Atchison, Topeka and Santa Fe, the Southern Pacific System, and the Western Pacific Railroad all have their western freight and passenger terminals in that city. Trains of the Southern Pacific going north, south, and east, are made up here. It is also the western terminus and principal supply point for the Pullman Company. A network of short-haul branch lines of the three systems mentioned radiate from this point, and the Sacramento Northern Railroad has its headquarters here. The railroad facilities of the East Bay Area leave little to be desired.

It is estimated that families of from three to five thousand railway employees make their homes in the East Bay Region.

The Port of Oakland extends over 21.3 miles of waterfront and includes approximately one thousand acres of municipally-owned waterfront land. Its piers provide 29,200 lineal feet of berthing space, and its transit sheds cover one million square feet. In 1936, 1,929,204 tons of freight were handled at the Oakland terminals, and 9,145 vessels called at the port. The harbor is provided with five ship building and repair yards, having six dry docks and marine railways.

In this connection, it might be stated that all of San Francisco Bay is officially considered as being the Port of San Francisco, and all tonnage is included in the figures for that port.

Local and San Francisco Interurban Transportation.

The business of supplying facilities for the mass movement of people, through the use of motor buses, ferries, street car and railway lines, is one of the largest and most important industries in the East Bay. Each year approximately 75,000,000 people are transported by means of these facilities.

The community owes much to Francis M. Smith who made a fortune out of his "Twenty-mule-team Borax" products. This capitalist, who had acquired large tracts of land in the East Bay area, seeing the need for adequate and rapid transportation to San Francisco, established in 1903 the Key Route, and by the use of electric trains and fast ferries, materially reduced the transportation time to San Francisco. With this as a beginning, he began to acquire control of the numerous local independent transit lines of the community, and by 1906 he had succeeded in combining them into one system, and by doing this he made it possible for the East Bay to take full advantage of the movement of the people from San Francisco at the time of the earthquake and fire in 1906.