

## TRANSPORTATION

San Francisco is the terminus of three Class I railroads and a number of short lines. These railroads thoroughly blanket California and neighboring States, and by means of even major transcontinental routes with convenient connections, provide fast, dependable service to and from all parts of the United States, Canada and Mexico. Passenger trains, second to none, are operated to and from the city.

All railroads connect with the State Belt Railroad serving the San Francisco waterfront and many industries, and absorb the switching charges on line haul carload traffic. Reciprocal arrangements between all lines permit efficient handling of cars within the switching limits at rates ranging from 37c to 9c per ton. Trap car privileges are available. Between all points in the San Francisco switching limits and those of Oakland and Richmond the rate is 77c per ton, minimum charge \$16.50 per car.

Overnight freight service is provided to Los Angeles, to most points in the San Joaquin and Sacramento Valleys, to numerous points along the coast, to southern Oregon and western Nevada. A greater proportion of the territory west of the Rocky Mountains is reached to advantage from San Francisco than from any other Pacific Coast port.

Store door pick-up and delivery for less than carload traffic is available between San Francisco and many points in Arizona, Nevada, Utah, Idaho and Oregon.

Intercoastal water rates bring San Francisco as close to the Atlantic and Gulf Coasts as Chicago and northern Mississippi Valley points. Sailings to Atlantic Coast ports average 5 per month; to Gulf ports six per month.

Departures for the Hawaiian Islands average 10 per month.

Over fifty steamship lines operate between San Francisco and foreign ports providing frequent passenger and freight service to and from the major ports, in the Orient, Australia, New Zealand, the South Sea Islands, both coasts of Central and South America, northern and Southern Europe and certain ports in Africa. Round-the-world liners leave San Francisco monthly. San Francisco is the home port of one of the most luxurious passenger lines operating on the Pacific Coast.

Coastwise lines furnish frequent service between San Francisco and other ports in California, Oregon, Washington, and British Columbia. A huge fleet of inland water carriers ranging from palatial passenger steamers to humble barges navigate San Francisco Bay and waters tributary hereto, carrying an immense tonnage to and from the ultra-modern docks of the city.

San Francisco is the focal point of two new great bridges, the San Francisco-Oakland Bay Bridge, a link in both U. S. Highways No. 40 and No. 50, and the Golden Gate Bridge, a link in U. S. Highway 101.

Over thirty common carrier truck lines provide scheduled services between San Francisco and points in California and neighboring states. In addition, more than 600 truck operators having headquarters or agencies in San Francisco hold intrastate contract carrier, radial common carrier, or city carrier permits from the Railroad Commission of California or interstate contract carrier permits from the Interstate Commerce Commission. All rates and services are subject to regulation by these Commissions.

Bus lines which are also under regulation radiate north, east and south providing fast, commodious passenger service between San Francisco and all important points in California and the eleven Western States. There are also four transcontinental bus services. In addition, there are numerous sightseeing tours operating between San Francisco and neighboring points of interest. Busses are always available for charter parties.

Three modern air terminals in the San Francisco Bay area are within thirty minutes of the heart of San Francisco. The recently enlarged Municipal Airport is the focal point of transcontinental and north/south services by the most modern transport planes. San Francisco is the eastern terminus of the famous clippers providing service to and from the Hawaiian Islands, Philippine Islands and the Orient. Service to and from Australia and New Zealand is in process of development.

## MANUFACTURES

The manufacturing industries in San Francisco comprise an important part of the city's activities, leading in number of employees and amount of payroll nine major activities in San Francisco. One-quarter of all the people engaged in industry and business in San Francisco are employed by the manufacturing industries. The annual payroll amounts to \$57,927,000 or 22 per cent of the 1935 total reported by the U. S. Census for San Francisco.

The value of manufactures in 1937 is estimated at \$311,033,000, compared to \$287,461,000 as reported in the 1935 United States Census.

### Manufacturing Activity in San Francisco Reported by U. S. Census

	1935 (a)	1933
Number of Establishments ..	1,961	1,683
Wage Earners .....	34,395	30,691
Wages .....	\$40,943,446	\$33,107,340
Cost of Materials .....	\$159,050,366	\$116,025,328
Value of Manufactures .....	\$287,461,451	\$221,325,675
	1931	1929
Number of Establishments ..	2,263	2,526
Wage Earners .....	34,502	45,482
Wages .....	\$47,321,255	\$67,911,982
Cost of Materials .....	\$159,667,076	\$261,911,488
Value of Manufactures .....	\$318,131,977	\$483,712,296

### Index of Manufacturing Activity in San Francisco Based on Payroll—1926=100 Index

1928= 96	1930=97	1932=53	1934=57	1936=64
1929=102	1931=77	1933=51	1935=61	1937=66

The ten manufacturing classifications reporting highest value of product in San Francisco in the 1931 U. S. Census (b) amounted to \$135,885,062, or 42.7 per cent of the total. They are:

Printing and Publishing .....	\$34,590,977
Coffee and Spices .....	29,774,418
Bread and Bakery Products .....	15,943,981
Meat Packing, Wholesale .....	13,865,984
Canned and Dried Fruits and Vegetables ..	11,614,932
Clothing, Women's .....	8,264,791
Foundry Machine Shop Products .....	7,546,422
Bags, Other than Paper .....	4,937,406
Mattresses, Bed Springs .....	4,760,939
Furniture, Store and Office .....	4,585,212

### San Francisco-Oakland Industrial Area\*

	1935 (a)	1933
Number of Establishments ..	3,142	2,649
Wage Earners .....	78,690	66,313
Wages .....	\$93,714,891	\$71,108,819
Cost of Materials .....	\$534,490,950	\$366,261,604
Value of Products .....	\$829,371,028	\$598,290,815
	1931	1929
Number of Establishments ..	3,468	3,866
Wage Earners .....	69,923	93,314
Wages .....	\$95,058,473	\$137,342,436
Cost of Materials .....	\$447,831,445	\$671,779,596
Value of Products .....	\$734,474,927	\$1,128,011,246

Comparative figures for 97 classifications of industry for thirty major industrial areas of the nation show the San Francisco-Oakland Industrial Area averaged seventh as a manufacturing center in 1929. The San Francisco-Oakland Industrial Area ranked first in five industries; second in two industries; third in eight industries; fourth in five industries; and fifth in ten industries; and between sixth and tenth in fifty-one.

The ten manufacturing classifications reported with highest value of product in the San Francisco-Oakland Industrial

\*Includes Alameda, Contra Costa, Marin, San Francisco, and San Mateo Counties.

(a) Preliminary.

(b) The 1931 U. S. Census report was used because it is probably more representative of recent conditions than the 1933 report, the latest available by cities.