

San Francisco-East Bay Rail Lines, 1939-1941

Key System

Transbay

- A** Downtown Oakland/12th St
- B** Trestle Glen/Grand Ave
- C** Piedmont/40th St
- E** Claremont
- F** South Berkeley/Adeline
- H** Berkeley/Sacramento

Shuttles

- G** Westbrae Dinky
- K** College Ave

SP IER (Southern Pacific Interurban Electric Railway)

- 2 7** Oakland/7th St/Dutton
(Local & Express)
- 3 9** Berkeley/Shattuck
(Local & Express)
- 4 6** Alameda/Encinal
(4 EB, 6 WB)
Alameda/Lincoln
(4 WB, 6 EB)
- 5** Berkeley/9th St
- S** Sacramento Northern

Transbay Terminal

Mission & 1st St

- A B C E F H S**
- 2 3 4 5 6 7 9**

San Francisco

A Brief History of Transbay Trains

1851-1939 Transbay transit service is limited to ferries. Starting in 1869, "moles" or causeways are extended from the East Bay shore to rail/ferry terminals miles out.

1903 A stylized map of the new San Francisco, Oakland & San Jose Railway renders Berkeley, Claremont/Piedmont and Oakland as finger holes on a skeleton key, the railway's new mole as a shaft, and the ferry berths at its end as teeth. Eventually, the railway will be renamed the Key System. In 1911, the Southern Pacific Railroad introduces the East Bay Electric Lines, or "Red Cars," later known as the Interurban Electric Railway or SP IER.

1939 The Transbay Terminal opens. Large electric trains, similar to modern light rail, begin using the lower deck of the Bay Bridge (which opened to cars in 1937).

1941 The SP IER, Sacramento Northern Railway, and Key System G and H lines are abandoned. At the same time, the Key System A-Line is extended to Havenscourt & Bancroft via the IER 7th Street line, and the F-Line to Solano & The Alameda via Shattuck.

1946 The Key System is bought by automaker front company National City Lines. The A-1 spur to 16th Street is eliminated, followed by all local streetcars in 1948, and the rest of the A-Line east of Downtown Oakland in 1950.

1958 All remaining lines are shut down. The Bay Bridge becomes a 10-lane freeway.

1974 BART's Transbay Tube opens. BART lines use historic rights-of-way including the Key System G-Line (the Westbrae Dinky), now part of the Richmond Line and Ohlone Greenway.

