SF WEST HISTORY

Newsletter of Western Neighborhoods Project

APR–JUN 2016
VOLUME 12 NUMBER 2



Western Neighborhoods Project
outsidelands.org

SF West History

Newsletter of Western Neighborhoods Project

April-June 2016: Volume 12, Number 2

EDITOR: Woody LaBounty

CONTRIBUTORS: Glenn Koch, Frances Larkin, John Martini, Tim O'Brien, Dennis O'Rorke, SFMTA, Jack Tillmany, the Williams family, and Arnold Woods

Board of Directors 2016

Woody LaBounty, President
Chelsea Sellin, Vice President
Nicole Meldahl, Secretary
David Gallagher, Treasurer
Cammy Blackstone, Richard Brandi, Gretchen Hilyard, Jamie O'Keefe, Arnold Woods

Advisory Board

Al Harris, Brady Lea, Jamie O'Keefe, Felicity O'Meara, Paul Rosenberg, Nate Tico, Lorri Ungaretti

Western Neighborhoods Project
4016 Geary Boulevard, Suite A
San Francisco, CA 94118
Tel: 415/661-1000
Email: woody@outsidelands.org
Website: www.outsidelands.org
facebook.com/outsidelands
twitter.com/outsidelandz

Cover:
Frances Kniffin Larkin holding a 1950s photo of her husband Marty Larkin on his Harley-Davidson motorcycle, (Courtesy of Dennis O'Rorke).

Opposite:
A thirsty dog waits to get served at the Blackthorn Tavern during the first WNP Inner Sunset History Pub Crawl.

© 2016 Western Neighborhoods Project. All rights reserved.

Inside

1 **Inside the Outside Lands**

2 **Where in West S.F.?**

3 **OpenSFHistory Highlight**
John Martini shares another favorite image

5 **Shaping the Outside Lands**
by Arnold Woods

10 **Memories: Frances Larkin**
Elegant Nine-Decade Resident of the Sunset

14 **The Graf Zeppelin Visits San Francisco**
by Glenn Koch

16 **Historical Happenings**

18 **The Last Word**
Where does the 3 Ingleside stop?



You may notice a bit of a transit theme to this issue of *SF West History.* Consider it an attempt to get our readers in the mood for "Streetcar San Francisco: Transit Tales of the City in Motion," and our fourth annual movie night at the Balboa Theater.

We're putting together historical newsreels, images from our OpenSFHistory program, and our own original material to tell stories of public and private transportation in the city. Of course, we're focused on the west side, with tales of Carville, steam trains, Sunday omnibus jaunts, and the first Muni streetcar line, but there will be views from all over the city. We'll also do a little commemoration on the Geary streetcar line, which terminated service sixty years ago this December.

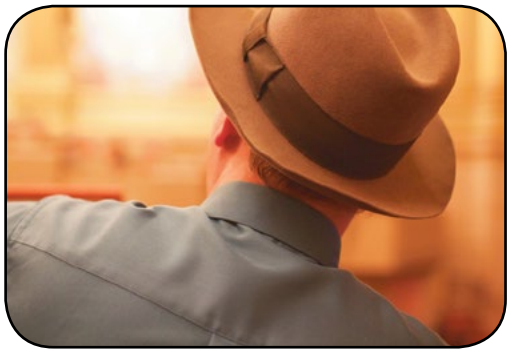
More information to come, so check your emails and monitor our website, but make sure to save the date: July 20, 2016, at 7:00 pm. We always sell out!

Bringing History to the People

We have really increased our public events and appearances recently. In the past we were more passive about live programs, accepting invitations to speak and hosting a handful of member walks. Things have changed. In the last month we've done as many public events as we used to do in a whole year: history talks at the Merced branch of the San Francisco Public Library, the St. Francis Wood Women's League, and the Mechanic's Institute; showing off old photos and giving away information at a Balboa Street fair, the Parkside School playground opening, and the new "Playland" open space at the old Francis Scott Key School Annex; and leading two sold-out history pub crawls of the Inner Sunset District. We even played host to a history "hangout" of after-work drinks and socializing for museum, planning, and history professionals in the city.

Partly this is a result of having a terrifically energized Board of Directors who have embraced and worked hard on having more public events, but we also have come to think that with the world moving ever more into digital life at work and at home (and in-between), community experiences have grown in importance and value. (Also, bookstores and books are making a comeback—hurray!)

In short, people really like to come together in the "real world," and we can have a significant impact sharing history that way. Even though we made our name as one of the first San Francisco history websites, and OpenSFHistory, our major current project, is about putting tens of thousands of photos online, we're jumping into getting out in public.



This labor of love, however, has made one thing painfully obvious: We are outgrowing our current office space.

OpenSFHistory

And speaking of… In the last few weeks, we've added nearly 1,000 new images to OpenSFHistory.org, including photos from the earliest days of San Francisco, post-1906 Earthquake and Fire, photos of the Giants, Warriors, and 49ers from the 1950s and 1960s, and a gallery of Golden Gate Bridge images. We are continuing to make great progress scanning, interpreting, and preserving thousands of film negatives, glass plates, stereoscopes, and 35mm slides (over 12,000 scanned so far!) and are trying our best to get them on the website as fast as we can.

How You Can Help

So we are asking you to help—not by writing us another check (though we wouldn't turn that down!)—but by getting a like-minded relative, friend, or colleague to become a member of Western Neighborhoods Project. We're hoping to add 100 new members during this recruiting drive.

Simply have your new recruit visit outsidelands.org and click the "Become a Member" link. Be sure to have them include your name in the "Special Instructions" field so that we can acknowledge your incredible powers of persuasion.



First Inner Sunset History Pub Crawl on April 23.

Where in West S. F.?

Our congratulations to Charlie Figone, Bruce Moore, Grant Ute, and David Volansky for identifying our mystery photo from last issue.

David Volansky shared how he figured it out: "At first I thought this was Fulton given the 'green' on the right, but I couldn't find any matching buildings along Fulton using Google Street View. I then started checking Lincoln, but the inclination is just plain wrong. Then I thought that sidewalk next to the 'green' just didn't seem right for Golden Gate Park and I decided the railway was the bigger clue—so given the age of the architecture by sight, I went with Judah over Taraval. I also avoided the rail line on 20th Avenue, given the block shown is short and probably an east-west block (assuming a Sunset or Richmond grid). The stairwell of the house at 1824 Judah is nice and distinctive and still there. Many other buildings are still obviously seen on the block including those on 23rd Avenue, even if another story has been added to some of them.

"One thing that threw me off was the palm trees. I looked for them on blocks for quite some time. I'm surprised that not a one of them survives. […] This was one of your harder 'Where in West SF?'"

We'll try to be easier on you this time. Take a look at the view below and give us your best answer as to where and when. More streetcar and greenery clues, and the horse, buggy, and fashions should help with the date. Email guesses to *woody@outsidelands.org* or send by post to our brick-and-mortar office at the address on the inside cover.

Good luck!



24th Avenue and Judah Street, March 10, 1939. San Francisco Department of Public Works photo. (wnp26.014, courtesy of a private collector.)



More streetcar tracks and greenery! What year and what intersection is shown above? Send us your guesses and any memories or stories!

Sutro Heights Depot

by John Martini

Retired National Park Service ranger and WNP member John Martini is a volunteer helping us process our collection of historical San Francisco images. Visit **opensfhistory.org** *to learn more and see thousands more photos.*



Sutro Heights main gate, circa 1890. (wnp13.252, courtesy of a private collector.)

I love looking at historic photographs, especially ones that reveal surprises accidentally captured by the photographer. Take this view of the main gate to Sutro Heights. The imposing gates must have been photographed thousands of times—both in their open and closed positions—but in this particular photo (actually, a glass lantern slide) a mysterious building can be seen through the open pedestrian gate at left. Sporting a huge advertisement for Ghirardelli's Soluble Cocoa, it seems totally out of place so close to the elegant entrance to Adolph Sutro's formal estate.

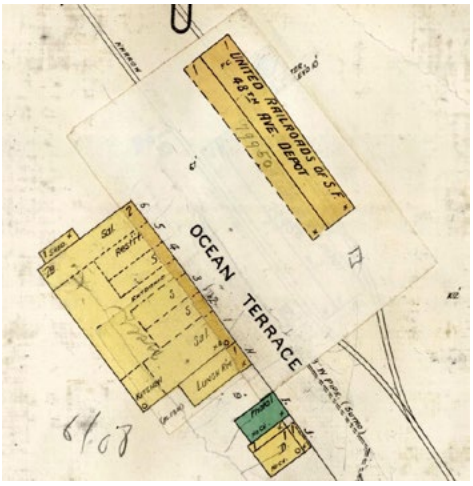
A quick survey of historic maps of the era reveals that this was the Sutro Heights Depot of the Ferries & Cliff House Railroad, the famous steam train that once wound its way along the cliff tops of Lands End.

In the mid-1880s, Adolph Sutro had been instrumental in acquiring the rights to build a rail line connecting Point Lobos to downtown San Francisco, better to bring visitors to his growing attractions at the Cliff House, Sutro Heights, and later, Sutro Baths. After making some initial improvements along the right-of-way, he sold his interests to the already-established Powell Street Railroad.

Sutro intentionally set the western terminus of the line directly across the street from the main entrance to Sutro Heights. His estate, after all, was a major visitor attraction and he wanted to be sure arriving passengers couldn't miss his Heights.

When trains began running on July 1, 1888, the line was officially called the Ferries & Cliff House Railroad, but locals soon began referring to it simply as the Cliff Line.

Very few photos of the Sutro Heights Depot exist, hence my interest in this partial glimpse through the main gate. Although undated, the spanking-new appearance of the depot leads me to "guesstimate" it was taken not long after the Ferries & Cliff House trains began running. Although not much is visible, we know from maps of the era that the depot was a narrow gable-ended structure that housed waiting rooms, freight rooms, and a ticket office. On the west, a covered passenger platform faced the tracks. Architecturally, the train depot wouldn't have been out-of-place in Kansas or Minnesota.



1899 Sanborn Fire Insurance Map showing URR Depot and Ocean Terrace.

Before long, a neighborhood of saloons, cafes, curio shops and tintype studios sprung up across the tracks from the depot. Called "Ocean Terrace," the hodge-podge of structures along the street was all owned by Adolph Sutro.

The Cliff Line changed hands several times, eventually becoming part of the sprawling United Railroads (URR) of San Francisco. In 1905, the URR decided to convert the Cliff Line from steam trains to electric streetcars, and

preparatory to the reconstruction they photographed the Sutro Heights station, now called the 48th Avenue Depot. The image at top right is the earliest photo showing the entire structure—a weather-beaten barn that had endured the brunt of Pacific winds and spray for 17 years. Close examination of the original glass negative reveals barely legible traces of the old Ghirardelli sign under the eaves.

The URR inaugurated their electric streetcar service on May 27, 1905, and as part of their modernizing of the line they spruced up the aging depot. Neatly restored, the depot now served both as a waiting room and as a residence, the latter most likely for a United Railroads employee. The building remained in use as the 48th Avenue station of the #1 California line (the final incarnation of the old Cliff Line) until sometime in the early 1920s.

The demolition date of the 48th Avenue station isn't known, but based on historic photographs it must have been around 1923 when the city constructed today's El Camino Del Mar around Lands End. The aging depot was simply in the way of the new boulevard and disappeared when the road was pushed through to Point Lobos Avenue.

While much of the Cliff Line right-of-way still exists at Point Lobos as a hiker-biker path, no trace remains of Sutro's train depot. If you want to visit its exact site, watch out for traffic because the location of the vanished depot lies beneath present-day El Camino Del Mar just south of Seal Rock Drive.



Old 48th Avenue Station on Ferries and Cliff Line, February 23, 1905. (U00370A, Courtesy of SFMTA Photography Department & Archive.)



New 48th Avenue Station on Ferries and Cliff Line on El Camino Del Mar Near Seal Rock Drive, September 23, 1905. (U00370A, Courtesy of SFMTA Photography Department & Archive.)

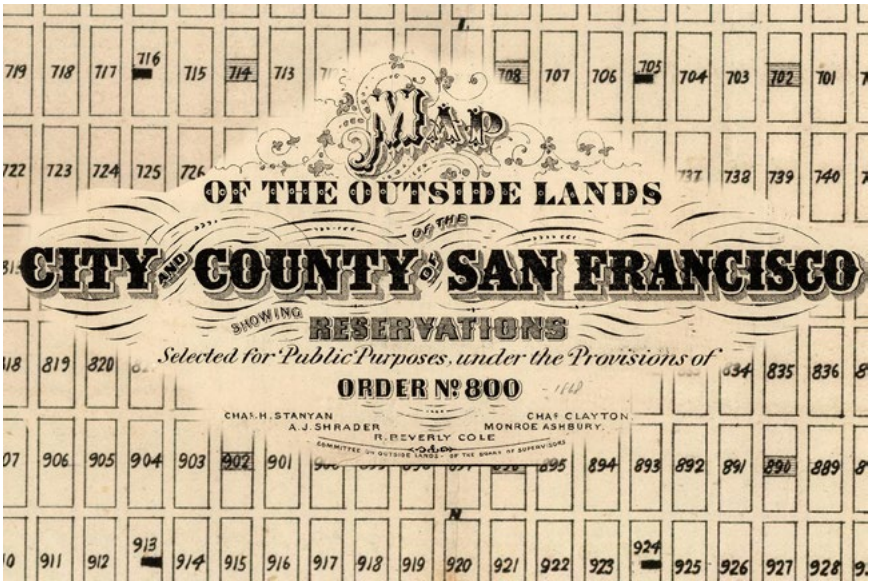
Shaping the Outside Lands

by Arnold Woods

2016 marks the 150th anniversary of a Congressional bill called "An Act to Quiet the Title to Certain Lands within the Corporate Limit of the City of San Francisco." Better known as the Outside Lands Act of 1866, it was the means by which the City of San Francisco took ownership of all lands west of Divisidero Street on the upper peninsula. Here Arnold Woods continues the story from last issue's article, "The Battle for the Outside Lands."

On March 8, 1866, Congress passed the Outside Lands Act, which extended San Francisco's city limits to the Pacific Ocean, giving it the boundaries it has today. The Act ended the long legal fight between San Francisco and the federal government for control of the Outside Lands, but required San Francisco to provide title to "parties in the *bona fide* actual possession thereof…upon such terms and conditions as the Legislature of the State of California may prescribe[.]" The purpose of this provision was to protect the people who already owned property in the Outside Lands.

While their numbers were few, there were some ranches, farms, homes, and businesses which had already found a place in the Outside Lands at the time of the 1866 Act. The Lone Mountain Cemetery had been dedicated in 1854. San Francisco had established an Industrial School for wayward children in 1859 near the intersection of today's Ocean Avenue and San Jose Avenue. The Cliff House began business in 1863. The Point Lobos Toll Road began operating in 1864. And the Ocean Course Race track opened for horse racing in 1865. The public trust doctrine set forth in the Act (and in Justice Stephen Johnson Field's prior court ruling) meant that San Francisco now had to work out a process by which it would confirm title to these and other existing landowners in the Outside Lands.



The first step in a title process occurred on October 12, 1866, when San Francisco passed Order 733, in which the city relinquished all rights and claims it had in parcels of land in the Outside Lands to people who were in bona fide actual possession of parcels at the time of the Outside Lands Act of 1866. Order 733 also stated that the Outside Lands would be subdivided into blocks and that some land would be set aside for public use, such as schools and parks. A key provision of the order was that persons who presented claims for title to land had to pay all taxes on the land for the prior five years.

Order 733 also stated that a committee made up of three members of the Board of Supervisors would be created to carry out the terms of the order. Three days later, on October 15, 1866, San Francisco elected a Special Committee on the Outside Lands, consisting of supervisors R. P. Clement, Frank McCoppin, and Charles H. Stanyan.

While San Francisco was determining this process, the question of the city's authority to provide title to land returned to the U.S. Supreme Court in the matter of *Townsend v. Greeley.* In December 1866, the Court, in an opinion authored by Justice Stephen Johnson Field, the mastermind of prior decisions and legislation giving San Francisco the Outside Lands, dismissed the issue, stating that it had been settled by those earlier decisions and legislation.

Although Order 733 stated that landowners would be able to make claims for title to their property, the process by which this would be done was vague. Several months later, San Francisco set about rectifying this situation. On December 22, 1866, San Francisco approved Order 748, which set the process by which persons who claimed bona fide possession of property in the Outside Lands could present a verified petition to the Outside Lands Committee. The order required that a petitioner present verbal and documentary proof of their claim. If the Committee found the petition merited, they would award title to the person and make a public notice of their award.

The Outside Lands Committee recommended a subdivision plan, which the Board of Supervisors approved in Resolution 6404 on January 21, 1867. The Board then instructed the Committee, through Resolution 6551 on February 26, 1867, to enter into a contract with William Humphreys and George Potter to survey, measure, and map the Outside Lands for their subdivision plan. The contract was signed on February 27, 1867, and Humphreys and Potter were to receive $12,000 on the contract.

Pursuant to Orders 733 and 748, many people began presenting petitions to get title to property. The first petition

was filed on January 28, 1867. Within six months, approximately 650 petitions had been received by the Outside Lands Committee. The Committee, however, deferred action on the petitions until the Humphreys-Potter survey and map was completed.

Even before the completion of the survey and map, the Committee found problems with some early petitions. Nearly one-third of them were for lots within the prior charter area of San Francisco, land over which the 1858 Van Ness Ordinance set forth the terms for title. Apparently there was confusion among the people over which areas the Outside Lands Committee had jurisdiction over.

And there was a much bigger problem in the petitions. By October 20, 1867, there were some 2,400 petitions filed, which cost the claimants on average five to ten dollars each. Among the first 54 investigated by the Outside Lands Committee, 26 were in the Van Ness Ordinance jurisdiction area and the rest were largely for lots in the Lone Mountain Cemetery area and lots claimed by the San Francisco Homestead Union. The common denominator in all 54 petitions though, was that each was made by claimants who were not in actual possession of the land for which they sought title. The claimants seemed to believe that the Van Ness Ordinance had been voided and that San Francisco would hand out title to land to anyone who sought it, regardless of who had actual possession of the lands. The Committee noted that these false impressions might have been incited by unscrupulous land agents.

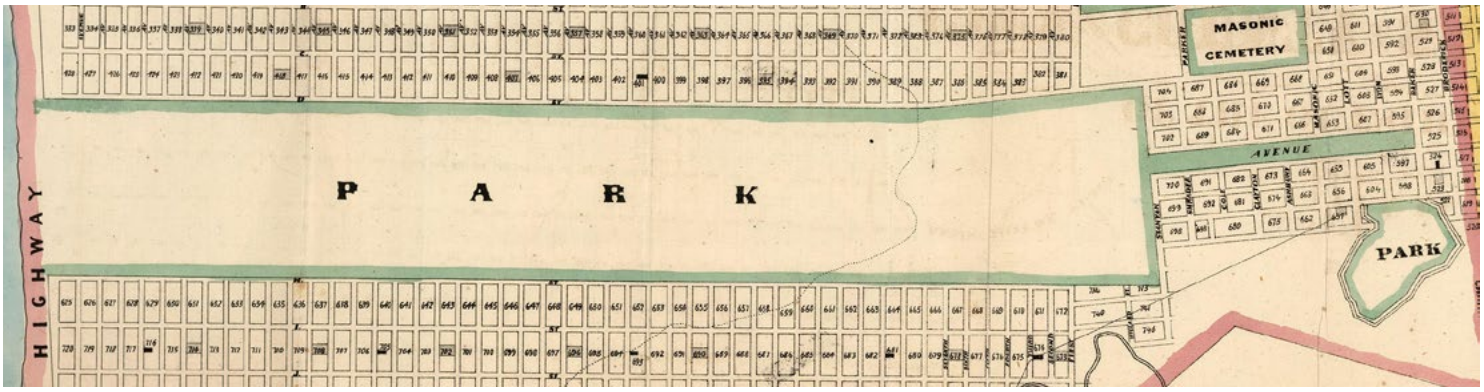
Another problem emerged when the Outside Lands Committee recognized that the city legislation might not comply with the terms of the Outside Lands Act of 1866, which required the state legislature to set the terms and conditions for granting title to land. As San Francisco had not received state legislature approval of Orders 733 and 748, the Committee, on October 21, 1867, recommended that they stop taking petitions for title to land. The Board of Supervisors passed Resolution 7553, which did just that. The Board further noted that additional legislation may be necessary to effectuate their plans.

The Committee was also at that time considering the issue of a large public park in the Outside Lands. The Board of Supervisors noted that the Committee would have recommendations for the park after the survey and map was completed, but they made known their intentions with this language:

> The magnificent and for many miles extended frontage upon the ocean beach which San Francisco possesses upon the Pacific shore, is believed to be unsurpassed elsewhere; and it may be said by those who have looked upon, or listened to the unceasing waves, as they roll and break upon its sands, that in primitive sublimity and majestic grandeur it is unequaled in the world. Therefore, with such natural advantages, when there shall be provided the adjunct of a grand park, similar in purpose and design to those established in Eastern cities and in Europe, the future dwellers in San Francisco will give deserved credit to those who faithfully and diligently strove to entail such a benefaction upon them.

Supervisor McCoppin's popularity from his service on the Outside Lands Committee resulted in his election as Mayor. When he took office on December 2, 1867, supervisors A. J. Shrader, and R. Beverly Cole were elected as the new members of the Committee with Stanyan as the lone holdover. The new Outside Lands Committee got right to work on new legislation to deal with the Outside Lands. After a number of meetings and proposals, the Committee presented a new proposal to the Board of Supervisors on January 13, 1868, where it passed unanimously. Mayor McCoppin approved the new ordinance, numbered 800, the following day.

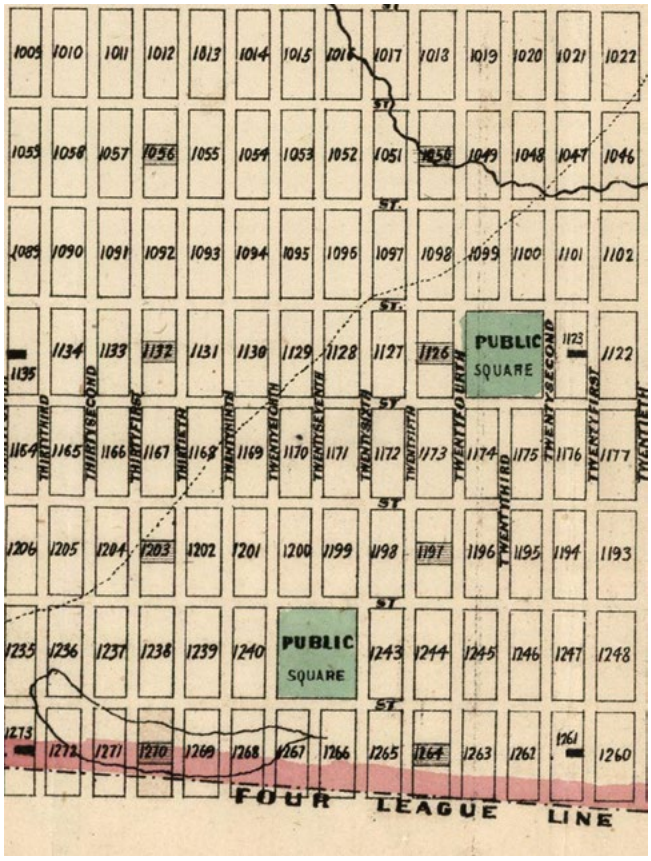
Ordinance 800 essentially repealed Order 733 and 748 and deviated slightly from those prior orders. It renewed the procedure that required people to show that they had possession of the parcel at the time of the Outside Lands Act of 1866, and had paid all taxes on the property for five years in order to obtain title to property. However, this new ordinance also allowed San Francisco to set aside certain parcels of land for public parks, squares, and buildings, and to subdivide into blocks as they deemed expedient and regardless of claims to the land being set aside. To help carry



out its provisions, supervisors Monroe Ashbury and Charles Clayton were added to the Outside Lands Committee over the next several weeks.

The California state legislature ratified Ordinance 800 on March 27, 1868, though not without some turmoil. The legislature initially added a provision that would have precluded San Francisco from taking possession of reserved and set aside properties until the city compensated existing landowners. Mayor McCoppin and supervisor Ashbury used their influence with newly elected governor Henry Huntley Haight, a former San Francisco attorney, to hold up the legislation until that proviso was removed, which allowed San Francisco to take possession of property before compensating landowners. As the city had stopped taking petitions for title under the old orders, the passage and subsequent ratification by the state legislature of Ordinance 800 meant that the petition process could begin again.

Immediately after the state legislature ratification of Ordinance 800, and despite the survey and map not being completed yet, the Board of Supervisors authorized the expenditure of not more than $20,000 to establish the lines and grades of streets in the Outside Lands. That work was to include placing monuments throughout the Outside Lands showing where the streets would be. The Committee then began taking bids for this work.



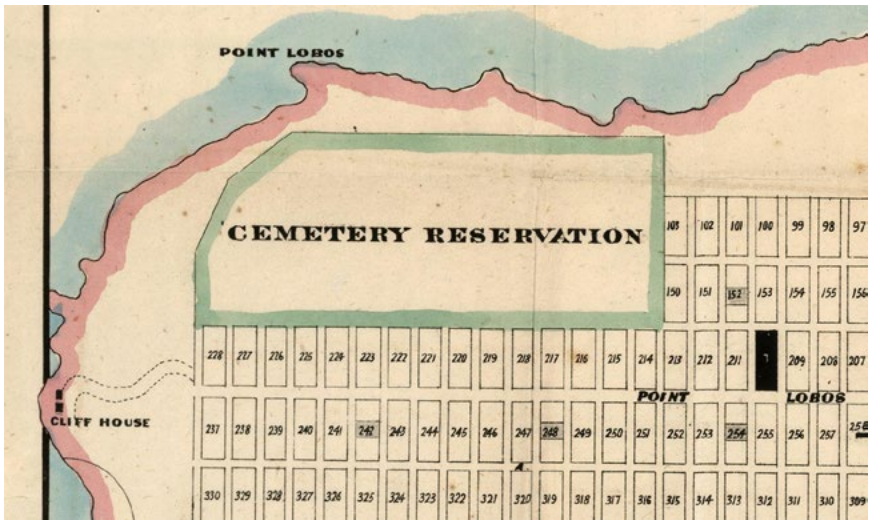
The Humphreys-Potter survey and map was completed and submitted, along with two Committee reports, a majority report and a minority report, regarding reservations of land, to the Board of Supervisors on May 18, 1868. As noted in the majority report, the Outside Lands Committee unanimously agreed on reservations of lots for the fire department, schools, hospitals, a cemetery, public squares, asylums, libraries, an Academy of Sciences, and a city hall. The Committee was also in complete agreement that a great park should be no more than 1,000 acres in size, that it should extend to the ocean, and the general area where the park would be located. Where the irreconcilable differences arose concerned the form and boundaries of the park.

The main point of disagreement in the Committee was the eastern boundary of the park. A majority of the committee—supervisors Stanyan, Shrader, and Cole—believed the park should extend no further east than Stanyan Street (already named for the supervisor) and possibly no further east than First Avenue (later Arguello Boulevard). The reason for this was that the city needed street access to the western neighborhoods between the line of mountains to the south (Twin Peaks, Mt. Davidson, Mt. Sutro) and a line of cemeteries (Laurel Hill— the former Lone Mountain Cemetery—Odd Fellows, Calvary, and Masonic) to the north, across which they noted, no street could ever be extended. If the park boundary was further east, the majority feared it would effectively create a wall between the eastern and western parts of the city. They also noted that east of Stanyan Street, much of the land was already owned and the cost to take that land would dramatically increase the cost of the park as well as decrease what the city would earn in property taxes.

As was seen on the Humphreys-Potter map, the majority also advocated a large avenue connecting the eastern portion of the city with the park. They wanted this avenue to be a park itself, “one of the most delightful places of resort for a walk, or ride, or drive[.]” The majority believed this strip could be quickly and cheaply improved and that city residents could be enjoying it within five years. The majority further noted that although the main part of the park would be further away from most of San Francisco’s then population, they expected the future would bring more people to the western part of the city.

The minority group, consisting of supervisors Ashbury and Clayton, believed that the park should begin in the valley between Grove and Haight Streets and between Divisidero Street and First Avenue, because that area had good soil, an abundance of water, and was centrally located. They feared that the park would not serve its primary purpose if it was too far away from the majority of the city’s population.

Though not stated in the minority report, it appears there may have been some concern by them as to the suitability of much of the set aside land for park purposes, given their emphasis on how good the land in the Grove-Haight valley was. A great deal of the main park set aside area was covered with sand dunes. Only about 350 acres was arable land. The majority found it necessary to state that the sand dunes could be reclaimed for park use, a certainty they claimed, noting successful efforts to do the same in France and in



Eastern States.

Both the majority and minority reports indicated a great concern that the park lands be shielded from the winds coming off the ocean. The reports indicate a belief that the Lands End hills, Twin Peaks, Mt. Sutro (none of these names were then used in the reports), and a hill known as "The Island" near the center of the park would effectively protect key portions of the park from the prevailing winds. (Although not designated in the map, given the description, the hill known as "The Island" may be Strawberry Hill.)

The Humphreys-Potter map was presented for public inspection at the city clerk's office for one month. Hearings were then held on June 18-19, 1868, at which petitioners could protest any reservations on the map. Based on those hearings, the Committee made a number of changes to the reservations. The Committee also changed the names of the numbered streets to avenue designations. Thus, for example, West 2nd Street became 2nd Avenue.

On June 22, 1868, the Outside Lands Committee presented its final report as to the location of reservations and it was approved by the Board of Supervisors in Resolution No. 8565. This approval ratified the Committee's majority report for the shape and eastern boundary of the great public park planned for the Outside Lands, resulting in the long rectangle and panhandle shape that San Franciscans today know. Within a week of this approval, Humphreys and Potter had amended their survey and map to conform to the changes in the reservations that had been approved by the Committee.

After the adoption of Resolution No. 8565, there was some concern as to whether the resolution was sufficient to secure the reservations in the survey and map or whether another ordinance was necessary for this purpose. The issue was submitted for an opinion to the City and County Attorney, Harold M. Hastings. On July 8, 1868, Hastings submitted a lengthy opinion to the Board of Supervisors which concluded that no further ordinance was necessary to make the Humphreys-Potter map official and secure the reservations set forth therein. To be certain, however, the Board adopted Resolution No. 8622, on July 13, 1868, which stated that the final report and map in Resolution No. 8565 had been ratified and approved by virtue of the provisions of Ordinance 800. As a further precaution, the Board adopted Ordinance 823, on July 20, 1868, which again adopted and ratified the Humphreys-Potter map and reservations. Mayor McCoppin signed Ordinance 823 on July 24, 1868.

The Committee then began the process of assessing the property the city had reserved for itself. The assessments were completed and filed as part of the Committee's final report on December 7, 1868. The report appraised the total value of the Outside Lands at $12,087,306.00. The value of the reservations and set asides for the city was determined to be $1,297,027.00. For their services in appraising the Outside Lands, the members of the Committee were each awarded $2,100 in compensation by the County Court on December 28, 1868.

At that time, a new mayor, Thomas Henry Selby, had just taken office. Supervisor J. B. E. Cavallier was also elected then to the Outside Lands Committee replacing supervisor Clayton, who would soon be appointed to the position of United States surveyor of customs for the Port of San Francisco.

Due to a conflicting history of land grants prior to the addition of the Outside Lands to San Francisco (see "The Battle for the Outside Lands" in *SF West History*, Jan-Mar 2016), there were numerous petitioners seeking title to the same plots of land within the Outside Lands, resulting in a number of lawsuits. This created an issue for San Francisco inasmuch as petitioners were reluctant to pay the required five years of property tax on property before a lawsuit determined that they were the proper claimant for title.

To resolve this issue, on April 5, 1869, the Board of Supervisors passed Ordinance 866, which further amended the petition process by requiring petitioners to pay property taxes on a property, but allowing for the return of that money if a lawsuit determined they were not entitled to title. Ordinance 866 also remedied a defect in the prior legislation related to title being conveyed in a form that could be a matter of public record.

On May 3, 1869, the Board of Supervisors adopted Resolution 9721, approving the final report of the Outside Lands Committee, which had been submitted the previous December. That same day, in Resolution 9706, the Board awarded the job for the work of establishing the lines and grades of streets in the Outside Lands to their survey and map team of Humphreys and Potter at a contract price of $19,900. Humphreys and Potter immediately set to work and within five months had erected 600 small monuments delineating streets and grades.

Although Ordinance 866 had not yet been ratified by the State Legislature, the first grant of title to Outside Lands property occurred on June 21, 1869. The grant was made to

a Thos. H. Holt and C. N. Felton and concerned New Potrero blocks 155-57. These lots were in the southeastern part of San Francisco that was also added to San Francisco as part of the Outside Lands Act of 1866, an area roughly bounded by today's DeHaro, Rhode Island, 23rd, and 24th Streets.

Although the history creating the title petition process was already a labored one, San Francisco discovered deficiencies in the process requiring further edification. Thus, another amendment to the petition process occurred on September 20, 1869, when San Francisco enacted Ordinance 895. This ordinance allowed co-owners of property to each pay their proportionate share of the property taxes as part of a petition. A month later, the Board of Supervisors approved a form of deed for conveyance of lands to petitioners in Resolution 510. On November 1, 1869, the Board passed Ordinance 900, permitting the city treasurer to make payments to landowners for lands taken in the city's reservations and set asides.

In December 1869, a new Outside Lands Committee was elected, consisting of then current members supervisors Shrader and Ashbury, and new members supervisors M. J. Kelly, T. McCarthy, and Henry Winkle. At this time, the Committee work largely consisted of reviewing petitions for title. The Committee had divided up the Outside Lands into four areas for grants: the Mission area (roughly today's Mission District), the New Potrero area (roughly today's Potrero Hill), the Western Addition (the area between today's Divisidero Street and Arguello Boulevard), and what was called Land In Acres (basically today's Richmond and Sunset Districts, though it included areas just to the north and south of what would become the park panhandle area).

On January 17, 1870, the Outside Lands Committee approved the first petition for title to land in today's western neighborhoods. The grantee was George Turner and the land he received title to was in the Laguna Honda area, just to the west of the Rancho San Miguel tract. Due to the large swaths of sand dunes throughout the west side of San Francisco, there were relatively few petitions for title in the Land In Acres area in comparison to the other three areas in the Outside Lands.

On March 14, 1870, the state legislature ratified Ordinance 866, although the Outside Lands Committee was already granting title to lands pursuant to the Ordinance. The last major approval in the shaping of the Outside Lands came on April 4, 1870, when the state legislature enacted "An Act to Provide for the Improvement of Public Parks in the City of San Francisco." This act approved the creation of Golden Gate Park and Buena Vista Park. This was the first documented use of those names.

The parks act also created a Board of Park Commissioners to be appointed by the governor. Governor Haight appointed the first Board members on April 19, 1870. Soon thereafter, they sought bids for a land survey of Golden Gate Park. The lowest and winning bidder, with a bid of $4,860.00 was William Hammond Hall. The work to create Golden Gate Park out of the sand dunes then began in earnest.

The period between the Outside Lands Act of 1866, and the parks act in 1870, was fraught with legislation, surveys, and petitions. The City of San Francisco, through the Outside Lands Committee, would, for several years, continue to shape the Outside Lands, investigating petitions for title to land and certifying deeds to petitions that were approved. While the form of the Outside Lands was now mostly in place, the history of conflicting Mexican, U.S. military, and San Francisco land grants resulted in court battles for years thereafter.

Arnold Woods is a Bay Area attorney, and Western Neighborhoods Project Board Member, who has resided in the Outer Richmond District since 1996.

Sources:

— *Daily Alta California,* March 30, 1868.

— James D. Phelan, "Historical Sketch of San Francisco" (1905) Accessed at http://www.sfmuseum.net/hist10/phelanhist.html

— *Newman v. City and County of San Francisco* (1891) 92 Cal. 378.

— *San Francisco Municipal Reports for the Fiscal Year 1866–7, ending June 30, 1867 (*San Francisco: San Francisco Board of Supervisors, 1867.)

— *San Francisco Municipal Reports for the Fiscal Year 1867–8, ending June 30, 1868* (San Francisco: San Francisco Board of Supervisors, 1868.)

— *San Francisco Municipal Reports for the Fiscal Year 1868–9, ending June 30, 1869* (San Francisco: San Francisco Board of Supervisors, 1869.)

— *San Francisco Municipal Reports for the Fiscal Year 1870–1, ending June 30, 1871* (San Francisco: San Francisco Board of Supervisors, 1871.)

— San Francisco Order 733, dated October 12, 1866.

— San Francisco Order 748, dated December 22, 1866.

— *Townsend v. Greeley* (1866) 72 U.S. 326.

— Christopher Pollock, "Golden Gate Park," Encyclopedia of San Francisco. Accessed at http://www.sfhistoryencyclopedia.com/articles/g/goldenGate-park.html

— Terence Young, *Building San Francisco's Parks 1850–1930* (Baltimore: The Johns Hopkins University Press, 2004)

All map images are excerpted from the "Order 800" map by Humphreys-Potter. (Courtesy of David Rumsey.)

MEMORIES

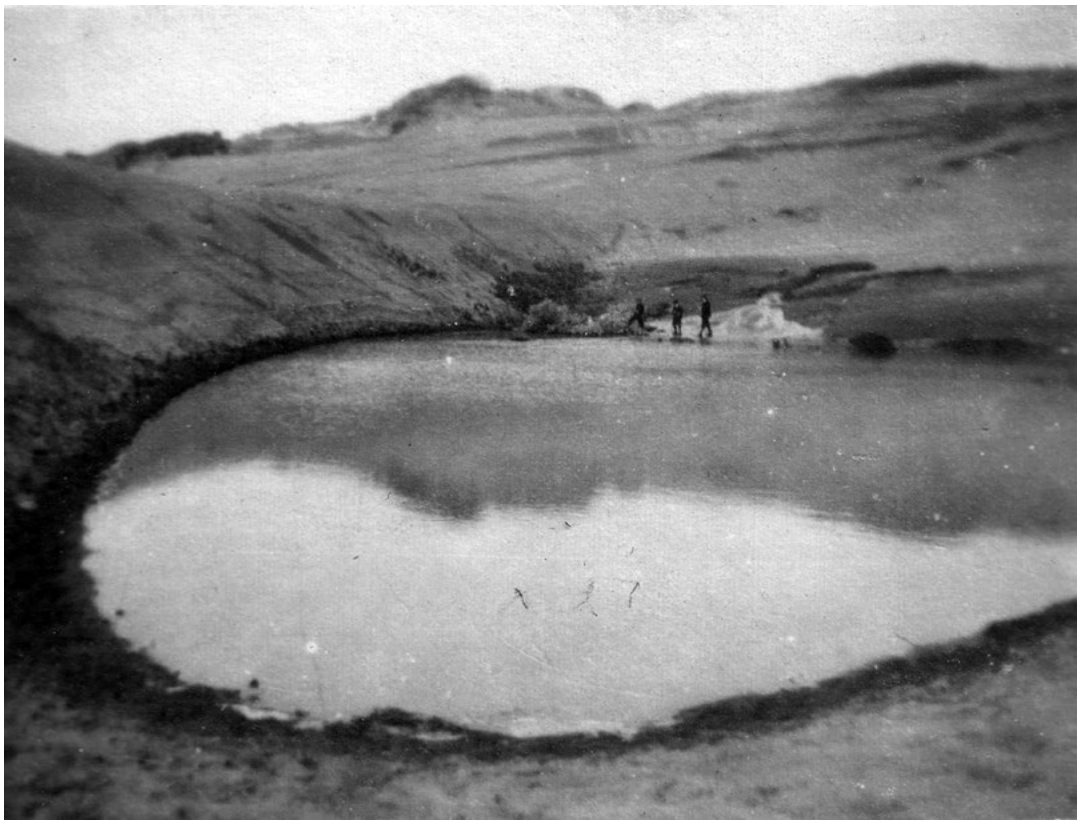
Frances Larkin



Frances Kniffin Larkin was born July 6, 1925, and has spent almost every one of her 90 years as a resident of the Outer Sunset District. She grew up the second of five children living mostly on Kirkham Street just east of 48th Avenue, and after she married in the 1940s, moved just a couple of blocks away. She possesses a remarkable memory and has been a terrific resource for the Western Neighborhoods Project over the years describing businesses, people, and social life at Ocean Beach from the early 1930s to the present day. Her husband, Marty, who passed away in 2015, shared Frances' love for San Francisco and its history, and any conversation shared with them made the city seem like a small town, where everyone knew everyone, or at least went to school or worked with a sister of brother. These are excerpts from an interview with Frances in 2009.

My father was a streetcar conductor and when they had the N [Judah] Line going out to the beach I believe that's why he wanted to live out there – just a block away from the N Line. We didn't own an automobile at that time. Lots of people didn't. And then after living in 4307 Kirkham, we moved up to 46th Avenue, 1543 46th Avenue, which is between Kirkham and Lawton. And, my father was trying to buy the house there, but my brother – my older brother – got sick.

It was in a swimming hole up in the sand dunes, and I don't know exactly the location because the girls were not allowed to go there. The boys, at the time, they didn't own swimming suits—very few people did—and they'd all skinny dip there. So, the girls couldn't go up there. I'm just kind of guessing it was around Lawton and, maybe, the 30's, 30th Avenue, around in that area somewhere. He was swimming in that swimming hole and he got the infection in his sinus and in his eye and he almost died from it, so they had a lot of doctor bills. And, then, my grandfather came to live with us at the same time and that caused a little disruption in the family, so my father had to rent him a room somewhere. With the additional burden on him, he could not afford to keep the house any longer, so we moved back down on Kirkham Street to 4316, right across the street.



Boys at a sand dune swimming hole near Rivera Street, 1920s.
Courtesy of the Williams family.

We played in the sand dunes and went to the park a lot and we walked – we walked all over. Walked everywhere. Along Great Highway was paved a bit, and up a few blocks there were streets that were paved, but no houses had been built and the sand would cover the sidewalks and maybe a quarter of them would be sticking out, you know, and maybe half of a block, and

you'd have to walk over the sand to find some more street.

We knew every inch of Golden Gate Park all the way up to Stanyan Street and we'd go over to Fleishhacker [Pool and Playground] and then the beach. It was a wonderful – just a playground all around us.

Over at Sloat Boulevard all these eucalyptus trees were planted on each side, and the streetcar coming down was the number 12 – Market Street railway. Standing down there waiting, the streetcar'd be coming so fast down Sloat Boulevard, it would be wobbling back and forth and it was just such a sight to see. There was the Silver Moon Café at the end of Sloat. Not quite the end, because the Standard gas station was the very end. The Silver Moon Café had booths all around and had the typical old wooden floors, like T & G [tongue and groove]. Never had any finish on 'em. Nobody ever finished them. They just let 'em wear a little bruise here and there. You could see how they'd worn down and, it wasn't fancy or anything, but, like I say, they had booths.

At the end of Sloat was like a median strip and there was the tunnel from the median strip going down and then it made a turn and came out where the diving platform was at the pool.

We didn't have any money in our family and most people didn't out there. My mother did a lot of sewing, made our clothes, and so forth, and they would have what you called bias tape that they would put over the seams. So, she would give us different colors – red, green, blue, whatever – and we'd go over to Fleishhacker's to swim. Of course, we couldn't pay to get in, which you're supposed to. No fence around at that time, of course. And, when you paid over there they would give you a ribbon as the color of the day so that the lifeguard in the boat would be able to see you've got the right color, that you didn't come the day before. So, we had a handful of ribbons and we'd just look around. So, "oh, they're wearing yellow today, okay, fine, yellow." We'd pull out a yellow one and…absolutely free, yeah! And, of course, the big playfield was wonderful. If my mother went with us the neighbor ladies would bring lunches, and we'd stay the whole day. Blankets to lay on and... It was wonderful.

We didn't buy coal and wood. My father would go to the beach and get the logs off the beach, which, of course, was full of creosote – we didn't know then. And then we'd go into the willows that grew in the sand dunes and he'd chop down the willows and we'd have to hold the sap open for him and we'd be bored to tears. Poor man, chopping the wood, and, oh dear, do we have to do this? We'd want to go play in the sand dunes. One day, he was chopping and the head flew off the axe, went backwards into the sand somewhere. Whoopee! We don't have to do this anymore!

Where the Java Beach Café is and, you probably know this too, originally it was Dick's Coffee Shop. They had a beautiful back bar. The old-fashioned dark wood back bar. They had booths with curtains on. Half of it was – they had a door on one side, because, you know, you could come into the bar or, if you wanted to go to the restaurant, they had a counter on the Judah Street side with stools and a waitress. I knew the girl's mother. Mrs. Myers was the waitress. They didn't really wait on things – everybody was at the counter. They had a Dutch door across on the corner and if you came from the beach, and you were in your bathing suit or anything, you had to walk up to the Dutch door and you would tell them what you wanted and they would get your hamburger, or whatever, and bring it to you and you never had to go inside with your wet bathing suit and sandy feet.

I don't think I ever saw Dick or met him as a kid. If I did, it didn't register. After Dick's Coffee Shop sold, then it sold to become Mac's Hitch Rack. Across the street, on that island that's been all developed there were hitch racks, because there were still a lot of people riding horses at that time and they could tie up the horses and come in and have something to eat. And then, after that, it went back to



Backyard of 4320 Kirkham Street, September 24, 1934.
Tom Kniffin, Tom Ellis, and Frances Kniffin.

Dick's because it was run by homosexuals and they thought that would be, you know, a spicy name to call it Dick's.

On the north side of Judah Street, between 47th Avenue and 48th there were three houses in a row, with the wooden stairways going up. Mrs. Cambridge owned those houses, plus a lot more in the neighborhood. She owned three or four more on Irving between 48th and 47th. She owned single garages. She was a smart lady. People were starting to have cars, but all those old houses were not built with garages, so she built garages – just garages – three or four in a row and would rent those out. Most of the older women when we were children wore old black dresses – all dressed in black. Mrs. Cambridge used to drive around in a Model T sedan. Never took it out of second gear. That was a known thing with the kids. "Oh, here comes Mrs. Cambridge still in second gear." And, she had the old black dress on and she'd get in and out of that and go collect her rent. She lived in one of the houses on Irving Street, between 48th and 47th.

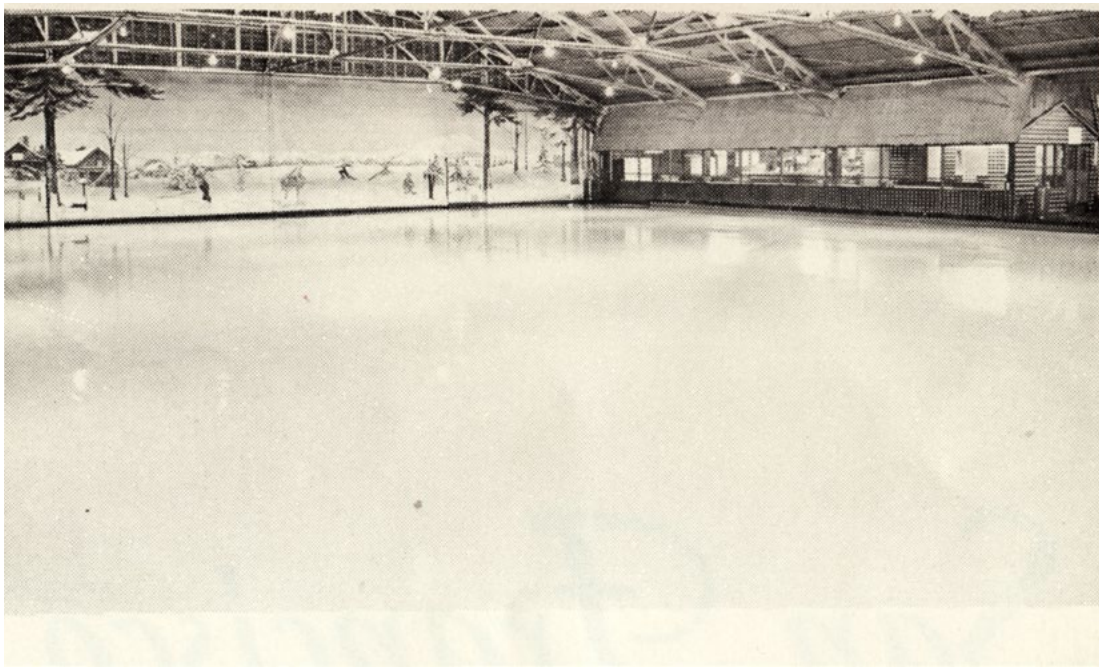


Looking up Judah Street, 1940. Three cottages owned by Mrs. Cambridge between 47th and 48th Avenues in center. (Courtesy of Jack Tillmany.)

Then the [48th Avenue] ice rink. I never, ever got to skate in the ice rink. My mother couldn't afford the money to give us, but, as small as we were, we'd scoot in the corner of the doorway and watch the people all going around and music playing. Never got to skate there, but what we did get was when they'd scrape the ice, they'd use these great big things like a squeegee. They'd skate around and push the ice shavings out the back door into a vacant lot. They'd have piles of this ice out there and we thought it was snow and we'd go with a bucket when we were kids and we'd fill up the buckets and would make what we thought were snowballs and throw them at the cars. And, a couple of people got out and chased us and we couldn't understand why. They were just snowballs!

I got a job during World War II. I was riding a three-wheel motorcycle, delivering blueprints at Acme Photo Engraving and 20th Century Blueprint and for the Civic Dental Laboratory. I was doing that when I was quite young. I didn't even have a driver's license, but they needed girls. I mean, they needed someone to fill the jobs, so they didn't check or anything. It was a three-wheel motorcycle with a box in the back and I'd go to all the dentists all around the city and as far out as Colma, delivering dentures and impressions and all that and bringing it back to the laboratory at 450 Sutter Street.

And, that was an experience there because a girl riding a motorcycle – people kind of looked down on motorcycles – they still do. And, I get in this big elevator wearing jodhpurs and boots and a leather jacket, and all these people'd back away.



Inside of the 48th Avenue Ice Arena between Kirkham and Lawton Streets, 1950s

My father was a conductor during the war. I thought, oh, I would love to be a motorman, because they were hiring women for motormen at that time, But he didn't want me to be around those car men at all because they talked terrible and he didn't want them ogling his daughter and all that stuff. No, no, no, you can't do that. So, now here I come on the three-wheeler and I'd be going down Market Street and I'd see the car number that he's on and look and see if he's on it and I'd race the motor, "Hi daddy, Hi daddy," and I'd wave at him. Poor man

must have been so embarrassed. There's his darling daughter out there on a motorcycle. Oh, golly.

My dispatcher was a girl that was a year younger than I and she knew Marty from the Fillmore neighborhood and there was a roller-skating rink at Geary and Fillmore. The Ambassador. And, she thought I should meet Marty. She thought for some reason we should meet. So, she took me up there one evening and Marty was roller-skating, and that's how it started. I had never roller-skated, but he did. And we never did go roller-skating together after that. We were married in 1944 and we bought our house in 1947. It was still being constructed, still in the building process.

The upper Great Highway used to be four lanes in each direction, and they had a median strip in the middle. It was just grass – they kept it nice – it was mowed and they had sprinklers all the way down and when we used to swim in the ocean we'd stop at the sprinkles and wash the sand and the salt water off of us. And, then, on the west side, they had, also, a red rock path. At Irving, Lincoln, Judah, Kirkham, and on down, they had these benches made out of limbs from the trees, so that you could sit there and look at the ocean, watch the waves and sunset and everything. It was beautiful.

When they redesigned – when they put the sewer in and cut down the lanes and everything – all that changed and now the GGNRA has the beach and they let the sand dunes grow higher and higher.

People used to race on the old Great Highway, and it wasn't necessarily the people from Great Highway. It was from all over town. They'd come from the other side of the city. They'd come from San Mateo – everywhere – to race on there. Every once in a while the police would go out there and they'd round them all up and that would stop for several months and they'd start coming back again. But, it wasn't all that bad. They didn't do it all that often.

On La Playa up towards Lincoln Way, there was a place called Shinn's bike shack. It was just a little shack, although it was elevated up a couple of steps and they had bike repairs in there, and rentals, and sales. All these people practicing riding bicycles, they'd fall off their bikes, some people they'd never ridden bicycles, and they had this big paved area out there – blacktop – and so people who rented a bicycle, or bought one didn't have to go out on the streets. They could ride around in there until they got their sea legs.

Across was the Fat Boy [Barbecue]. And, they had one out near Schlage Lock, out there in old Bayshore. And, they had a couple of others. I don't know where they were, but they did all the cooking, roasting – the barbecued pork and the barbecued beef there. They made the sauce and everything there. They had these big ovens. Mmm – the aroma. Oh… they only did it on Thursday. I think only once a week they did this and then they'd have their own vehicles to distribute them. But, the aroma of that barbecue – oh my – it was magnificent. But, when you went in that restaurant to eat, they didn't have tables. When you'd come in the door they had windows all across, and a counter with glass, where you walked up and you said "I want a barbecue beef," or pork or whatever you wanted. Their menu was very limited. All I remember were milkshakes, coffee, soft drinks, and the barbecue sandwiches. That's all I remember them ever having. It was wonderful and, of course, the sign on the top of the building was really something – that Fat Boy.

At Irving Street and 48th Avenue, on the southwest corner, you may have heard of this place called The Three Pigs. Okay, some called it The Three Little Pigs, but it was just The Three Pigs. It was never Three Little Pigs. Somebody just embellished that. Anyhow, that had a door on the corner, and you went up one or two stairs. Just a plain wooden building. I wouldn't call it a shack because it was built there and it was a longer building. They had a bar as you came in on the left hand side. It wasn't elaborate, like I mentioned, at Dick's. And, then it had, like, round tables, like round oak tables, with the chairs with the spindles, kind of round-backed chairs to sit around, if you wanted to sit and have a… I think they only sold beer and wine. A lot of places just sold beer and wine. Years and years ago, we went in once or twice with a group or another couple or so and at that time Virginia Dare wine was the big thing to drink and we sat up at the bar there and had some Virginia Dare wine and – mostly all these bars, they were older men, maybe they weren't so old, it's just that I was so young. But you very seldom ever saw a woman in the bar, it was just men, and it was like it was their hangout for all day. A place to go and kill time and see their friends and, if I remember, nobody ever got falling down drunk or anything like that. I don't remember any fights or anything like that and it was just kind of a gathering place to talk about what's going on in the neighborhood, etc.

When did The Three Pigs go away? Well, that couldn't have been too long ago, so I'd say the mid '50's.



The Graf Zeppelin Visits San Francisco

by Glenn Koch

The *Graf Zeppelin,* or as she was officially known, "Deutsches Luftschiff Zeppelin #127" (Registration: D-LZ 127), was built at the Zeppelin works in Bodensee on Lake Constance, Germany, between 1926 and 1928. It was named after Count Ferdinand von Zeppelin, the lead proponent and innovator of lighter-than-air technology in the first half of the twentieth century. This gigantic hydrogen-filled airship captured the world's attention unlike no other before. Its travels were avidly followed in all the media of the day.

The ship's first intercontinental flight took it from Friedrichshafen, Germany, to Lakehurst, New Jersey, in 1928. From there it proceeded to make many more flights, including a great many between Germany and South America. But probably the flight that it was best known for was its "Round-the-World" flight (Weltrundfahrt) in August of 1929.

Sponsored by newspaper magnate William Randolph Hearst, the round-the-world flight was more fully documented than almost any of its other flights. One of the reasons for this was Lady Grace Drummond-Hay, an onboard correspondent for the Hearst Syndicate, who sent daily missives from high in the sky. Drummond-Hay would become the first woman to have circumnavigated the globe by air upon completion of the tour.

The journey started out from Lakehurst on August 7, with the graceful giant of the air following a course that took it on a string of five successive flights in its attempt to circumnavigate



The Graf Zeppelin over the Cliff House and Sutro Baths on August 25, 1929. (Glenn Koch collection)

the globe. She was piloted by Dr. Hugo Eckener (Chairman of the Zeppelin Company and a near celebrity in his own right) and his faithful adjutant, Captain Ernst Lehmann. (Lehmann would later die in the crash of the *Hindenburg*.) The LZ 127 arrived back in Friedrichshafen on August 10, where the ship was refueled before leaving again on August 15, for a flight across Eastern Europe, the Soviet Union, and then on to Tokyo.

She arrived in Tokyo to great acclaim on August 19, with the ship enthusiastically greeted by the citizenry, and the crew wined and dined by the Emperor. On August 23, the *Graf Zeppelin* set out on the most important leg of the journey, the flight across the Pacific Ocean. The trip was unprecedented—the ocean had never been crossed before in flight, and the zeppelin had to fly into, and through, a typhoon that had just swept across Japan. Eckener skillfully navigated safely through the storm, and actually harnessed the power of it to propel the giant ship eastward towards California.

Much of the final portion of this leg of the flight was done purely by navigational techniques, as they were flying blindly through fog banks and inclement weather, with only brief glimpses of the Pacific below. Bomb-like devices were dropped to detonate on the ocean surface, allowing the crew to time the sound of the explosion and measure the ship's height above the water. Amazingly, when the coast of California was finally spotted near Big Sur the airship was within eight miles of where it had intended to be—a pretty remarkable feat in a day before the use of computer navigation.

Dr. Eckener purposely arrived where he did so that he could time his arrival into San Francisco for maximum dramatic effect. The *Graf Zeppelin* entered through the Golden Gate with the setting sun as backdrop for the giant silver airship. Eckener was said to have stated: "When for the first time in world history an airship flies across the Pacific, should it not arrive at sunset over the Golden Gate?" The western regions of San Francisco were really the most fortunate, as they got to see the floating behemoth long before the rest of the city. Slowly she glided past the Cliff House and the Sutro Baths, headed for Mile Rock Lighthouse and the Golden Gate. The day was Sunday, August 25, 1929. After a journey of 5,986 miles, the airship gained the distinction of having made the first ever non-stop flight of any kind across the Pacific, completed in just under 80 hours.

It's hard to do a better job describing the flyover visit than to use the words of Dr. Hugo Eckener himself:

> As we steered inland at 1,600 feet and viewed the fabulous scene, we were deeply affected and even moved to tears. The setting sun flooded sea and land and the surrounding mountains with warm golden light and painted an extraordinary picture. And the reception which this beautiful city had prepared for us was no less magnificent. Squadrons of planes flew out to meet us and escorted us past the entrance. The vessels lying in the harbor and at the docks had dressed ship, their whistles sounded a greeting, accompanied by the tooting of thousands of motor car horns in the streets, [so] we needed both eyes and ears to appreciate the enthusiasm of our welcome. Many times had we experienced such receptions, but this one, after our long and monotonous flight above clouds and fog, has remained unforgettable in my mind for its warmth and beauty.

The *Graf Zeppelin* was greeted downtown by hundreds of thousands of people on rooftops and sidewalks, looking skyward just to see the great ship as she made a graceful loop around the city. Mayor James Rolph radioed a flowery message of greetings to the ship and its crew, extolling the virtues of both and the grand accomplishments that they had made. The crew responded back "Mayor Rolph, San Francisco, Greeting from Graf Zeppelin." And just as gracefully as she floated into the city, she floated right back out.

From San Francisco, the airship traveled down the coast, directly over San Simeon, home of their patron, William Randolph Hearst. But oddly, as they approached the hilltop home, all was dark. It was as if no one cared, which seemed rather odd to the crew and Eckener. Then, in what can only be compared to the lights coming on at night on Disneyland's magic castle, a switch was flipped and San Simeon glowed like a beacon from its hilltop perch. Greetings were sent to Hearst and then the airship continued on.

By morning they had arrived in Los Angeles, landing at Mines Field. The following day, after a near fatal mishap with high tension power lines on takeoff, the ship left for Lakehurst, New Jersey, and arrived on August 29, 1929 to complete its record-setting flight.

The *Graf Zeppelin* would continue to make a great many more flights after this one, including a celebrated flight to the Middle East, a polar flight, and a visit to the "Century of Progress" World's Fair held in Chicago in 1933. Shortly after the Nazis seized power in Germany, the *Graf Zeppelin* and her younger but larger sister, the *Hindenburg,* were taken from the Zeppelin Company and began to get used for propaganda purposes, much to the dislike and dismay of Dr. Eckener.

After the disastrous crash of the *Hindenburg* at Lakehurst, New Jersey in May 1937, the *Graf Zeppelin,* upon completion of its 590th voyage, was taken to its giant hangar in Frankfurt am Main to be summarily deflated. The United States, looking towards a potential future conflict with Germany, later withheld the supply of non-flammable gas helium to refill the gas bags of the zeppelin, sealing its fate. In 1940, the airship was scrapped and its aluminum frame was salvaged for the German war effort.

Historical Happenings

Ocean Avenue History Walk

June 12, 2016 (Sunday) 2:00 PM–3:30 PM

Woody LaBounty will lead a history walk on Ocean Avenue during Ocean Avenue Association's "Second Sundays" street fair. See historic buildings, hear about colorful local pioneers, and walk in the footsteps of dog racers, gamblers, refugees from the 1906 Earthquake, and early aviators.

Meet at the Ingleside Branch Library garden, across from Ocean Avenue gate. Check the Ocean Avenue Association website for more details and meeting location: **oceanavenueassociation.org**

Presidio Terrace & Jordan Park Member Walk

June 18, 2016 (Saturday) 10:00 AM–12:00 PM

Join WNP board member Richard Brandi and cultural landscape historian Denise Bradley for a walking tour of Presidio Terrace, San Francisco`s first residence park, and nearby Jordan Park.

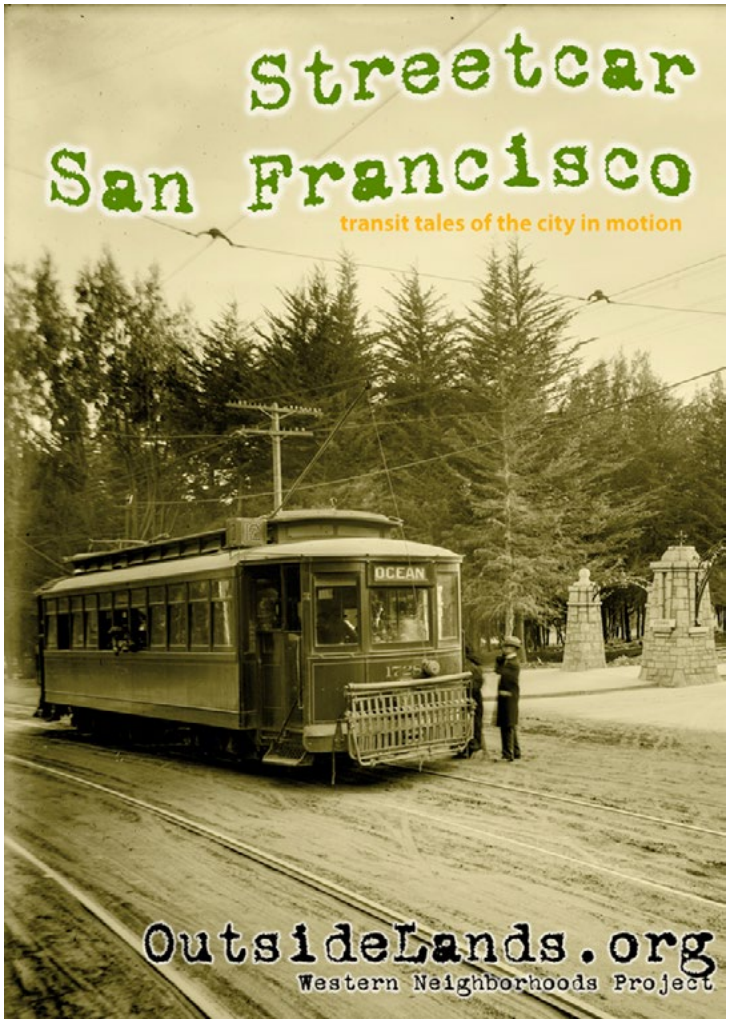
Residence parks promised to turn empty land into model communities of quality houses with gardens and quiet, tree-lined streets. At a time before comprehensive zoning, numerous restrictions were written into the deeds covering the lots to convince buyers they would get what they paid for. In spite of depressions, wars, inflation, and other economic pressures during the twentieth century, these parks have maintained their coordinated land use planning to this day. This tour is free but limited to 25 WNP members and their guests. Reserve your spot by emailing David Gallagher at david@outsidelands.org or calling the Western Neighborhoods Project office at 415-661-1000.

Streetcar San Francisco: Transit Tales of the City in Motion

July 20, 2016 (Wednesday) 7:00 PM

The fourth annual WNP movie night at the Balboa Theatre will feature archival footage, new and original short films, highlights from the OpenSFHistory collection, and other historically-inspired surprises around the theme of San Francisco public and private transit. Narrated with zest by your genial hosts, Woody LaBounty and David Gallagher. Plus trivia and prizes! Program starts at 7pm.

For now, save the date! Check your email and the Western Neighborhoods Project website soon for ticket availability and purchase information: **outsidelands.org/streetcarSF.php**



Opposite page: Program from the Balboa Theatre April 1940. (Courtesy of Jack Tillmany.)

HANG HERE

New BALBOA THEATRE

OPENING TIME » Evenings: 6:40 to 11:00. Sundays and Holidays: Continuous Show 1:15 to 11

BAyview 8181

BALBOA STREET at 38TH AVE.

Doors Open Saturday at 6:00 P. M.

Subject to Change Without Notice 76

Program for April, 1940

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Mar. 31	Apr. 1	2	3	4	5	6
DON AMECHE - ANDREA LEEDS - AL JOLSON **SWANEE RIVER** • • • DAVID NIVEN - OLIVIA DE HAVILLAND **RAFFLES**			ALLAN JONES - MARY MARTIN **THE GREAT VICTOR HERBERT** • • • GANTRY The Famous Blind Horse **PRIDE OF THE BLUE GRASS**		IN TECHNICOLOR **GULLIVER'S TRAVELS** FEATURE LENGTH CARTOON • • • ANN SOTHERN - LEWIS STONE **JOE AND ETHEL TURP CALL ON THE PRESIDENT** MARCH OF TIME—THE VATICAN OF PIUS XII	
7	8	9	10	11	12	13
LANE SISTERS - GALE PAGE CLAUDE RAINS - MAY ROBSON **FOUR WIVES** • • • ROBERT MONTGOMERY - EDWARD ARNOLD **EARL OF CHICAGO**			PAT O'BRIEN-OLYMPE BRADNA **THE NIGHT OF NIGHTS** • • • JANE WITHERS **Pack Up Your Troubles**		NELSON EDDY - ILONA MASSEY **BALALAIKA** • • • WALTER PIDGEON **NICK CARTER, MASTER DETECTIVE**	
14	15	16	17	18	19	20
PAT O'BRIEN - RUTH TERRY **SLIGHTLY HONORABLE** • • • PRESTON FOSTER - ELLEN DREW **GERONIMO**			ROSEMARY LANE WAYNE MORRIS **RETURN OF DR. X** • • • JEAN CAGNEY **ALL WOMEN HAVE SECRETS**		JAMES STEWART MARGARET SULLAVAN **THE SHOP AROUND THE CORNER** • • • IRENE RICH **Everybody's Hobby**	
21	22	23	24	25	26	27
JAMES STEWART - MARLENE DIETRICH **DESTRY RIDES AGAIN** • • • EDGAR BERGEN - CHARLIE McCARTHY **CHARLIE McCARTHY, DETECTIVE**			CESAR ROMERO MARJORIE WEAVER **THE CISCO KID AND THE LADY** • • • JANE WYMAN **PRIVATE DETECTIVE**		BARBARA STANWYCK FRED MacMURRAY **REMEMBER THE NIGHT?** • • • JACKIE COOPER **WHAT A LIFF**	
28	29	30	Our Gift to the Ladies . . . Choice of **CHINAWARE OR SILVERWARE** EVERY WEDNESDAY and THURSDAY			
JAMES CAGNEY - GEO. BRENT **THE FIGHTING 69th** • • • STUART ERWIN - MARJORIE WEAVER **The Honeymoon's Over**			Play SCREENO Tuesday and Friday ALWAYS 3 BIG JACKPOTS			

PERMIT No. 16

The Last Word



(Photo courtesy of the Tim O'Brien Collection.)

All Aboard the 3 Bus on West Portal Avenue

Our friend Jack Tillmany tipped us off about the unique image above, and the owner of the glass plate negative, Tim O'Brien, was kind enough to allow us to reproduce it here.

Above is a motor coach apparently stopped on West Portal Avenue, near Sloat Boulevard, serving a very early and short-lived MUNI route, the 3 Ingleside. Jack says this is the only photo he has ever seen of service on this line. The 3 Ingleside began running on February 4, 1918, to connect Inglesiders to the new K streetcar line, via Phelan Avenue out Ocean Avenue to Sloat Boulevard. On May 11, 1918, the route was extended up West Portal and west to 33rd Avenue and Taraval Street. By the following February the route was cut back to just the West Portal-to-33rd Avenue section and renamed "Parkside." On April 12, 1919, the motor coach service was replaced altogether by the new L Taraval streetcar line. Thanks Tim and Jack!

Western Neighborhoods Project
outsidelands.org

Not a WNP Member?

SF West History is just one of the benefits of giving to Western Neighborhoods Project. Members receive special publications as well as exclusive invitations to history walks, talks, and other events. If you like what you've read, please join hundreds of other west side fans as a member. Visit our website at **outsidelands.org,** and click on the "Become a Member" link at the top of any page.