

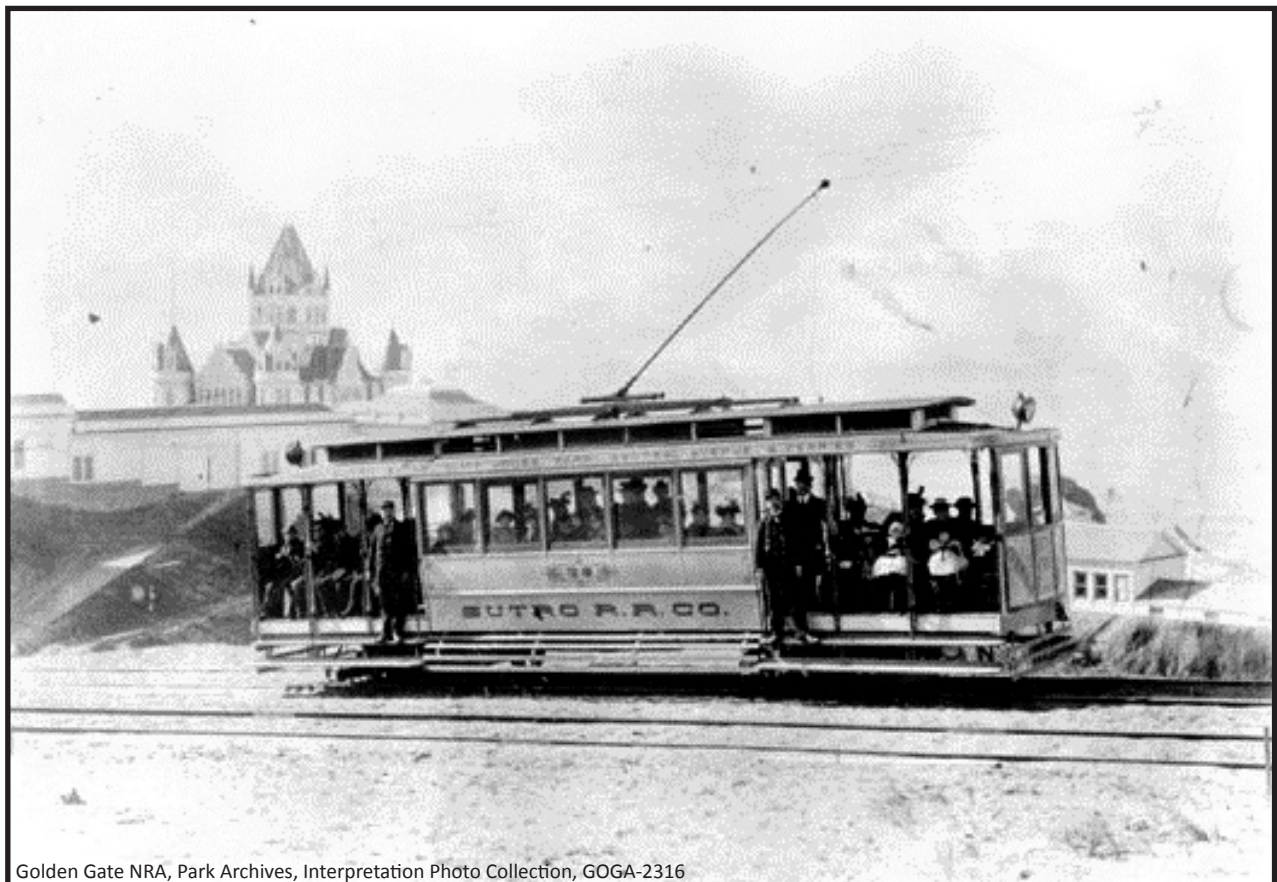
VESTIGES of *Lands End*

Sutro Railroad

The second rail line to serve the Lands End area was completed in 1896. The Railroad roughly paralleled the route of the steam-driven Ferries and Cliff House Railway, which had been running since 1888. However, the Sutro Railroad ran on electricity, a relatively new technology at the time. Former miner, entrepreneur, and future San Francisco mayor Adolph Sutro constructed his electric rail line to protest a fare increase on the Ferries and Cliff House line.

In 1894, the Ferries and Cliff House Railway was bought by Southern Pacific, which immediately eliminated transfers on the line -- an act that effectively doubled the fare to the Cliff House from 5 cents to 10 cents for travellers from downtown. Sutro began construction of the Sutro Railroad the same year. Southern Pacific got the message, and by late 1894 the steam line fare had been rolled back to five cents round-trip. Sutro completed his electric railroad in 1895. In 1905 the Ferries and Cliff House Railway was electrified and renamed the #1 California streetcar, and operated simultaneously with the Sutro Railroad (later renamed #2 Clement) until 1949.

The Sutro Railroad route approached Sutro Heights along Geary Street to 48th Avenue, where it turned north for a block and then entered a private right-of-way sloping down towards the Sutro Baths and terminating in a wood depot on Point Lobos Avenue near the Baths' main entrance.



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Sutro Railroad car approaching Sutro Heights, 1897.