

Port Walk #23

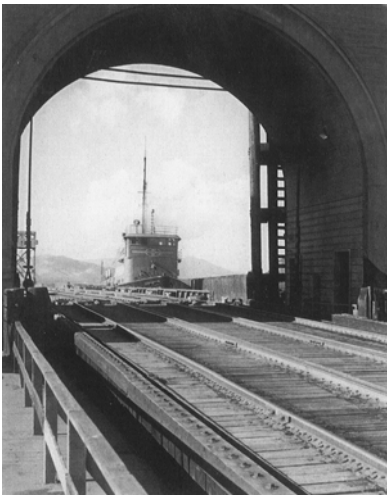


The Ferry Arch

Imagine standing near the Ferry Arch in the early 1900s when Pier 43 was the hub of a bustling industrial area. Steam locomotives chugged back and forth through the Arch, pulling lines of clanking freight cars on and off ferryboats arriving from North Bay rail heads.

Wine and Wheat for the City

A network of railroads north of the Bay connected with ferries to bring produce and people to San Francisco. Railcars filled with lumber, livestock, grain, wine, and dairy products were rolled onto ferries, floated across the Bay, rolled off and unloaded here at the Port, then ferried back empty for their next load. The wooden Arch building houses weights and pulleys that can raise and lower the 100-foot hinged ramp by as much as eight feet, as the water level rises and falls.



Forest Riches

Lumber from the giant redwoods of the Mendocino coast and the forests of the Pacific Northwest was ferried to Pier 43 in railcars or off-loaded from coastal schooners. In this 1915 photo, stacks of lumber line the waterfront, waiting to be transported to building sites around the growing San Francisco metropolis.

Tom Crowley, Boatman

Tom Crowley started moving people and goods around the Bay in Whitehall Crowley launches took people and belongings out of the City. One Crowley boat became a floating bank with its hold full of cash. During the Exposition of 1915, Crowley gave tours of the Bay and then started ferrying passengers to Marin. The Bay Tours Crowley Launch and Tugboat Company used a variety of boats over the decades and today one of the family members runs the Red and White Fleet.