

# By Land and By Sea



San Francisco Bay is known for more than its great beauty. Its large estuary, where seawater mixes with huge river flows, is also a major ocean port.

Richmond's deep, natural waterfront lent itself to early industrial development. Augustin Macdonald recognized the potential here in 1895, and promoted the idea of a railway terminal:

*"On reaching the summit of the hills a magnificent view greeted my eyes...its commercial possibilities appealed to me at once...[it was] the only point on the east...bay where land and navigable water met."*

Chicago trains began arriving at Ferry Point in 1900. Passenger and auto ferries operated through the 1930s, while freight operations continued later, into the 1960s.



The Santa Fe tugboat Edward Engel nudging a freight barge toward the Ferry Point wharves. The 250' long barges held 14-16 railcars each, and had a draft of 6' when fully loaded.



The ferryboat San Pablo operated at Ferry Point from 1900 until 1933. Custom-built for Santa Fe by Union Iron Works in San Francisco, the ship originally burned coal, but was later converted to oil. It measured 226' by 36' and its engine drove two 16' paddle wheels.



Early 1900s ticket book for the ferry and train trip between San Francisco and "Eastyard" (Point Richmond). The San Francisco and San Joaquin Valley Railway Company laid the groundwork for rail service to Ferry Point, and was subsequently acquired by Santa Fe Railroad.