

# HISTORIC ELLIS MARKER DEDICATION

---

**SEPTEMBER 12, 2015 - 1 PM**

JOAN SPARKS PARK - CAROL ANN DR. & MARIE ANGELA DR.

**PROGRAM:** Pete Mitracos - Brief history of Ellis town  
Acknowledgement of the those who collaborated to complete and place the marker.

---

## **THANK YOU**

### **City of Tracy:**

City Council  
Parks and Community Services Commission  
Arts Commission  
City Manager - Troy Brown  
Civic Art Program Manager - William Wilson  
Public Works Director - David Ferguson  
Public Works - Brian MacDonald

### **Concrete marker base and walkway:**

Public Works Superintendent - Mike Contreras  
Public Works Construction Crew  
Steve Rhyne, Matt Kopinski, Keith Pemberton,  
David Faisso, and Chris Davidson



### **Granite Block:**

Regina Goncalves - Memorial Arts of Modesto  
Granite set in place by Zeth Gelsomini & Eddie Hernandez

### **Interpretive Plaque:**

Historian - Ellen Opie  
Graphics - Kevin Harb & Erica Dement  
Ellis Rail Yard map - California State Railroad Museum  
Fabrication & Printing - Envirosigns

### **Installation of Metal Frame & Plaque:**

Artist - Mark Knize  
Equipment Loan - Charlie Rhyne

### **Conceptual & Construction Design:**

Chair Landmark Committee - Pete Mitracos

---

HISTORIC LANDMARK COMMITTEE OF  
THE WEST SIDE PIONEER ASSOCIATION



THE ROAD MAPS WERE MADE THE NIGHT OF THE TRANSCONTINENTAL RAILROAD FROM SACRAMENTO TO SAN FRANCISCO. THE INFORMATION OF THE RAILROAD THE 3,000 MILES FROM NEW YORK TO SAN FRANCISCO TOOK TWO DAYS APPROXIMATELY 300 MILES A DAY. BY COMPARISON A WAGON FULL OF WHEAT WOULD TAKE ABOUT ONLY THREE TO 20 DAYS TO GO.

# THE TOWN OF ELLIS SAN JOAQUIN CO.

1869 - 1878

THE TOWN OF ELLIS WAS ESTABLISHED AT THIS LOCATION IN 1869 AS A COALING STATION ON THE WESTERN PACIFIC RAILROAD, A BRANCH OF THE CENTRAL PACIFIC RAILROAD. COAL FROM THE MINES IN CORRAL HOLLOW AND AGRICULTURAL PRODUCTS FROM THE SURROUNDING FARMS AND RANCHES WERE SHIPPED FROM ELLIS STATION TO THE BAY AREA AND STOCKTON.

WHEN THE NATION WAS CELEBRATING ITS CENTENNIAL IN 1876, ELLIS WAS A THRIVING VILLAGE WITH 45 TO 50 BUILDINGS AND A POPULATION OF 200. MOST HOMES AND BUSINESSES WERE NORTH OF THE TRACKS.

DECEMBER 6, 1878 MARKED THE OFFICIAL END OF ELLIS. ON THAT DATE, CENTRAL PACIFIC RAILROAD TRANSFERRED ALL RAIL OPERATIONS TO THE NEW TOWN OF TRACY ESTABLISHED THREE MILES TO THE NORTHEAST, MOST OF THE BUILDINGS WERE MOVED TO TRACY BY 1880.



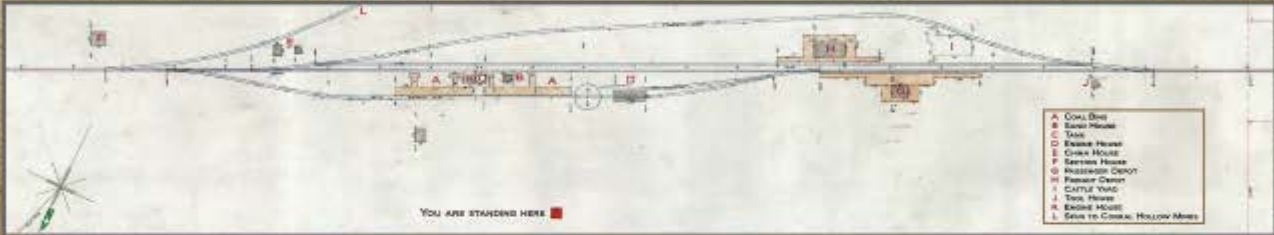
EDWARD AND NANCY WAGSMUTH



IN THE EARLY YEARS, ELLIS WAS A TOWN IN ELLIS AND IN THE LATER YEARS WAS THE PORTION OF THE BLUE HILLS.



CHILDREN FROM ELLIS AND THE SURROUNDING COUNTRYSIDE VISITED WILLOW SCHOOL, A NEW SCHOOL BUILDING, ONE YEAR FROM THE END OF ELLIS. BY 1878 THERE WERE ABOUT 100 CHILDREN IN THE WILLOW SCHOOL DISTRICT.



- A Coal Bin
- B Engine House
- C Tank
- D Engine House
- E Coal House
- F Barren House
- G Passenger Depot
- H Freight Depot
- I Carful Yard
- J Tank House
- K Engine House
- L Gate to Corral Hollow Mines

ELLIS STATION PLAN - WESTERN DIVISION CENTRAL PACIFIC RAILROAD  
(COPYRIGHT BY CALIFORNIA STATE RAILROAD MUSEUM)

DEVELOPED BY THE HISTORICAL LANDMARK COMMITTEE OF THE WEST COAST POWER ASSOCIATION IN PARTNERSHIP WITH THE CITY OF TRACY, 2018

QR CODE  
SCAN FOR MORE ELLIS HISTORY



Google earth