

Commentary

This Commentary is keyed to the set of slides that I used as part of my presentation “The Waldo Grade: Highway Through the Hills” at the Sausalito Library on January 25, 2019. That set of slides is available on the same Sausalito Historical Society page where this Commentary is located. The slides are numbered in the lower right corner and the slide numbers in this Commentary refer to those numbers.

I also prepared a photo collection that juxtaposes historic images of the Waldo Grade and its surrounding area with current photos. That collection may also be found on the same Sausalito Historical Society page. I have identified in this Commentary the photos used in my slide presentation that are also part of that “then and now” collection (see the “**Then & Now**” references below).

I have tried where possible to identify the sources from which I received the various images. In some cases I found those images online (many posted on the “Lost Marin” Facebook page) but the original source was unknown. If any corrections or additions to any attributions need to be made, please advise.

Thank you for your interest.

Mike Moyle
Sausalito – February 2019

Slide #	Comments
1	The photo that appears on here also appears on slide #61 and will be discussed there. Needless to say, the cartoon character Waldo is included solely for entertainment and has nothing to do with the subject of this presentation.
2	This Google Earth image shows the length of the Waldo Grade starting at the bottom of the hill next to Marin City and Waldo Point, and running south through the Robin Williams Tunnels to the Golden Gate Bridge. Most of the locations shown on the map should be well known, with the possible exception of the following: Shanghai Valley was the name of the valley above (west of) the Rodeo Avenue exit. Its name is believed to derive from the 1800’s when it was the site of an encampment of Chinese immigrants

who were working on the construction of the railroad line that ran north from Sausalito (see next slide). It was also the site of an active spring. In 1887 a 435-foot tunnel – called the Shanghai Water Tunnel - was dug into the hillside there by the Sausalito Land & Ferry Company to collect additional water for the community.

Sunny Hill Cemetery was Sausalito’s earliest cemetery that was accessed by Rodeo Avenue. It operated until 1892 when Fernwood Cemetery was opened at the entrance to Tennessee Valley. Those buried at Sunny Hill were exhumed and moved to Fernwood. Today the cemetery site is marked by a distinctive stand of trees (see Slide #37) that stand on the hillside above the Rodeo Avenue exit.

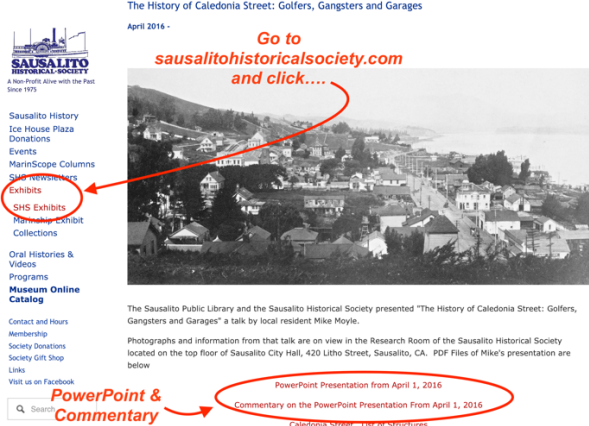


Site of Sunny Hill Cemetery

<p>3</p>	<p>The history of the Waldo Grade is just part of the larger history of Sausalito as a transportation hub. That history dates back to the 1800’s when initially regular ferry service was first established between Sausalito and San Francisco by the Sausalito Land & Ferry Company in 1868, followed by the building of the railroad north by the North Pacific Coast Railroad. Photos courtesy of the Sausalito Historical Society.</p>
<p>4</p>	<p>A drive from the ferry to Waldo – 1931</p> <p>To set the scene for the Waldo Grade part of the presentation, we begin with a virtual drive from the Sausalito auto ferry terminal to Waldo Point in 1931. That year was selected both because we have a set of aerial photos of Sausalito taken in that year, and because it was a point in time prior both to the significant changes made in Sausalito by the State Highway project (see slides #21 to #24), and the building of the Waldo Grade starting in 1936.</p>
<p>5</p>	<p>Aerial photographs are one of the most valuable tools for historic research into transportation projects. The Library of the University of California at Santa Barbara offers on its website a wonderful collection of such photographs taken throughout California. The screenshot on the slide shows the area around Sausalito with each dot representing an individual photograph. The FrameFinder application allows the user to select a time period within which to search for photographs. Here is the site: https://www.library.ucsb.edu/src/collections-aerial-photography.</p>
<p>6</p>	<p>For the portion of my presentation showing the 1931 drive from the Sausalito ferry terminal to Waldo Point (slides #7 to #19), I used a set of the UC Santa Barbara photographs that were part of a series that were all taken on a single flight over southern Marin on May 19, 1931. Each of the dots shown in the slide represents a separate photograph taken during that flight.</p>

<p>7</p>	<p>This first of the 1931 aerial photos shows the Sausalito waterfront from the ferry terminal to the intersection of Johnson and Caledonia Streets. The star shows the Princess Street auto ferry terminal which was built in 1922 by the Golden Gate Ferry Company that ran car ferries from the Hyde Street Pier in San Francisco to Sausalito in competition with the Northwest Pacific Railroad's car ferries (which used the main ferry terminal for both its car and passenger ferries). That dual ferry system lasted until 1929 when the NWP's parent company acquired the GGFC and merged the two car ferry operations into a new company, the Southern Pacific-Golden Gate Ferries Ltd.</p> <p>Of course, as discussed in connection with slide #3, passenger and freight rail service from Sausalito had begun decades earlier in 1875. The original ferry/train terminal, which went through several modifications over the years, can also be seen in the photo in the same location where the ferry terminal is today. Several passenger trains can be seen waiting at the terminal.</p> <p>The photo shows that the road running north (to the right in the photo) from the ferry terminal. In 1931, that road was named Water Street (today Bridgeway) and continued until it became Caledonia Street at the intersection with Johnson Street. As will be seen in slide #13, the segment of Bridgeway that runs today from the intersection of Caledonia and Bridgeway to Napa Street would not be opened until 1934. As a result, in 1931 Caledonia Street was the main north/south artery through Sausalito.</p>			
<p>8</p>	<p>This is another view of the Princess Street auto ferry pier as seen from the hillside to the south. It most likely dates to the late 1920's. The building that can be seen in the lower right of the photo was the former San Francisco Yacht Club. Today it is the Trident restaurant. That building was built on piers extending over the bay and originally abutted the roadway (Water Street, later renamed Bridgeway). In 1959 a new foundation for the building was built extending further out into the bay and the structure was moved away from the street onto that new foundation in January 1960. The photo also shows the structure that is today the home of Scoma's restaurant, as well as, just beyond it, the corner of the auto ferry pier. The two-story train/passenger ferry terminal can be seen in the distance. Photo courtesy of the Sausalito Historical Society.</p>			
<p>9</p>	<p>These photos – c1928 at the top left and c1926 at the lower right – show cars arriving at the Princess Street auto ferry pier on Golden Gate Ferry Company ferries. The intersection of Princess and Water (today Bridgeway) streets can be seen in the background in the photo on the lower right. Photos courtesy of the Marin History Museum (upper left) and the Sausalito Historical Society.</p> <div data-bbox="690 1444 1091 1911" data-label="Image"> <p style="text-align: center;">GOLDEN GATE AUTO FERRY SAUSALITO - SAN FRANCISCO Winter Schedule for 1925-26 <small>REPEATED OCTOBER 1, 1926</small></p> <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>LEAVE SAUSALITO 5:00 A. M. 6:00 " " 6:30 " "</p> <p>Then 11:00 P. M. 12:00 1:00 A. M.</p> </td> <td style="width: 5%; text-align: center; vertical-align: middle;"> </td> <td style="width: 45%; vertical-align: top;"> <p>LEAVE SAN FRANCISCO 5:30 A. M. 6:30 " " 7:00 " "</p> <p>Every Half Hour Until 10 P. M. 10:30 P. M. Then 11:30 P. M. 12:30 A. M. 1:30 " "</p> </td> </tr> </table> <p style="text-align: center;">SATURDAYS & SUNDAYS ONLY 2:00 A. M. 2:30 A. M.</p> <p style="text-align: center;">REDUCED RATES Autos 65c Trucks 85c</p> <p style="text-align: center;">Extra trips when traffic warrants Excellent Dining Service On All Boats</p> <p style="text-align: center;">Golden Gate Ferry Company SAN FRANCISCO</p> <p style="font-size: small; text-align: center;">A. O. STEWART HARRY E. SPEAR President Vice Pres. and Gen'l Mgr.</p> </div>	<p>LEAVE SAUSALITO 5:00 A. M. 6:00 " " 6:30 " "</p> <p>Then 11:00 P. M. 12:00 1:00 A. M.</p>		<p>LEAVE SAN FRANCISCO 5:30 A. M. 6:30 " " 7:00 " "</p> <p>Every Half Hour Until 10 P. M. 10:30 P. M. Then 11:30 P. M. 12:30 A. M. 1:30 " "</p>
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10	Since we want our drive to Waldo to be in proper style, we have selected a car of the same 1931 vintage as the aerial photos!
11	This aerial photo from 1925 shows the train/passenger ferry terminal with the train tracks extending into the distance past the NWP maintenance yards (see slide #17), Pine Point (see slide #18), the marsh north of Pine Point (see slide #19) and, finally, Waldo Point. The area in the red circle is the subject of the next slide. Photo courtesy of the Sausalito Historical Society.
12	<p>This photo from the early 1920's provides a flavor of the incredible volume of traffic that afflicted the downtown Sausalito area before the Waldo Grade was opened, especially on the weekends when visitors from San Francisco would bring their cars by ferry to Marin for recreation. At the end of the day, the line of southbound cars waiting to get on a ferry to return to San Francisco could extend well beyond Waldo Point. As an example of the volume of traffic, it was reported that during the July 10 weekend in 1926 the two auto ferry companies carried over 70,000 autos between San Francisco and Sausalito with ferries departing Sausalito every 12 minutes at the peak.</p> <p>The red circle on the slide shows Tower #1, the control center for the rail traffic at the Sausalito terminal. The photo in the next slide was taken looking to the north from that tower. Note that Mason's Garage (the building that today houses Poggio Restaurant and a portion of the Casa Madrona Hotel), which was built in 1924, does not appear in this photo. Photo courtesy of the Sausalito Historical Society.</p>
13	This photo was taken from Tower #1, the control center for the rail traffic at the Sausalito terminal. Water Street can be seen curving to the left at a point that is today the intersection of Caledonia and Bridgeway. The small building that can be seen just over the road was the original NWP freight office. One of the main things to note in the photo is that the train tracks heading north ran adjacent to the buildings on the left (west) side of the tracks. That is because this was before the extension of Water Street (today Bridgeway) that would take place in 1934 (see slide #23). That extension would necessitate clearing (either by demolition or relocating several structures) a swath of land on the west side of the tracks all the way to Napa Street. Photo courtesy of the Sausalito Historical Society.
14	This second of the 1931 aerial photos shows Caledonia Street running from Johnson to Napa. The history of Caledonia Street was the subject of a talk I gave at the Sausalito Library in April 2016. The PowerPoint presentation for the talk, together with a Commentary on that presentation similar to this one, can be found on the "SHS Exhibits" page of the Sausalito Historical Society's website: http://www.sausalitohistoricalsociety.com/ .

	 <p>The History of Caledonia Street: Golfers, Gangsters and Garages April 2016 -</p> <p>Go to sausalitohistoricalsociety.com and click....</p> <p>The Sausalito Public Library and the Sausalito Historical Society presented "The History of Caledonia Street: Golfers, Gangsters and Garages" a talk by local resident Mike Moyle.</p> <p>Photographs and information from that talk are on view in the Research Room of the Sausalito Historical Society located on the top floor of Sausalito City Hall, 420 Litch Street, Sausalito, CA. PDF Files of Mike's presentation are below</p> <p>PowerPoint Presentation from April 1, 2016 Commentary on the PowerPoint Presentation From April 1, 2016 Caledonia Street - Use of Structures</p>
15	<p>This photo from 1927 shows approximately the same area as the 1931 photo in the previous slide, but from a lower angle. The buildings along Caledonia Street that can be seen in this photo, many of which remain today, are all described in my presentation on the history of Caledonia Street mentioned in connection with the previous slide. This photo shows clearly the proximity of the train tracks to the structures just to the west that would have to be cleared for the extension of Water Street (Bridgeway) in 1934. A train can be seen in the photo just crossing Johnson Street. Photo courtesy of the Sausalito Historical Society.</p>
16	<p>This third of the 1931 aerial photos shows the road (at this point it had become the State Highway) between Napa Street and Waldo Point. This stretch of the road would be dramatically rerouted as a result of the state highway project described in slides #20-#24. The photo shows the NWP maintenance yards (the dark lines of railroad cars) that will be seen in slide #17, Pine Point that will be seen in slide #18, and Mason's Distillery (which would become the American Distillery upon the end of Prohibition in 1933) and marsh that will be seen in slide #19.</p>
17	<p>These photos show the railroad maintenance yards that were built in 1875 (and subsequently expanded) just south of Pine Point to provide a storage and maintenance area for the railroad's trains. They would be demolished and cleared in 1942 as part of the construction of the Marinship project. Photos courtesy of the Northwestern Pacific Railroad Historical Society (upper left) and the Sausalito Historical Society.</p>
18	<p>These photos show Pine Point (earlier named Almeida Point) that ran down to the bay and was the site of a small residential community. Pine Station, the railroad's first station north of Sausalito, was at the end of the point. In 1942, as part of the Marinship project, Pine Point was expropriated and all the residents there were forced to relocate. The point was then excavated to provide fill for the foundation of the Marinship project, in particular in the marsh to the north. All of the structures were either moved (many of them ended up in the nearby Spring Street area) or demolished. For more on that story see "Pine Point - Sausalito's Lost Community" in the Sausalito Historical Society's Spring 2011 newsletter, available on the SHS website: http://www.sausalitohistoricalsociety.com/moments-in-time/. Photos courtesy of the Sausalito Historical Society.</p>
19	<p>This photo, from the mid-1920's, shows Mason's Distillery that was built in 1892 just north of Nevada Street along the State Highway to produce whisky and other alcoholic beverages. In 1933, just at the end of Prohibition, the American Distilling Company acquired the facility and operated it until 1963</p>

	<p>when a fire destroyed most of the buildings. Today the aptly-named Whisky Springs subdivision is located on that site.</p> <p>The photo also shows Manuel Rosa’s Sausalito Dairy in the foreground, and the marsh beyond the distillery. In 1941-1942 that marsh would be filled in with earth excavated from Pine Point to create the foundation for the Marinship project. On the far side of the marsh the embankment carrying the railroad tracks north to Waldo Point (on the left) can also be seen. Photo courtesy of the Sausalito Historical Society.</p>
20	<p>The State Highway Project – 1934</p> <p>The construction of the state highway north from Sausalito was a decades long process starting in 1909 when the first state highway system included Sausalito in its route. An overview of this evolution was provided by Robert Harrison in a piece for the October 17, 2017 issue of the Anne T. Kent California Room newsletter entitled “Sausalito’s Evolving Relationship with the State Highway System” - https://annetkent.kontribune.com/articles/8452.</p> <p>The most significant part of this project directly involving Sausalito took place between the Sausalito ferry terminal and Waldo Point between 1933 and 1934 when the roadway was significantly rerouted and improved. That project is summarized in an article entitled "Abolishing Sausalito Bottleneck Will Save 460,000 Car Miles, 46,000 Hours Yearly" that appeared in the March 1933 issue (pp. 2-3, 13) of California Highways and Public Works, the official publication of the Department of Public Works (CalTrans’ predecessor agency) that is described further at slides #27 and #28. The article was written by John Skeggs, the District Engineer for District IV of the Department of Public Works, the district that included Marin County. He oversaw that project, and would also be intimately involved with the construction of the Waldo Grade.</p>
21	<p>This AAA map, dating to around 1930 (note the San Rafael to Alto section that was opened in August 1930 is shown as completed, while the Richardson Bay Bridge, opened in November 1931 is shown as “to be constructed”) shows some of the changes to the state highway that had been made and were to be made, including the section from Manzanita (roughly the southern end of the Richardson Bay Bridge) to the Sausalito ferry terminal.</p>
22	<p>The map at the top, that appeared on page 13 of the 1933 “Abolishing Sausalito Bottleneck” article mentioned in connection with slide #20, provides an excellent overview of the road project and shows both the old and new routes (although it does not show the new addition that would be built between Napa and Water Streets).</p> <p>The composite photo at the bottom, probably dating to around 1934, was taken from the top of Pine Point looking east. The marsh in front of the American Distillery can be seen on the far left, and the NWP maintenance yards can be seen on the far right. The cut made through Pine Point was one of the major elements of the project in that it bypassed the original route around the tip of the point. Of course, in 1942 that entire segment of Pine Point on the far side of the road would be excavated for the Marinship project. Photo courtesy of the Sausalito Historical Society.</p>

23	This photo, taken near what is today the intersection of Johnson Street and Bridgeway, shows the August 5, 1934 ceremony dedicating the new state highway segment from that point north to Waldo Point. Photo courtesy of the Marin IJ.
24	This aerial photo taken around 1935 (apparently from a biplane which accounts for the strut wire running through the photo) shows Waldo Point at the bottom of the photo and the road into Sausalito. This is after the new road project was completed in 1934 since the cut through Pine Point (see slide #22) can be seen, but before any construction has begun on the Waldo Grade (compare slide #34). Myrtle Street, the street that led to the Waldo community (that was largely displaced in 1942 by the construction of Marin City to house Marinship workers) can be seen curling around Waldo Point and running to the right. Photo courtesy of the Marin History Museum.
25	<p>The Waldo Grade – Phase One – 1936-1937</p> <p>The original Waldo Grade project involved the construction of a four lane, undivided highway from Waldo Point to the Golden Gate Bridge. It included the construction of the first Waldo tunnel (the westernmost of the two tunnels that exist today), as well as the construction of the “Sausalito Lateral” running above Fort Baker, today Alexander Avenue. The new roadway intersected several existing Sausalito area streets. Several of those intersections remained as access points to the original Waldo Grade, and allowed left hand turns across traffic.</p>
26	<p>Before going any further, we should discuss where the name Waldo came from. Waldo was first used in the area for the name of Waldo Point. It was also used for the name of the small group of houses, and the Joe Bettencourt Dairy, that were set on the arc of the hillside above what is today Marin City. Much of the land in the Waldo community was expropriated in 1942 to build housing for workers in the Marinship project.</p> <p>Although there is no record of where the name Waldo originally came from, the most likely explanation seems to be that it was from Captain William Waldo who came to California in 1849 during the Gold Rush, and ended up running unsuccessfully for governor in 1853. Later in 1853, he left the state, never to return. We again have Robert Harrison to thank for a piece about William Waldo – “Why Waldo” – that appeared in the July 19, 2017 issue of the Anne T. Kent California Room newsletter - https://annetkent.kontribune.com/articles/8378.</p>
27	<p>From 1912 to 1967, “California Highways and Public Works” was the official publication of the Department of Public Works (CalTrans’ predecessor agency). We have already encountered one very helpful article from that publication (see slides #20 and #22), but there are many more related to the various phases of the Waldo Grade project, including:</p> <p><u>Phase 1</u></p> <ol style="list-style-type: none"> 1. “Governor Merriman Breaks Ground for Marin Approach to Golden Gate Bridge” CHPW May 1936, pp. 4-5 2. “Marin Approach to Golden Gate Bridge Involves Tunnel and Record Grading Job” CHPW May 1936, pp. 6-7, 26

	<p>3. "Grading Marin Approach to Gate Bridge Nears Completion on Schedule" CHPW January 1937, pp. 2-3, 9</p> <p>4. "Marin Approach to Golden Gate Bridge Built by State" CHPW May 1937, pp. 4-5, 17</p> <p>5. "Waldo Approach an Engineering Feature of Golden Gate Bridge" CHPW June 1937, pp. 2-3, 12,13</p> <p>6. "Governor Opens Waldo Approach to Gate Bridge" CHPW June 1937, pp. 12, 16</p> <p>7. "State Experiments with Highway Lighting" CHPW December 1937, pp. 14-15, 27</p> <p>-----</p> <p>8. "Grade Separation Eliminates Traffic Hazards to Shipyard Workers" [Marin City underpass] CHPW November-December 1943, pp. 6-7</p> <p><u>Phase 2</u></p> <p>9. "Waldo Project: Golden Gate Bridge Approach Widening is Urgently Needed," CHPW July/Aug. 1953, pp. 8-10</p> <p>10. "Ground Breaking: Largest Single Highway Contract Undertaken on Waldo Approach" CHPW September-October 1953, pp. 14-16</p> <p>11. "Excavation on Waldo Approach Poses Problem" CHPW May-June 1954, pp. 55-56</p> <p>12. "Waldo Project: Golden Gate Bridge Freeway is Opened," CHPW Mar/Apr. 1956, pp. 19-21</p> <p>-----</p> <p>13. "The Natural Restoration of Waldo Grade" CHPW May-June 1965, inside cover.</p> <p>Much of the information we have about the construction of the Waldo Grade, including several of the photos used in my presentation, came from those articles. See the next slide regarding online access to the publication.</p>
<p>28</p>	<p>The Forum page of the website American Roads is one of the places where issues of California Highways and Public Works may be found online – see:</p> <p>https://www.americanroads.us/forum/index.php?topic=249.0</p> <p>The individual issues of the publication include tables of contents, but no indexes. However, as can be seen on the screenshot of the ARF page, there is a complete index to all the issues which is available at the very beginning of the page.</p>
<p>29</p>	<p>This map showing the route of the Waldo Grade project was taken from the article "Marin Approach to Golden Gate Bridge Involves Tunnel and Record Grading Job," CHPW May 1936, pp. 6-7, 26. Again District Engineer John Skeggs was the author (see slide #20).</p>

30 These three photos, showing the projected route of the Waldo Grade, are from the same article cited with respect to the previous slide. The first is taken from the State Highway nearby Waldo Point (note Myrtle Street leading to the Waldo community that we saw in slide #24), the second is a reverse shot taken from around Rodeo Avenue, and the third is taken from somewhere near Cloud View Road showing both a portion of Sausalito Boulevard and Prospect Avenue (that portion of Prospect Avenue has since been renamed Hecht Avenue). The following is a Google Earth image showing roughly the same perspective as the third photo.



31 In 1868 the Sausalito Land & Ferry Company commissioned a survey and map of its property in preparation for putting the parcels shown on the map on the market. The red line on the portion of that map that appears in the slide shows the rough route of the Waldo Grade, including several places where it intersected existing roads. For a high-resolution copy of this map, see the David Ramsey Map Collection at <https://bit.ly/2E3MqIt>.

32 These photos were all taken on May 10, 1936, at the groundbreaking for the Waldo Grade project that took place near Waldo Point. A few of the structures that comprised the Waldo community can be seen in the background, as can Myrtle Street, one of the main roads into the Waldo community, that we have seen in prior slides. Speeches were made and Governor Frank Merriman mounted a steam shovel for a photo that appears in the article “Governor Merriman Breaks Ground for Marin Approach to Golden Gate Bridge,” CHPW May 1936, pp. 4-5. The photos of the crowds are courtesy of Bob Davidson who grew up in the Waldo community.

33 The Waldo Grade project was a massive undertaking as shown by these statistics, most of which come from the article “Marin Approach to Golden Gate Bridge Built by State,” CHPW May 1937, pp. 4-5, 17.

34 After only five months of construction, substantial progress had been made on the Waldo Grade project. Note the steep slopes on some of those cuts through the hillsides. Photo courtesy of the Sausalito Historical Society. **Then & Now**

35	This is an enlargement of a portion of the photo that appears on the previous slide #34 and has been labeled to highlight some of the features. Note in particular the route of Rodeo Avenue which originally ran along the top of the ridgeline, but then had to be rerouted when the cut was made through that ridge. Photo courtesy of the Sausalito Historical Society.
36	Two photos showing the construction taken from approximately the same spot just below the Rodeo Avenue exit, one looking downhill and the second uphill. Note in the second photo the distinctive stand of trees on the hillside marking the location of Sunny Hill Cemetery. Photos from “Marin Approach to Golden Gate Bridge Built by State,” CHPW May 1937, pp. 4-5, 17.
37	Another construction photo, location uncertain, although possibly just south of the Spencer/Monte Mar exit. Photo courtesy of the San Francisco Public Library Historical Photograph Collection (“SFPLHPC” - https://bit.ly/2l8lcyF) which has an excellent selection of photos showing the construction and early operation of the Waldo Grade.
38	A photo showing construction on the south end of the tunnel. The photo shows both the construction access road leading along the hillside to the right, as well as the significant amount of fill being placed to provide the foundation of the roadway leading to the tunnel. Photo courtesy of Dewey Livingston. Then & Now
39	Another photo showing the tunnel construction. The smaller photo inset on the left shows the initial small bore that extended the full length of the tunnel with tracks to assist with the removal of excavated material. Photo from “Grading Marin Approach to Gate Bridge Nears Completion on Schedule” CHPW January 1937, p. 3
40	Another view of the tunnel construction. Photo courtesy of the Marin History Museum.
41	Another view of the tunnel construction. Photo from “Marin Approach to Golden Gate Bridge Built by State” CHPW May 1937, p. 5
42	Two photos showing construction on the north end of the Golden Gate Bridge where the bridge and the Waldo Grade would meet. The construction work underway on the tunnel can be seen in the photo on the upper left. In the same photo you can see the hill that stood next to the curve at the north end of the bridge. As discussed with respect to slide #106, that hill would be excavated during the construction of the second phase of the Waldo Grade and today is the location of Vista Point. Photos courtesy of the Marin History Museum.
43	Another view of the construction at the north end of the Golden Gate Bridge. Photo courtesy of the Marin History Museum.
44	<p>The Sausalito Lateral</p> <p>The original Waldo Grade project included the construction of a new road across the hillside above Fort Baker to connect the Waldo Grade to the south end of Sausalito. That road was referred to as the “Sausalito Lateral” and is today known as Alexander Avenue. As it descended, the new roadway intersected Bunker Road which lead from Ft. Baker to Ft. Barry through the Ft. Baker/Ft. Barry tunnel. That required the construction of the short tunnel and overpass that exists today.</p>

45	This photo shows Ft. Baker in 1925, several years before the Lateral was built. East Road, which can be seen looping around the hill to the right leading to Sausalito in the distance, was the only land exit from Ft. Baker. Conzelman Road, which can be seen climbing the hill in the lower left corner of the photo, led to the coastal gun emplacements, and Bunker Road, circling the hill above the buildings on the left side of the photo, led to the Ft. Baker/Ft. Barry Tunnel that had been completed in 1918. Photo courtesy of the GGNRA. Then & Now
46	Two photos showing the road from Ft. Baker into Sausalito. In the upper left photo from c1880, the flagpole and roof of the Pacific Yacht Club can be seen just to the right of the road, and Sausalito's Old Town can be seen in the distance. The photo at the lower right from c1925 shows a car passing through the gate on East Road that marked the border between Sausalito and Ft. Baker. Photos courtesy of the Marin History Museum.
47	Two photos showing the intersection with the Sausalito Lateral, today Alexander Avenue. Photo courtesy of the SFPLHPC.
48	A 1936 photo taken from near the Waldo Tunnel showing Ft. Baker at the bottom of the valley and the work ongoing on the embankment that would form the foundation for the Sausalito Lateral. Bunker Road, leading to the Ft. Baker/Ft. Barry Tunnel, can be seen running across the hillside to the right. Photo courtesy of the SFPLHPC.
49	This photo was taken seven months after the photo in the previous slide and shows the construction underway on the short tunnel on Bunker Road that would lead under the Sausalito Lateral to the Ft. Baker/Ft. Barry Tunnel. The photo also shows both the work on the Sausalito Lateral embankment to the right, and on the Waldo Tunnel and the embankment for the Waldo Grade south of the tunnel in the distance. Photo courtesy of the SFPLHPC.
50	A 1949 photo showing the Sausalito Lateral taken from about the same spot as the 1936 photo that appears on slide #48. Note the Bunker Road underpass leading under the Lateral. Photo courtesy of the SFPLHPC. Then & Now
51	Another photo from May 1937 – just four days before the dedication of the Golden Gate Bridge – showing a portion of the completed Sausalito Lateral descending the hill. Ft. Baker is just out of sight to the right. Photo courtesy of the SFPLHPC. Then & Now
52	Although the Golden Gate Bridge and the Waldo Tunnel were illuminated from the outset, it took several years to completely light the Waldo Grade. The light fixtures shown in this slide are an artist's rendition drawn by hand on a photo of the grade south of the tunnel. Photo from "State Experiments with Highway Lighting" CHPW December 1937, p. 15.
53	Dedication! 1937
54	The dedication of the Golden Gate Bridge and the Waldo Grade took place over two days on May 27 and 28, 1937. On the first day, shown in the photo at the upper left, the bridge was opened to pedestrian traffic. On the second day, shown at the lower right, it was opened to auto traffic. Photos courtesy of the Marin History Museum.

55	<p>These photos show the ceremonies dedicating the Waldo Grade that took place on May 28, 1937. In the photo at the upper left the official motorcade is descending the roadway from the tunnel. In the photo at the lower right, two lumberjacks are poised to cut through redwood logs symbolizing the opening of the Redwood Highway. Photo at the upper left courtesy of the Marin History Museum, and photo at the lower right from “Waldo Approach an Engineering Feature of Golden Gate Bridge” CHPW June 1937, p. 13.</p>
56	<p>Operation: First 20 Years</p> <p>The Waldo Grade would operate in its original configuration for almost 20 years until the first widening in 1956.</p>
57	<p>Although in the 1930’s, the upper hillsides of Sausalito were not as developed as they are today, as mentioned in connection with slide #31, the Waldo Grade intersected several existing roads running through the hills. I have highlighted those roads on this Thomas Brothers map, published in 1938, the year after the Waldo Grade opened. For a high-resolution copy of this map, see the David Ramsey Map Collection at https://bit.ly/2DzO02a.</p> <p>It is interesting to note that, with one exception, all of those intersected roads allowed direct access to the highway, including permitting left hand turns across two lanes of oncoming traffic (recall that initially the Waldo Grade had no center divider between the north and south bound lanes). That fact is reflected by the double arrow road sign at the top of the slide. The names of a few of those roads have changed over the years. In such cases the current name is shown in parenthesis.</p> <p>The one road that was closed by the Waldo Grade was Spring Street which had previously run all the way up Woodward Valley to intersect with Romer at a point that is today west of the Waldo Grade. That closure was a result the massive fill that had to be placed at that point to form the foundation for the roadway (see slide #63).</p> <p>Also note that the Thomas Brothers map only covers the area that was part of the City of Sausalito in 1938, a time when Nevada Street was the northern city limit. There were at least two more streets – Marin and Sacramento Avenues – that do not appear on that map but which were also intersected by the Waldo Grade. For those see the 1868 map on slide #31. Today those two streets still exist as short stubs running off of Woodward and Butte, respectively. Then & Now</p>
58	<p>This photo was taken from the bottom of the Waldo Grade. The State Highway into Sausalito can be seen running straight to the left of Waldo Point, and the Waldo Grade can be seen ascending the hill to the right of the police car. The Standard service station that was located next to Waldo Point can also be seen just to the left of the police car. Photo courtesy of Marin History Museum.</p>
59	<p>This is the same view as the previous slide but from a slightly different angle. It clearly shows the island at the bottom of the Waldo Grade where southbound traffic heading into Sausalito would wait to cross the northbound lanes. The Standard service station is much more visible. One interesting thing that can be seen in this photo is that at the time the Waldo Grade was opened, lanes traveling in the same direction were divided by solid lines, as opposed to the broken lines used today. The change to broken lines was initially adopted in California in 1942 as a wartime effort to conserve paint</p>

and lower costs. See "Broken Traffic Stripe Adopted to Save State \$91,000 Yearly," CHPW April 1942 p. 17. The same change was adopted at the federal level in 1948.

60

This photo is taken from the top of Waldo Point and shows the reverse angle to the two previous slides. The Richardson Bay Bridge, opened in November 1931 (the original bridge was called the "Redwood Bridge" reflecting the material from which it was built), can be seen in the background, including the drawbridge that was part of it. Note also the train running along the NWP tracks on the right side of the photo. See another view of the Redwood Bridge in the photo below taken from Da Silva Island. **Then & Now**



61

This photo, probably c1950, is taken a bit further up the Waldo Grade with Richardson Bay and Strawberry Peninsula (devoid of housing) in the background. Note that by this time the lanes heading in the same direction were divided by broken lines (see the commentary to slide #59). Also note how narrow and rough the shoulder of the roadway was. Pulling off the roadway for any reason would have been an adventure, and those responding to stalls and breakdowns would be risking their lives! The road running up the left side of Waldo Point would have been the northern end of Sacramento Avenue (see the red line on the 1868 SL&FC map below), one of the roads intersected by the Waldo Grade. Photo courtesy of the Sausalito Historical Society. **Then & Now**



62

This photo, taken from Rodeo Avenue, shows the significant amount of fill that was required to form the foundation of the roadway at the bottom of Shanghai Valley. Photo courtesy of the Sausalito Historical Society. **Then & Now**

<p>63</p>	<p>This May 1942 photo, taken from Alta Avenue, shows the significant amount of fill that was required to form the foundation of the roadway above Woodward Valley. That was the fill that closed Spring Street (see commentary for slide #57). Romer Avenue is the road that can just be seen intersecting the Waldo Grade to the right (today Currey Lane dead ends at that point).</p> <p>Apart from showing the Waldo Grade, this photo is also of interest in that it shows the construction underway on the Marinship project and the significant amount of progress that had been made in just a few weeks since the construction began in April of that year. Photo courtesy of the Marin History Museum. Then & Now</p>
<p>64</p>	<p>This photo, taken from Spencer Avenue, shows the intersection of Monte Mar with the highway. Note both the very deep cut in the hillside that was required at this point, as well as the massive amount of fill required for the roadway foundation – much of it coming from that cut. See slide #91 for a view of the significant change made in this area at the time of the initial widening of the Waldo Grade. Photo courtesy of the Marin History Museum. Then & Now</p>
<p>65</p>	<p>This aerial photo provides an excellent overview of the tunnel, the Waldo Grade descending to the Golden Gate Bridge and the Sausalito Lateral. A portion of Prospect Avenue (today that segment has been renamed Hecht Avenue) can be seen running along the hillside below the Waldo Grade. Photo courtesy of the SFPLHPC.</p>
<p>66</p>	<p>These two photos were both taken in 1938 at the same spot just outside the south end of the tunnel. As can be seen, there was a space there just east of the roadway to pull off and admire a view of the bay and city beyond. Photos courtesy of Paul Penna.</p>
<p>67</p>	<p>A photo showing the Waldo Grade descending towards the Golden Gate Bridge. Note that the south and northbound lanes were divided by solid lines (see the commentary on slide #59) and that there had not yet been any lighting installed along this portion of the roadway (note that this is the same photo that appears at slide #52, but without the light standards added). Photo courtesy of the SFPLHPC.</p>
<p>68</p>	<p>A photo showing the final curve at the south end of the Waldo Grade just before driving onto the bridge. Note that by this time broken lines were being used. Also note the prominent hill with a road wrapping around it. That road was a portion of the original Conzelman Road also seen in slide #45. That hill would be excavated as part of the first widening of the Waldo Grade as discussed in further detail at slides #106-#110. Today it is the site of Vista Point. Photo courtesy of the SFPLHPC.</p>
<p>69</p>	<p>While the opening of the Golden Gate Bridge and the Waldo Grade were a boon for traffic between Marin and San Francisco, they quickly led to the demise of both passenger rail service and ferry service from Sausalito as seen in these two front pages from the Sausalito News, just a week apart. In fact, the final auto ferry run had occurred almost two years earlier, on July 24, 1938. With the loss both of the auto and passenger traffic passing through Sausalito, as well as many jobs on the railroad and ferry held by Sausalito residents, those in the city must have felt rather ambivalent about the new highway. Ferry service between San Francisco and Sausalito would not return until August 15, 1970. Note that those and other past issues of the Sausalito News, which was published from 1885 to</p>

	1966, can be found on the Sausalito Library's website at https://www.sausalitobrary.org/services/sausalito-newspapers .
70	Underpass to Marin City - 1943
71	<p>At the time of the opening of the Waldo Grade, the only thing to the west of the roadway at the bottom of the hill was the small Waldo community (see slide #32 and related commentary). That changed dramatically in 1942 when the Marinship project was built and the Waldo area was selected for the site of the project to house many of the Marinship workers that would become Marin City.</p> <p>Prior to 1943, a grade crossing of the highway at this point was workable given the small number of people living on the Waldo side. However, the massive increase of traffic across the highway caused by the housing project necessitated the construction of the underpass shown in the photo. It was completed in August 1943. Photo from "Grade Separation Eliminates Traffic Hazards to Shipyard Workers" CHPW November-December 1943, p. 6.</p>
72	Another view of the new underpass to Marin City. The Union 76 gas station that sat next to the roadway can be seen in the distance. Photo from "Grade Separation Eliminates Traffic Hazards to Shipyard Workers" CHPW November-December 1943, p. 7.
73	Two photos showing the underpass to Marin City – the one on the upper left from 1943 and the one on the lower right a current photo. Note that at the time of the 1943 photo the Waldo Grade was only four lanes, while today it is eight lanes. As a result of the two widenings, the underpass had to be extended. Photo at the upper left courtesy of CalTrans, and photo at the lower right by Mike Moyle. Then & Now
74	<p>A Few Bumps in the Road</p> <p>With the rapid construction, the extensive fill installed, and the deep and steep cuts made in the hillsides as part of the project, it was not surprising that the roadway was plagued with slides during the rainy season.</p>
75	A photo showing a slide in December 1945. The location is not specified but it appears it may be just north of Monte Mar. Photo courtesy of the SFPLHPC.
76	Another slide photo. Again, the location is not specified but it appears it may be in the same location as in the previous slide, just north of Monte Mar with Wolfback Ridge in the background. Photo courtesy of the SFPLHPC.
77	Another slide photo from January 1950 taken at the entrance to the southbound lane from the Sausalito Lateral (Alexander Avenue). The hill in the background would later be excavated – today Vista Point is located on that site (see slide #42 and related commentary). Photo courtesy of the SFPLHPC.
78	A photo from 1952 showing a large sinkhole at the bottom of Alexander Avenue. Photo courtesy of the SFPLHPC.

<p>79</p>	<p>Post-WWII Proposals for Alternatives</p> <p>With increased traffic and congestion on the Waldo Grade, at the end of World War II plans began to be considered to find a way to enable a greater volume of traffic. Although widening the existing roadway was one obvious solution, concern that had grown over the years of its operation regarding the steepness of the grade (especially for trucks), the fog and the recurring slides, led to various proposals for alternate lower level routes through Sausalito. These discussions went on for a number of years, needless to say with opposition from most in Sausalito to the plans that would require a new roadway to be built through town. The best summary of these issues during that period may be found in an article entitled “Sausalito – the way to the Bridge” by Jack Tracy and Neil Shaver that appeared in the August 17-23, 1982 issue of the MarinScope, available for viewing in the online MarinScope archive at the Sausalito Library.</p>
<p>80</p>	<p>A few statistics showing the growth in auto traffic over the years resulting from the opening of the Golden Gate Bridge and the Waldo Grade.</p>
<p>81</p>	<p>This is a map from the 1982 MarinScope article cited in connection with slide #79 showing three possible routes to replace the Waldo Grade that were under consideration by the Division of Highways in 1946.</p>
<p>82</p>	<p>Two photos showing the most notorious of the Waldo Grade alternatives that were under consideration, namely the route along the bay that would have included a viaduct built in the bay just off of Old Town and the southern portion of Bridgeway. This is one of the projects highlighted in the current exhibit entitled “The Sausalito That Never Was” at the Sausalito Historical Society. Photo on the upper left courtesy of the Sausalito Historical Society, and photo on the lower right from the 1982 MarinScope article cited in connection with slide #79.</p>
<p>83</p>	<p>Among the controversial alternatives was one called the “Greiner Plan” named after the engineering firm retained by the Division of Highways to study the project. I believe this route was the middle route shown in the map on slide #81 that would have required both extensive new tunnels and viaducts and would have largely destroyed Sausalito. Map courtesy of the San Francisco Examiner and cartoon courtesy of the November 20, 1947 issue of the Sausalito News. Then & Now</p>
<p>84</p>	<p>First Widening – 4 to 6 Lanes – 1953-56</p> <p>Happily, the “lower level” alternatives under consideration to widening the Waldo Grade were finally rejected, and the project to widen the roadway from four to six lanes along its original route began in 1953. Although a “widening” may sound relatively simple, in some ways this new project was at least as challenging as the original construction. It would require the addition of a median barrier between the north and southbound lanes, the boring of a second (eastern) tunnel, construction of viaducts just north of the new tunnel, construction or extension of overpasses and underpasses at the bottom of the Waldo Grade (Marin City) and at Spencer/Monte Mar, and extension of the Ft. Baker/Ft. Barry on the Ft. Baker side. It also included significant additional excavation of the original cuts through the hillsides and additional filling to allow for the wider roadway, as well as removal of the hill at the north end of the Golden Gate Bridge (a location that would become Vista Point). Most of the previous access points to the Waldo Grade from Sausalito streets were cut off. And, of course, all of</p>

	that had to be accomplished while minimizing any impact on the traffic flow along the existing roadway.
85	This map prepared by the Division of Highways shows the new project and in particular shows how some portions of the new highway were to be built to the west of the original highway, with other portions to be built to the east. Needless to say, this further complicated traffic control along the existing roadway as well as the logistics for moving excavated material and other items. Map from "Waldo Project: Golden Gate Bridge Approach Widening is Urgently Needed," CHPW July/Aug. 1953, p. 8.
86	This slide provides some statistics regarding the project taken from the CHPW articles cited in the commentary to slide #27.
87	These photos show the groundbreaking ceremony near the south end of the original tunnel on September 22, 1953. The Guy F. Atkinson Company was the prime contractor. Photos from "Ground Breaking: Largest Single Highway Contract Undertaken on Waldo Approach" CHPW September-October 1953, p. 15.
88	A photo showing the construction underway at the bottom of the Waldo Grade. As part of the construction, the two service stations that were located at the base of the Waldo Grade (Standard and Union 76) had to be removed. Photo courtesy of the Marin History Museum.
89	An aerial photo showing the construction underway between Spencer/Monte Mar and the tunnels. Note in particular the construction underway on the new bypass running parallel to the roadway between Spencer and Monte Mar, as well as the extensive excavation on the hillside. Both the new underpass at Spencer/Monte Mar and the new overpass leading to Wolfback Ridge have been completed. Photo courtesy of the Sausalito Historical Society.
90	These photos are intended to show the extensive additional excavation required on the hillside just across from Monte Mar. The photo on the upper left, illustrating the original construction, is the same photo seen at slide #64, and the photo on the lower right the same photo seen on the prior slide.
91	This photo was taken from just above Spencer Avenue not long after the completion of the widening project in 1956. Some efforts had been made to round off the hillside across from Monte Mar. Photo courtesy of Katherine Dollard whose stepfather was the Project Manager for the project.
92	A photo showing the original Waldo Grade south of the tunnel with both the second tunnel and the accompanying new roadway drawn in by hand. Photo from "Waldo Project: Golden Gate Bridge Approach Widening is Urgently Needed," CHPW July/Aug. 1953, pp. 8-10
93	A photo showing the start of boring for the second tunnel. The south end of the original tunnel can be seen to the left. Photo courtesy of the SFPLHPC.
94	Another photo taken from inside the bore with the Golden Gate Bridge in the background. The same car that appears in the prior slide can be see here too. It is possible that the two photos were taken at the same time. Photo courtesy of the SFPLHPC.

95	A photo showing the north end of the new tunnel. The frame of the original tunnel can just be seen to the right. Note how different the elevation between the tunnels is at the north end compared to the south end. Photo courtesy of the Marin History Museum.
96	Another view of the north end of the tunnels. Unlike the roadway north of the original tunnel that was built atop an earthen foundation, it was necessary in the case of the second tunnel to build a viaduct to support the roadway. Photo courtesy of the SFPLHPC.
97	A current view of the viaduct leading from the mouth of the second tunnel. Photo courtesy of Mike Moyle.
98	Two views of the construction south of the tunnel. In the upper photo, work is being done to build up the foundation for the new roadway. In the lower photo, bulldozers are working to excavate the hillside just north of the northbound onramp from Alexander Avenue. The roadway can just be seen to the right of the nearest bulldozer. Photos from "Excavation on Waldo Approach Poses Problem" CHPW May-June 1954, p. 56.
99	A 1955 photo showing the roadway south of the tunnels nearing completion. Photo courtesy of CSAA Motorland.
100	Dedication!! 1956
101	A photo taken at the south end of the original tunnel showing the beginning of the dedication ceremony held on March 20, 1956. It is likely that this photo was taken from the top of the tank used as part of the ceremony (the marks of its treads can be seen extending into the tunnel). The ceremony had a decidedly military theme, reportedly in order to point up the civil defense importance of the project. Photo courtesy of the Marin History Museum.
102	A view of the ceremony from just outside the tunnel. The tank can be seen waiting just behind the sign. Photo courtesy of the Sausalito Historical Society.
103	An M47 Patton tank of the type used at the dedication ceremony. Photo courtesy of Wikipedia.
104	The tank breaking through the sign at the climax of the dedication ceremony. The ceremony utilized the original tunnel - the new, northbound tunnel can be seen in the background. Photo from "Waldo Project: Golden Gate Bridge Freeway is Opened," CHPW Mar/Apr. 1956, p. 20.
105	Vista Point "1963" As previously noted (see commentary to slides #42, #68 and #77), when the Waldo Grade was originally constructed a hill stood on the east side of the roadway at its southern end where it met the Golden Gate Bridge. That hill was excavated as part of the construction work on the first widening project, both to provide necessary fill for the foundation of the roadway, and also to provide a convenient staging and storage area for equipment and construction materials. When the widening project was completed in 1955, that area was opened to the public as a dirt parking area from which to view the bay (note that the similar area that had been outside the south end of the

	original tunnel (see slide #66) had been eliminated as part of the widening project). That parking area would remain in a rustic state until 1963 when it was paved and further improved to create something closer to the Vista Point we know today.
106	This photo (which also appears on slide #68) shows the hill that would be removed as part of the initial widening project.
107	A 1956 showing the hill gone and a few cars parked in the area that would become Vista Point. Photo courtesy of Paul Penna.
108	Another view of the unimproved parking area that would become Vista Point. Photo courtesy of the SFPLHPC.
109	A view of the intersection of the Waldo Grade and Golden Gate Bridge with the dirt parking area in the background. I am not certain what that structure was for. Note the “No Left Turn” sign which was likely disregarded in some cases! Photo courtesy of Paul Penna.
110	Two photos from the top of the north tower of the Golden Gate Bridge, the one on the left from 1937, showing the hill next to the roadway, and the one on the right from some time after 1963 showing the hill gone and an improved Vista Point. Although it is difficult to see from these photos, they also reflect a small widening (“flaring”) of the roadway, and straightening of the curve, at the north end of the bridge that was undertaken in 1961. Photos courtesy of the Marin History Museum. Then & Now
111	Second Widening – 6 to 8 Lanes – 1963-68 The second widening of the Waldo Grade took place starting just seven years after the first widening was completed. It was a project that progressed in stages over at least five years, initially with the installation of a fourth “climbing lane” on the uphill portions of both the northbound and southbound stretches, and finally completing the downhill segments.
112	These photos were both taken from the Wolfback Ridge overpass near Spencer Avenue. In the photo on the left, taken in 1964, the four-lane southbound roadway can be seen, as well as the end of the fourth lane just in front of the red car on the downhill, northbound roadway. Contrast the current photo on the right. Photo on the left courtesy of Paul Penna, and on the right courtesy of Mike Moyle. Then & Now
113	A Few Final Tidbits
114	Notwithstanding all of the improvements, slides continue to be a fact of life along the Waldo Grade, although few of the magnitude of the one that occurred in January 1982 just north of the tunnels. That slide, together with concerns over the stability of the roadway in that area, resulted in a 12-day closure of the highway. Photo courtesy of the San Francisco Chronicle.
115	An example of a more recent incident. Photos courtesy of Mike Moyle.
116	How many of us are hesitant to drive in the right lane on the Waldo Grade on rainy days?

117	Another feature of the Waldo Grade that lasted from 1972 to 1986 was the contra-flow bus lane that allowed buses to drive north along the southbound lanes during the afternoon commute.
118	Another photo at the bottom of the Waldo Grade showing the contra-flow bus lane.
119	The rainbows first appeared on the south side of the tunnels in 1970. They were the idea of Robert Halligan, Jr., a Public Affairs Officer with the California Department of Transportation. Photo of Robert Halligan courtesy of the Independent Journal. Photo of the tunnel courtesy of WikiPedia.
120	As seen by these two extracts from letters to the editor of the Independent Journal, not everyone was a fan of the rainbows!
121	In 1987 the freeway between the Waldo Grade and San Rafael was named in honor of William T. Bagley, a long time Marin resident who represented Marin and Sonoma in the California Assembly from 1960 to 1974. Photos courtesy of WikiPedia.
122	In 2016 the tunnels were named after Marin native Robin Williams. Photo courtesy of WikiPedia.
123	Robin Williams – a beloved son of Marin who entertained us in so many memorable roles!
124	A scene from the 1947 movie Dark Passage shows Lauren Bacall driving a car through the tunnel and down the Waldo Grade to the Golden Gate Bridge (where she was stopped by a police roadblock searching for the escaped prisoner, Humphrey Bogart, who is hiding in her back seat). The clip (“Hold Your Breath and Cross Your Fingers”) can be viewed here on the Turner Classic Movies site - https://bit.ly/2GuBpBd .
125	Special thanks to the both the Sausalito Historical Society and the Sausalito Library for sponsoring my presentation, and to Sausalito City Librarian Abbot Chambers for both encouraging me to undertake the project in the first place and for providing so much assistance in bringing it to fruition.
126	The spectacular nighttime view of the Waldo Grade leading to the Golden Gate Bridge courtesy of Matt Granz - https://www.facebook.com/mattgranzphotography/ .