



MARITIME MUSEUM

Companion to the

Out from the East, it would be The Overland Limited; from the Pacific Northwest would come The Shasta, The Klamath and The Cascade, and up from Los Angeles, The Owl or The San Joaquin. And don't forget those super-commute trains, The Senator and The Governor, which made the bright spots of San Francisco readily accessible to tired legislators from Sacramento.

They all funnelled in to Oakland Pier, where your journey to "the good, grey city" ended in a pleasant third-of-an-hour ride on one of San Francisco's famous ferries, including San Diego's latest maritime trophy, the grand old *Berkeley*. But now those name-trains are gone and so is Oakland Pier and so are the ferryboats—except, as maritime museums, the *Berkeley* and, at San Francisco, her old fleetmate, the side-wheeler *Eureka*.

Of course, they were primarily commuter-boats, like our own ones on the Coronado-San Diego run—but ferrying train passengers across the bay was an important sideline, and when the East Bay Bridge made the operation of ferryboats illegal, Southern Pacific was allowed to keep three of them for this service. In addition to the two survivors, there also was the handsome old *Sacramento*, which was sold down the river to the ignominy of becoming a Santa Monica fishing barge. She got lost in a storm and went on the beach, where pounding seas made short work of her. Ferryboats are fragile.

The *Berkeley* made her last run in 1957, when Southern Pacific began bussing its passengers across the bridge from Sixteenth Street Station in Oakland. Then she became a "trade-fair" at Sausalito where, for the second time in her career, sheer luck saved her for posterity: her new owner left her alone, thus saving

BRIDGE & BAY



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