26 in 1922, resold to Davies Johnson Lumber Co. 26. Scrapped 1939.	
7	4-6-0	48	18x24	135	71,250	15,650	Schenectady, 1868	576
							Ex Mammoth Copper Mining Co., SP 2020, SP 1533, CP 57. Acquired February, 1907.	
8	4-6-0	57	18x24	140	89,100	16,230	Schenectady, 1881	1358
							Ex E. B. & A. L. Stone Co. 50, SP 2064, SP 1630, SP 138, SPAR 58. Acquired January, 1906. Operated as Ocean Shore 50 for short time.	
9	2-6-2	49	20x24		115,000		Baldwin, 1908	33021
							Sold to Pacific Great Eastern 4.	
10	2-6-2	49	20x24		115,000		Baldwin, 1908	33022
							Sold to Pacific Great Eastern 5.	
21	2-6-0	56	21x28	180	135,000	33,200	Baldwin, 1913	39760
							Sold to The Pacific Lumber Co. 34 in 1921, resold to Red River Lumber Co. 34 in April, 1942, resold to Fruit Growers Supply Co. 34 in 1944, renumbered 1 in 1951.	
22	2-6-0	56	21x28	180	135,000		Baldwin, 1913	39761
							Sold to Arkansas & Louisiana Missouri 61 in 1921.	
31	2-6-0	57	20x26	200	132,000	31,000	Baldwin, 1914	41392
							Sold.	
32	2-6-0	57	20x26	200	132,000	31,000	Baldwin, 1914	41393
							Sold to Fruit Growers Supply Co. 32, resold to Red River Lumber Co. 32 in 1924, resold Fruit Growers Supply Co. 32 in 1944.	
42	2-6-0						Baldwin, 1915	41999
							Sold to Imperial Irrigation District May, 1922.	
50	4-6-0	57	18x24	140	89,100	16,230	Schenectady, 1881	1358
							See No. 8.	

Compiled by G. M. Best, 1947.

Electric Locomotives

- 51 0-4x4-0 350 h.p. O.S.Ry., April, 1907—Rebuilt 1919
Sold Petaluma & Santa Rosa.
- 52 0-4x4-0 500 h.p. O.S.Ry., September, 1907
Sold to Calif. Wine Assn., Point Richmond, scrapped.
- 53 0-4x4-0 500 h.p. O.S.Ry., March, 1910
In 1921 P&SR purchased its 504 from O.S.Ry. May have
been either 51 or 53. P&SR 506 built from O.S.Ry. trucks.

Credits

Thanks for photographs from Robert H. MacFarland, Adolph Siegel, and Walter Hesse. Thanks for data from Stuart Rasmussen, San Francisco Call-Bulletin librarian, and E. G. McLane of the Public Utilities Commission. Thanks to Addison Laflin for assistance with the text. Thanks to Robert Townley for whole-hearted cooperation in many ways. Thanks also to Louis Martin for the cover drawing.

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The Western Railroader

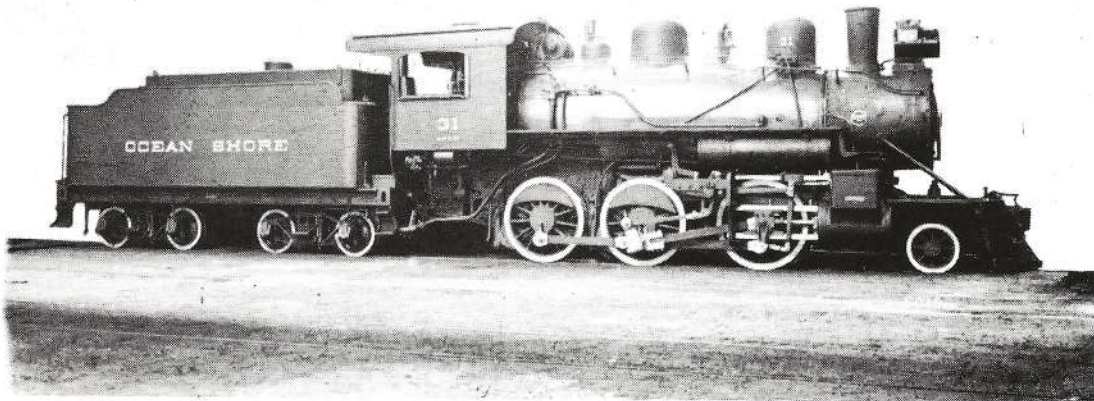
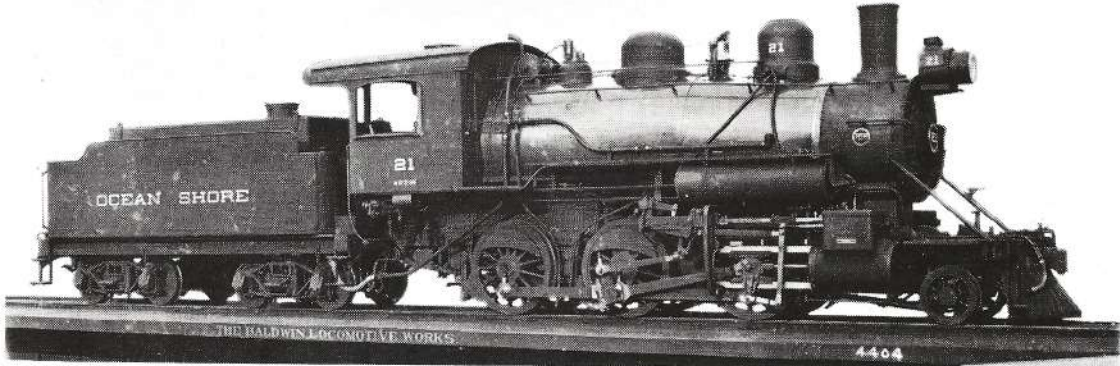
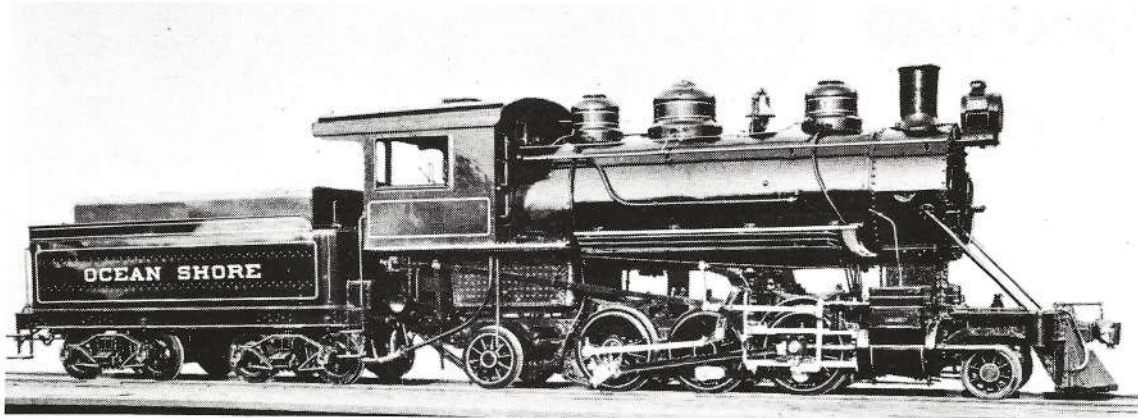
"For the Western Railfan"

P.O. BOX 668, SAN MATEO, CALIFORNIA

Francis A. Guido, Publisher



OCEAN SHORE



Baldwin Locomotive Works builder's photographs of Ocean Shore Railroad 9, 21 and 31 taken in 1908, 1913 and 1914 respectively. Courtesy of the Broadbelt Collection

ROUTE OF OCEAN SHORE RAILROAD

