

THE FOUNDING OF TRACY = 1878

February 18, 1850, the County of San Joaquin had been established by the California Legislature. In 1850 President Millard Fillmore had put his signature to a bill admitting California to the Union.

The rail line through the present site of Tracy in 1869 came but a few months after the greatest locomotive news of the century---the joining of the Central and Union Pacific at promontory, territory of Utah, May 10, 1869, which established Transcontinental Rail Service. The Central Pacific that ran from Sacramento, was built through the present site of Tracy, over Altamont Pass, through Niles Canyon to Niles, and then by Ferry to San Francisco.

Lathrop consisted of a roundhouse, a railroad shop, yards and hotels for feeding railroad employees. The community became the center railroad business and the headquarters for the Central Pacific Railroad for San Joaquin Valley. Because of the volume of business being handled the railroad found it necessary to build a coaling station at the foot of the Livermore hills, just fourteen miles west of Lathrop. The new station was called Ellis. It was at the foot of the grade which went over Altamont Pass.

Railroad shops for helper engines were built at Ellis and a coaling station was established. Telegraph operators and all other necessary railroad employees and their families lived in Ellis, which by 1870 had about forty-five buildings.

The year 1870 also was the year in which the Southern Pacific Railroad Company and the Central Pacific came under common control. Not until 1885 when the Central Pacific executed a lease to the Southern Pacific Company were the two lines actually consolidated. The new company was called Southern Pacific.

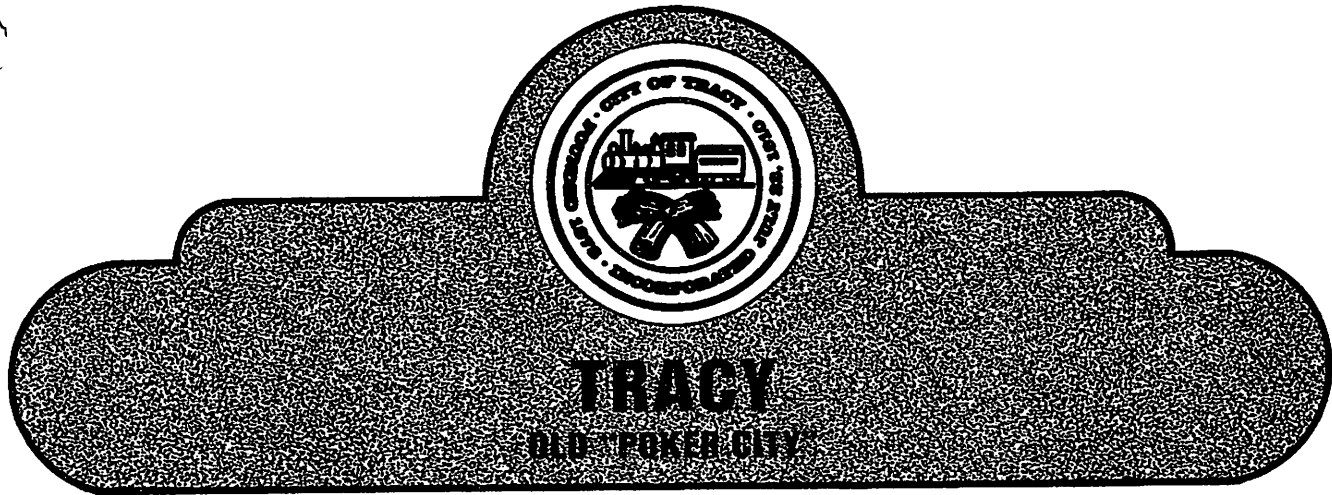
Construction was started in 1878 by the Southern Pacific on a new rail line from Oakland around the shores of San Francisco Bay, through Port Costa and Martinez, to connect with the Central Pacific East of the Livermore hills. The connection between the two railroads was completed three miles east of Ellis on September 8, 1878. The result of this line was the founding of Tracy.

Railroad officials saw no reason for continuing the coaling station at Ellis. Railroad families in Ellis moved to the new railroad station now called "TRACY". Tracy was chosen, by official of the Southern Pacific Railroad, Lathrop J. Tracy was given the distinction of having the town named for him.

Residents of Ellis soon realized that their town was doomed and decided that Tracy would become a leading center of Tulare Township. Two hotels were moved to Tracy and called the Tracy Hotel and the Ludwig Hotel.

Jim Eagan, a railroader who formerly worked at Ellis putting coal on engines was one of the first resident of Tracy. He was placed in charge of the first Southern Pacific Railroad section crew.

Meantime, Tracy was growing as a railroad center. The new line through Los Banos was the fastest and least expensive to Los Angeles. On March 1, 1894, railroad headquarters at Lathrop were moved to Tracy. All of the railroad equipment including engines and buildings, except the eating house, were involved in the transfer. Construction of a roundhouse started in Tracy in 1896. Tracy's beginning is in fact the story of a railroad.



Beginning as a dusty, windblown railroad town, this settlement has evolved through a fortunate series of circumstances to a major agricultural and industrial community. Its highway links now overshadow its railroad connections in importance. Such resources may establish Tracy as the second largest community in San Joaquin County by the year 2000.

In 1878 the town plan was laid by the Pacific Improvement Company, a Southern Pacific affiliate. The site on the valley plain was near a point where trains began a tedious, steep two-hour climb over the first ridge of the Coast Range on the line to the San Francisco Bay area. These developments led to the extinction of the nearby railroad center of Ellis, established with the completion of the transcontinental railroad in 1869.

Tracy took shape rapidly in 1878 and 1879, for many buildings from Ellis were hauled three miles by teams of horses to the new townsite. The first newspaper, the *Tracy News*, commenced publication in December 1881. All this development was brought about by construction of the "low level route" to the Bay via Martinez. This reduced dependence upon the steep route to Livermore via the Altamont Pass. The two lines joined at the new town. Lathrop J. Tracy, for whom the town was named, was an Ohio grain merchant who never visited the area, but had his name applied to this point through a good friend, J. H. Stewart, who was a Central Pacific construction official.

Facilities were installed without delay for fuel, water, freight and cattle handling, all of which were expanded to major proportions in the decades to come.

World War II brought railroad activity to its height, and ever since then its influence on the town has been less and less important. A turning point came in 1956, when the last steam locomotive was replaced by a diesel. These engines did not require the sprawling facilities and huge crews of the era of steam. In 1951 the roundhouse crew alone totaled 300. Five years later it was scaled down to fifty-nine. The old yards along 6th Street were too large and antiquated for the new equipment, and a new yard was established at the present location on the east side of town, in 1961. In 1969, 150 of the 220 Tracy trainmen were transferred to Roseville. While railroading is still part of the local economy, Tracy can no longer be thought of as a railroad town.

Before Tracy was founded, risky dry farming of grain was being practiced by pioneer settlers of the "West Side." This was to remain the dominant agricultural activity until the early twentieth century. There was a greater potential for the rich adobe soil if water could be obtained in quantity. Efforts to make Tracy more of an agricultural center did not succeed until a controversial campaign in 1913-14 led to the creation of the West Side Irrigation District. A bond issue approved by an overwhelming majority a year later assured construction of a canal system. A wonderland of new crops then appeared on land that had only been dry farmed. Lima beans, alfalfa, asparagus, orchards and truck crops were thriving. Dairy farming grew rapidly in the late teens and into the twenties.

Profitable World War II crops of baby lima beans were reduced in favor of sugar beets, to-

matoes and alfalfa hay. Attention to such produce was a result of influence from local industry, including the Holly Sugar Company, the H. J. Heinz Company, the San Joaquin Valley Hay Growers Association, the dairies and creameries.

Closely related to the food processing industry is Owens-Illinois Glass Container Division, opened in 1962. Starting with just one furnace and 150 employees, the company, now with 500 workers, operates three furnaces twenty-four hours a day. The furnaces produce various colors of glass: clear (or flint) for food products, green for wineries, amber for beer bottling. The glass sand is from lone in Amador County.

The earliest dairies, the Alaska Dairy and the Blue Bell, were established in the late 1920s. Known from Ukiah to Bakersfield was the Peterson Ice Cream Company, one of the principal ice cream mix suppliers in the 1940s and 1950s.

In 1974 a local cattle breeder introduced "beefalo" after fifteen years of research. "Beefalo," a cross of buffalo, Herford and Charolais cattle, had the advantage of rapid growth and the ability to subsist on low quality grazing land. Interest has become so widespread, there is now a World Beefalo Association.

Not all local industry has been directly related to agriculture. Due to good rail connections, the River Rock and Gravel Company was established in 1914 at the mouth of Corral Hollow Creek. Aggregate needed for such noted construction projects as the Lincoln Highway, the Bay Bridge and the Golden Gate Bridge was provided by the plant. In 1935 another development involving natural resources came with the discovery, near Tracy, of the first commercial gas field in Northern California.

As it did to every American city, World War I brought many changes, some with a lasting effect. Tracy was in an advantageous position because of its major links to rail and truck transportation. It became a locomotive fuel loading center, and huge oil reservoirs were established at the southern edge of the city. Oil was received from Kern County via a Standard Oil of California pipeline. The Southern Pacific yards were greatly improved, with considerable new track and an enlarged turntable for the roundhouse, giving it capacity to handle any locomotive on the sprawling Western Division. Women were hired to do men's work, including roundhouse help. At the airport, the runways were paved and vastly expanded.

The most unusual activity brought about during the war was "Military Intelligence Section No. 1941." There was an air of mystery about the isolated facility in nearby Contra Costa County, which had once been an elaborate resort known since the 1880s as Byron Hot Springs. After the war, it became evident that the resort had been an interrogation center for hundreds of Japanese and German prisoners of war. Many were officers and their stay was usually limited to just a few days

SAN JOAQUIN HOTEL

C. LUDWIG, Proprietor,

Opposite the S. and C. P. R. Depot.

TRACY, CAL.

This is one of the best Hotels in San Joaquin County, and can therefore offer superior accommodations to the traveling public at the following Terms:

**Regular Meals 25 and Extra Meals
50 to 75 Cents.**

Beds, 25, 50 and 75 Cents.

TRACY

Livery and Feed Stable

JOSEPH MATIVIA, Prop'r.

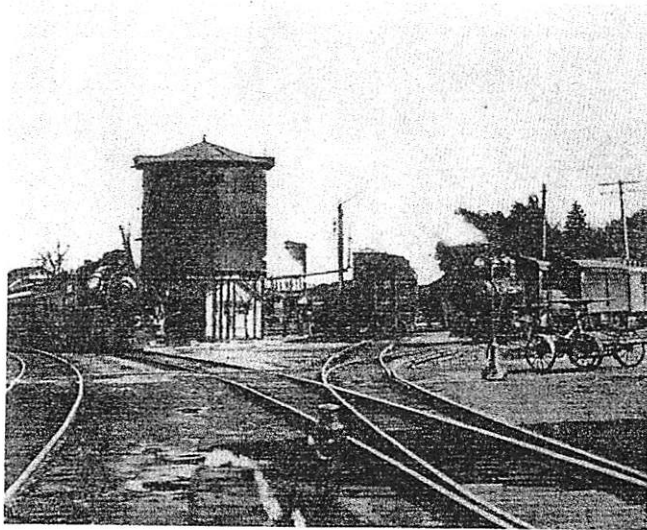


Offers the best accommodations for transient travelers. Safe saddle horses and buggies for hire.

Tracy, California.

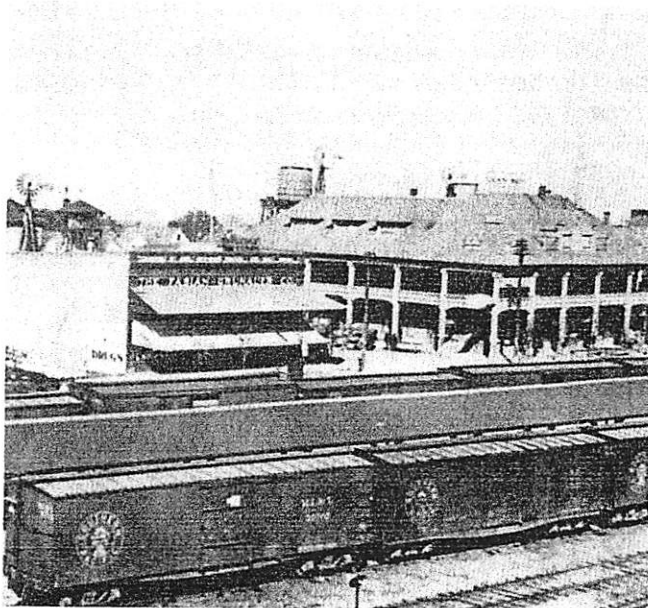
DIRECTORY ADVERTISEMENTS

Just two years after the community was founded, these advertisements appeared in the 1880 Pacific Coast Directory. Note the abbreviation for the railroad company in the hotel ad that stands for the Southern and Central Pacific Railroad, a name created by the merger of the Central Pacific and Southern Pacific Railroad companies. (Courtesy Stockton Central Library)



SOUTHERN PACIFIC YARDS, 1908

Further significance as a rail center was gained in the summer of 1892 with completion of a line along the West Side of the San Joaquin Valley and across the valley plain to Fresno. Trains were now arriving in Tracy from all four points of the compass, and facilities had to be further expanded. A roundhouse and additional repair shops were built in the early 1890s. It was here that thirty-five to forty steam locomotives were serviced daily. Switch engines were at work twenty-four hours a day. When Tracy became a division point, with establishment of the Stockton division, even larger facilities were required. The most dramatic effect was doubling the size of the roundhouse in 1917. Crews worked out of Tracy to Fresno and Sacramento (later to Roseville), in arrangements that continue to this day. (*Waldo Stevens Collection*)



CENTRAL AVENUE FROM SIXTH STREET, BETWEEN 1905 AND 1911

The intersection is flanked by the Tracy Hotel, built for Charles Slack in 1899 and destroyed in a 1911 fire. The wide verandas had a cooling effect on the building and were especially designed for the hot climate. Across from it is the leading business of the time, the Fabian-Grunauer Company, operated by Phillip Fabian and Abe Grunauer. Fabian, who had been a merchant in Ellis, was the first to establish a business in Tracy. The store, always situated in this prime location, was known not only for its stock of groceries, dry goods, hardware and farm machinery, but also for enterprises in hay, grain and warehousing. (*Waldo Stevens Collection*)

before they were sent to prison camps in Wisconsin and Montana. Much was learned about tactics and equipment that had an incalculable effect on the war. Another prisoner of war detention center was located at the army supply depot south of Tracy. Begun in 1943, the camp had a peak population of 800, mainly from Rommel's Afrika Corps. They were assigned to various projects, including farm labor, and proved to be good workers.

These military centers created an unprecedented demand for housing. Much of the need was quickly met by Wainwright Village, built by the Federal Housing Authority in 1943. It occupied a site, now redeveloped, in part, for the Tracy Civic Center.

State agencies have made Tracy a location for major facilities. Deuel Vocational Institution



A BIT OF HISTORY CAME TO LIGHT, LATE 1960s

During demolition of the Arlington Theater, adjacent to the old Fabian-Grunauer store, this sign, covered since 1911, was exposed to view and remained as seen above until the old store, turned bar and liquor store in more recent years, was demolished in 1985.

opened in 1953 for intermediate security of 1,200 prisoners. It provides rehabilitative training with programs in welding, cabinet work, radio repair, auto mechanics, farming, dairy experience, etc. Starting in the mid-1960s, more serious offenders were sent here, and Deuel now has maximum security facilities. During 1983 inmate population reached 3,179 at Deuel, making it the most overcrowded of the twelve state prisons—95.5 percent over capacity.

Tracy has been the locale for two key units of state water projects: the Tracy Pumping Plant and the Delta Pumping Plant. In 1951, the Tracy Pumping Plant, an integral part of the Federal Central Valley Project, started pumping water into the Delta-Mendota Canal, which extends through farmlands 100 miles to the south. Its significance was so great that a three day celebration was held.

Of major importance to California was an event that took place in the late summer of 1967, the completion of the Delta Pumping Plant—the “heartbeat” of the California Water Project, which brings surplus Northern California water to the southern portion of the state. It was officially started by Governor Ronald Reagan and, to this day, is pumping water from the Delta to the 444 mile canal and pipeline system to Southern California.

Highway connections have been increasingly important to the growth of Tracy’s business and residential districts throughout most of the twentieth century. In contrast to the formative days when the Lincoln Highway brought increased demand for roadside service, the emphasis today is upon the ease with which traffic can travel to and from the city. Tracy is situated within a unique triangle of highways constructed between 1965 and 1971: I-5 on the east, 580 on the west and 205, the “Tracy Bypass,” on the north. During 1985, through legislative action, Highway 205 was named the Robert Monagan Freeway. Monagan was prominent in Tracy politics before his election to the California State Assembly. At the same time, Highway 580 became the William E. Brown Freeway, named for another prominent political figure, who was particularly active in the Highway 33 Association.

A world record in concrete paving was made in 1971, when three miles of pavement were laid on Highway 205 in sixteen and a half hours. While the bypass diverted 20,000 cars a day from the main street of Tracy, great benefit was seen by industrial and commercial interests in a vast improvement to the accessibility of Tracy. The eight lanes over Altamont Pass have attracted many new residents wishing to commute to the Bay Area and benefit



FAMILY GATHERING AT THE DUFFY RESIDENCE, 1900

The people are identified from left to right as follows: Mrs. Jesse Parnell, Merton Parnell, Creighton Duffy, Jesse Parnell (grain farmer near Vernalis), Leslie F. Duffy, Elwyn (Jesse) Duffy, Elizabeth (Bessie) Duffy, Thomas Creighton Duffy (publisher of the *Tracy Press* and justice of the peace), Reuben Poling (grain farmer on the West Side), Nella Duffy, Mrs. Reuben Poling, Francis Willard Duffy (Southern Pacific employee, eventually became a locomotive engineer), Jennie Duffy, Leo Parnell. (Collection of Mrs. Raymond F. (Delma) Bailey)

from much lower priced real estate; a boom in growth, also experienced by Manteca, has resulted. Aside from eighty-six acres of subdivisions being rapidly sold, 1985 has brought such new commercial/industrial development as Collins Food Service and Gran Trace Shopping Center. Collins ships food over an area from Bakersfield to the Oregon border and Reno to San Francisco. Sixty

people are employed by this firm, which moved from Santa Clara. K Mart Corporation has developed Gran Trace, which will employ seventy to eighty.

Transportation attributes and location will be key elements in future growth of this city of 25,000 as one of the most important urban areas within the county. C. 1985



IN THEIR SUNDAY BEST AT THE FIRST PRESBYTERIAN CHURCH, NINTH AND CENTRAL, c. 1900
The gabled beauty of the belfry was truly an ornament to Tracy when this sanctuary was completed in 1880. The bell not only summoned the faithful to service; it was also Tracy's first fire alarm. T. C. Duffy and his family are in the buggy. (Collection of Mrs. Raymond F. (Delma) Bailey)



CONTRASTS ON SIXTH STREET, c. 1898 AND 1982

Above, the Odd Fellows Hall on Sixth Street as it was rebuilt shortly after the great fire of 1898 that destroyed the original building and every major business in town. The hall became the center for much social and fraternal activity. Aside from the IOOF, the Knights of Pythias, Pythian Sisters and the Native Daughters of the Golden West met here. The structure still stands today and is owned by the Tracy Moose Lodge. Note the unlikely neighbor to the post office. (*Waldo Stevens Collection*)

Below, a 1982 view of the somewhat altered IOOF building. These buildings and others surviving along Sixth Street are reminders of the time local businessmen depended upon railroad employees for much of their patronage. (*Photograph by Raymond W. Hillman*)



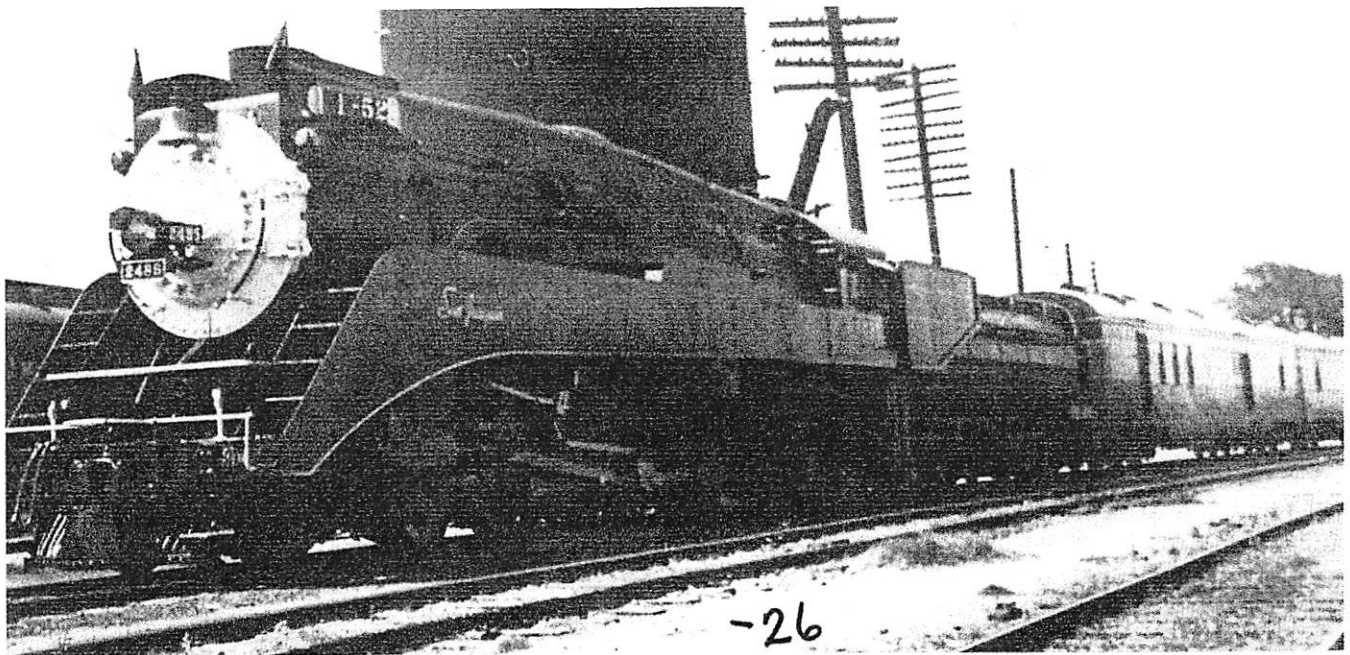


PASSENGER SERVICE, 1883-1971

Built like the stations in Livermore and Bethany, the Tracy depot was designed so that one agent could look after both the freight and passenger compartments. The depot sign reads: "Tracy—83 miles to San Francisco." Originally constructed in 1878 at the nearby town of Ellis, this structure was moved to Tracy in 1882.

Left to right, facing the photographer, are Henry Turner, Dave Welch (Southern Pacific engineer), D. Antius and Southern Pacific passenger director Dave Payne and his son, Charlie. The venerable station was demolished in the early 1960s. Today, Tracy has few reminders of its important role in early railroading—just old #1293, a little noticed switch engine in a park, and the former baggage section from the depot now re-located to Clover Avenue near Tracy Boulevard.

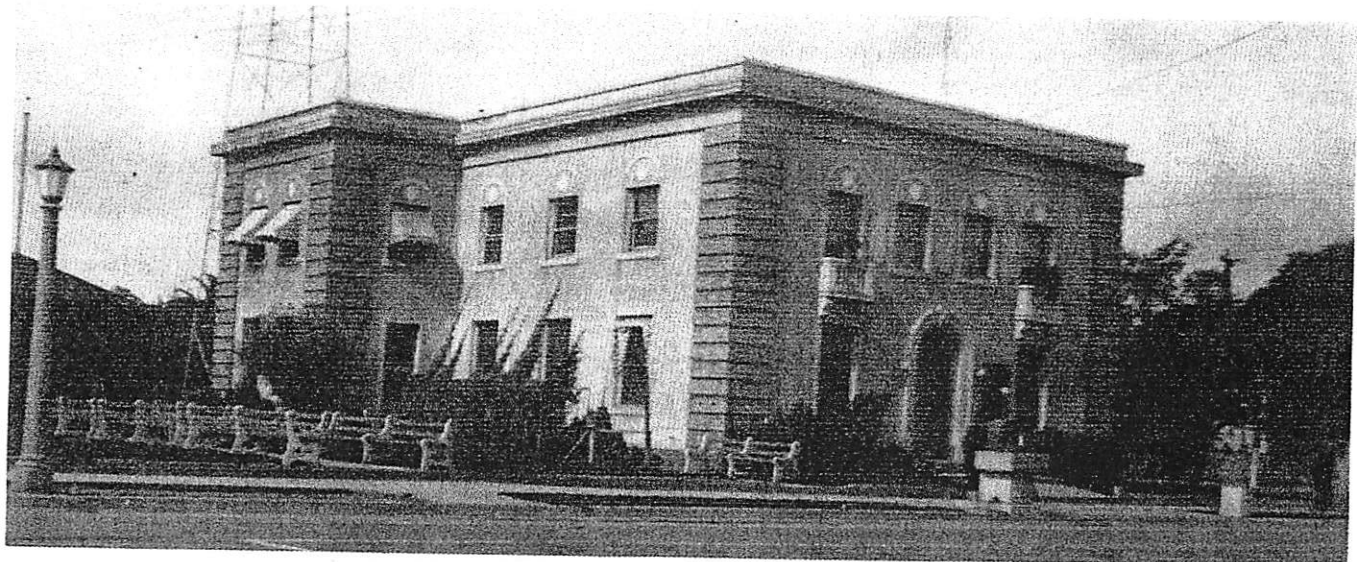
While freight service kept the yards very busy, the pace quickened a bit with the arrival of each passenger train. At the height of activity, twenty-eight passenger trains arrived or originated at Tracy. Most famous were the Owl, a night run between San Francisco and Los Angeles via Tracy, and the San Joaquin Daylight, its counterpart and "flagship" of Southern Pacific passenger transportation. The San Joaquin Daylight is shown in the photo below on its maiden trip, July 4, 1941, as it takes on water at the east tank in the Tracy yards. The cars were painted red and gold. (*Top photograph, Waldo Stevens Collection; bottom photograph, courtesy Herman O. Friedrich*)





TOWN HALL AND JAIL, SHORTLY AFTER COMPLETION IN 1900
 Still standing today, this is very likely the oldest government building in the county today. Plans were drawn by noted architects Beasley and Beasley, who designed the facade from a fifteenth century North Italian church, San Francesco di Rimini. The historical and architectural significance of this building has been recognized, and it is now listed on the National Register of Historic Places and has been restored for use as the Tracy Historical Center, incorporated in July 1985.

It is interesting that this building was erected when Tracy had no organized government of its own but was loosely directed by county officials. (Waldo Stevens Collection)



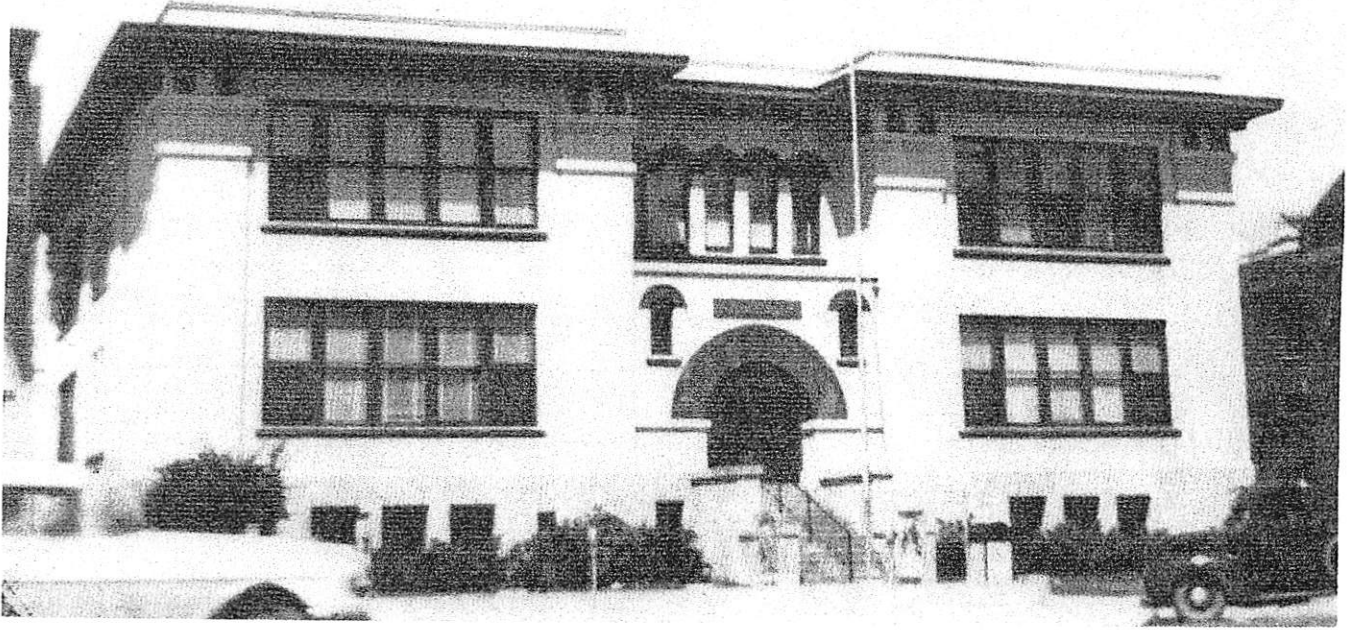
TRACY CIVIC CENTER, c. 1920

For many years, this building was known as City Hall, but it also served as the jail and volunteer fire house. The new City Hall in the Civic Center, first occupied in 1973, was the first built expressly for this purpose since local government was created in 1910. Back in these times, concerns were for things far more basic than an edifice. A lack of a sewer system, poor streets, wooden sidewalks, a water supply concentrated upon private wells and primitive fire protection were factors inspiring incorporation. In spite of the needs, the proposal passed with very few votes to spare.

By 1916, there was more confidence in a local government, and a bond issue passed, leading not only to purchase of fire apparatus but also to construction of the City Hall (above), which was designed by Stockton architects Pater Sala and Frank Mayo. It still stands today on Central Avenue at Ninth Street and serves the fire department.

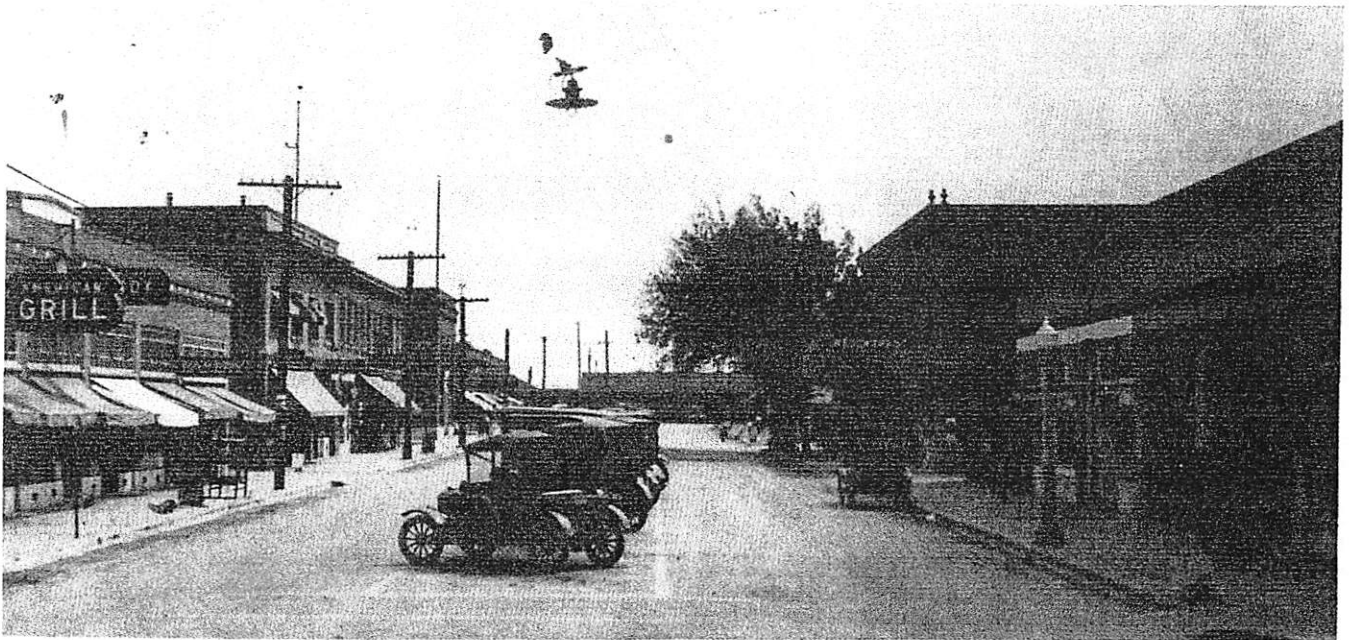
Buildings originally constructed for other purposes were to serve various city departments, and it was not until the 1970s that especially designed facilities were built, including the aforementioned City Hall as well as police headquarters, occupied in 1978. Other public works projects in 1979 brought a new waste treatment plant and water treatment facility to Tracyites. A \$22 million, two year, sewer expansion project commenced in 1985 that will help Tracy realize its goal of doubling its population in seven to ten years.

While most resources have been applied to concerns of the present and future, city government distinguished itself by sponsoring the first architectural/historical building survey in the county. This project, completed in 1978, recognized fifty structures for possible preservation.



CENTRAL SCHOOL, 1912-1961

Perhaps one of the best known older buildings was the Central School, located on Central Avenue immediately south of the Tracy Inn. With eight classrooms and an assembly hall, it served from 1912 to 1938. During World War II, it provided space for air force ground school training as well as for the U.S.O. The City of Tracy purchased and remodeled it during 1946 for use as City Hall; structural failure led to its demolition. The site is now occupied by the Tracy Inn annex. *(Waldo Stevens Collection)*



CENTRAL AVENUE, c. 1920

The expanding main business district turned the corner from Sixth Street between 1910 and 1920. Establishment of businesses all along Central Avenue and a gradual decline of the traditional business center fronting the Southern Pacific yards was the result. Two locally owned banks had substantial buildings on this street by 1920; one of these, with three tall arches, can be seen in the distance at left. This is the West Side Bank, later the Bank of Italy. The Bank of Tracy, not shown, became part of the American Trust Company. Both of these imposing buildings are still standing today, but are banks no longer. *(Waldo Stevens Collection)*



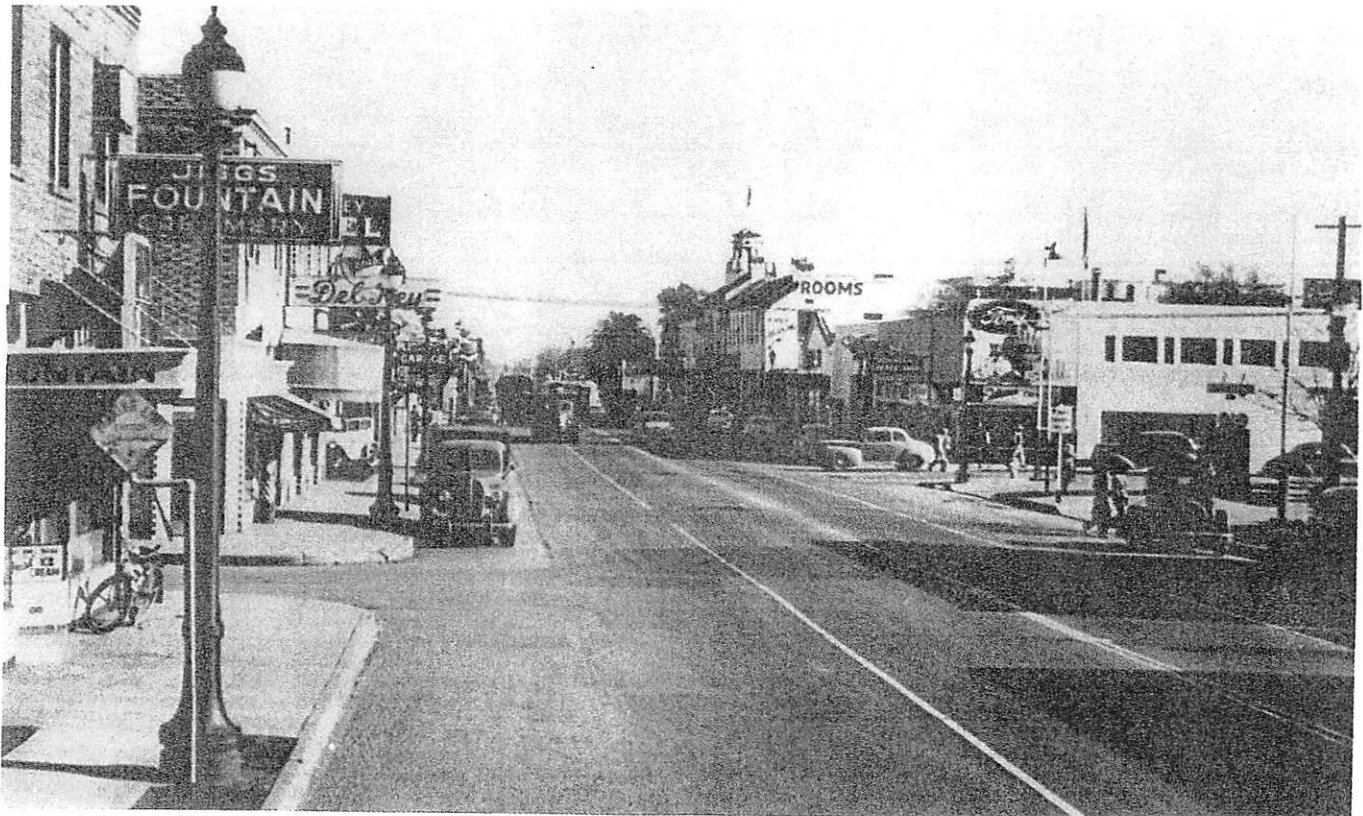
AIRPLANE VIEW OF TRACY, 1930s

We are looking southeast across the main business district along Central Avenue to the railroad yards. Near the center is the prominent Tracy Inn, and, immediately behind it, the Central School may be seen. Beyond the tracks is the South Side, where many Hispanic railroad and farm workers lived. In the extreme upper left are the trees of the Tracy Cemetery, which was moved from Banta in 1878. (*Waldo Stevens Collection*)



STOPPING FOR LUNCH AT THE TRACY INN, 1928

Shown at the main entrance, about a year after the Tracy Inn opened, is a group of Travel Information Bureau staff members, guests of the California Transit Company for a spring trip to Yosemite and Camp Curry to gather firsthand information. Note the canvas covered baggage rack on top of the bus, which was owned by one of the largest lines in the state. (From the Byron Times Booster Edition, 1928-29; Courtesy The Haggin Museum, Stockton)



HIGHWAY 50, 1946

Major businesses were located here to serve the thousands of travelers passing through town on Highway 50, originally the Lincoln Highway. The tower in the distance is part of the well-known Tracy Inn. Tourists have been dining and staying overnight here since 1927. (Waldo Stevens Collection)

UPS AND DOWENS OF A OLE CALAFORNAEN

I CROSED the plains in 1854 my self and William Banta and Sam hall and Henry Curtis all under age started with one hunderd Cattle and fore yoke of Cattle and one wagon. Got to San Joqin Co Cal with sixty head of cattle and two yoke of Cattle and in 1858 lost one hunderd Cord of wood taken a way from me Bye fremont on the piskedara grant and I lost money a gardning in 1857 and 1858 and 1859 By Dry years. and in 1861 and 1862 lost money Bye a hev y flud. and in 1863 I got mared and went in to tha hotell Bisness on tha rode runing from Stockton to San Jose noan as tha Chamberlen hotell and in 1864 lost money Bye a vary Dry yeare and in 1866 lade very low with tha tifoid fever, and in may while sick tha hotell Burnt up and wee lost every thing in tha hotell my wife was Sick at the time, My oldest Boye was onley two Days ole and in 1867 and 1868 I bilt tha town off Banta on tha ralerode runing from Stockton to San Jose and in 1869 I give half of tha plase to tha ralerode to run tha antioch Branch thare with that agreemant I Barerd all tha money I Cold and Bilt a six thousan Doller hotell and a 3 thousen Doller Liverry Stable

and a two thousen Doller Store and sum dwellings and in 1870 and in 1871 tha run tha antioch Branch to Whare tha town of tracy one mile and a half Bee low tha town of Banta and moved tha town off elis up thare and that ruened the town of Banta. So I had to sell out for what I Cold git Being So in Det 1872 and 1873 I sole out the town of Banta and in 1873 went to Colorado and Come Back in 1874 and went in to tha Sheepe Bisness and in 1876 Started to Colorado with a Band of fine Sheepe and lost nerley all off the Band two thousen Bye pison on tha mohava Desert Bye Stoping one awer for lunch and in 1877 got a nuther Band and lost halef of them Being a vary Dry yeare and in 1881 I lost sum stock on ole river Bye hy water and in 1883 lost sum stock Bye flud on ole river and in 1890 lost stock on ole river Bye vary hye water Drove tha famley out off tha house and in 1894 and 1895 lost money in Sheepe low prise in Sheepe and wool and in 1898 a Dry yere Busted out had to quit Bisness and in 1899 had to go out and herd Sheepe to make a living and trye and pay up my ol Dets I have been out at wirk for fore years have not Been home to see my folks, I have paid up a bout therteen hunderd Dollers of my ole Dets and Still at wirk triing to git even I am a man now nerly 69 years ole. raised a famley off eight Childern. 4 boys. and 4 gearls. 5 mared and 16 gran childern.

H. C. Banta

Henry Banta died in the Odd Fellows Home in Saratoga, California, in 1919, aged eighty-four; he is buried in the Tracy, California, cemetery.

TULARE TOWNSHIP PIONEERS

Neil & Maria Lammers

Contributed by Ellen Opie

Three Lammers brothers, Martin, Diedrich, and Neil, settled in Tulare Township in 1866. Much information about the lives of Martin and Diedrich and their families is available, but little has been known about Neil. Why did he disappear from the history of Tulare Township? After considerable research, the answer became clear.

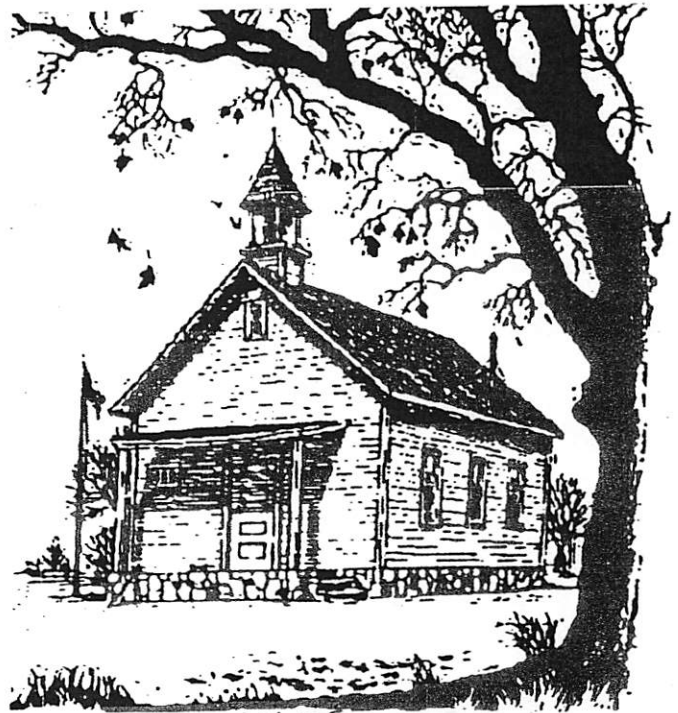
Neil Lammers was born 26 June 1834 in Hoelssel, Hannover, Prussia (Germany), the tenth of twelve children born to Heinrich and Margarethe (Doescher) Lammers. The three brothers came to the United States at different times. Martin first settled in San Francisco in 1854. Diedrich settled in Charleston, South Carolina in the 1850s, and Neil eventually came to San Francisco to join his brother Martin. In 1866 all three came to San Joaquin County to settle on land opened for settlement by the federal government. Martin, who was three years older than Neil, settled on the SE $\frac{1}{4}$ of Section 14, Township 2S Range 4 East. Neil settled on the SW $\frac{1}{4}$ of Section 14 on the quarter section of land west of Martin. Diedrich, three years younger than Neil, settled one half mile south of Neil on the SW $\frac{1}{4}$ of Section 22, Township 2S Range 4 East. Henry Finck, a brother of Martin's wife, Dorothea, settled on the quarter section between Neil and Diedrich. While they struggled to establish their ranches, the four men bought a four-room house at Mohr's Landing and split it into four sections of one room each, with each man taking one section to his ranch to use as his first home. [An 1893 photograph of the section of this house which was on Diedrich "Dick" Lammers' ranch was shown at the Grand Theater in Tracy when Robert H. Allen showed many old photographs of the Tracy area on the big screen during "Old Timer's week" at the theater in 1932.] On June 1, 1874, eight years after settling in Tulare Township, the Lammers brothers and Henry Finck all received patents to their land from the United States government. The school built circa 1876 in this area of the township was called Lammersville School in honor of the Lammers brothers and still retains that name today.

Neil Lammers came to San Francisco from Prussia to join his brother, Martin, who had established himself as a merchant in San Francisco. Neil became a naturalized United States citizen in the U. S. Circuit Court in San Francisco on November 13, 1867. He was 31 years old when he settled with his brothers in Tulare Township.

Settlers on the plains of the West Side in those early years endured many hardships. Long days of hard manual labor were required in order to turn the dry, barren land into productive farms and ranches, and the Lammers brothers struggled along with all the other early settlers. The lack of water was a constant problem. The Lammers brothers made daily trips to Old River for water for quite some time before they could afford to sink a well on their land.

Sometime in the 1870s Neil married Maria "Mary" [maiden name not found], who was also a native of Prussia. In the spring of 1877 Mary was pregnant and life seemed full of promise for Mary and Neil. Unfortunately their happiness came to an abrupt end when Neil Lammers died at the age of 42 on April 28, 1877. His remains were shipped on the train to San Francisco for burial. Just 23 years old when her husband died, Mary left Tulare Township and returned to San Francisco, where she moved to the home of Valentine and Katie (Lindeman) Balz to await the birth of her child. A son, christened Hermann Neil Lammers, was born at the Balz home on August 22, 1877, four months after his father's death. Tragically for Mary, little Hermann Neil died at the Balz home on October 11, 1877, seven weeks after his birth.

Following her son's death, Mary Lammers married Christian Windt, a 41 year-old saloon keeper in San Francisco, and settled into a new life there. Mary and Christian sold the Neil Lammers' farm to Martin Lammers on October 3, 1878.





LAMMERSVILLE SCHOOL, 1st School, circ

LAMMERSVILLE SCHOOL

In 1876 an old school located at Mohrs Landing, the first settlement in what is now the Tracy area, was moved to the corner of Lammers and Von Sosten roads. Lammersville School took its name from Martin Lammers, much respected West Side pioneer who donated the land for the school. The Lammersville School District was officially formed in February of 1876.

The school was rebuilt many times, the first being in 1882 when the citizens of the area voted to spend \$1,500 to build a schoolhouse and furnish it. This amount of money was raised through an assessment tax of .57 cents on each \$100 of assessed property in the district. The new building looked much like other one-room schoolhouses in the county, being a narrow wood frame building with windows on two sides, one front door and a small covered porch in front. This school was unusual in that it had a white picket fence in front

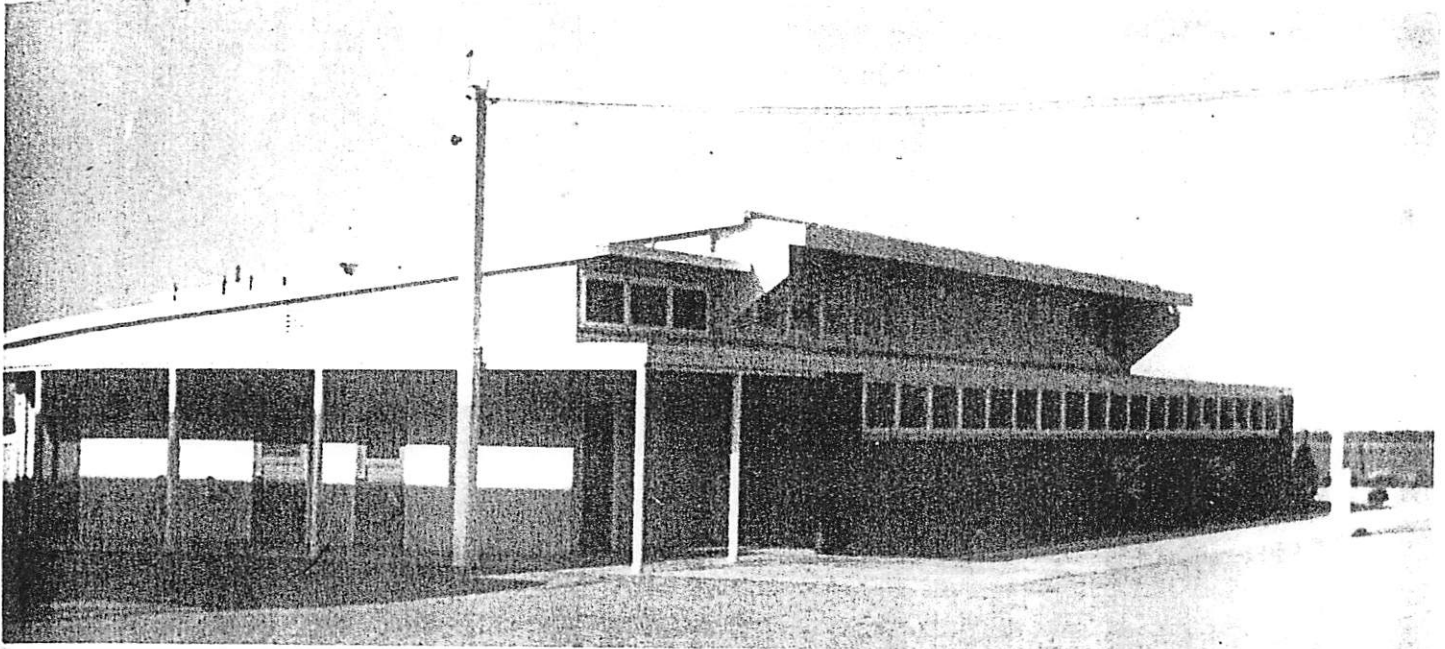
with formal wooden arches framing the doorway and sign proclaiming the school's name. There was, however, some controversy over the ownership of the building after its completion. It seem that at the Saturday meeting of the Trustees, for the purpose of accepting the new building, the contractor wished interest for his money. The Trustees refused and the result was a stormy meeting. The contractor put the key in his pocket and went home. There was soon an understanding and the structure was shortly put into use. The original building was sold to Henry Finch for a granary.

A \$50,000 bond was approved in 1946 for the building of a larger school and in early 1947, five acres of land adjacent to the school was sold to the district for \$1,200. The new school opened in the early 1950's, and the older building was left on the grounds until the spring of 1955 when it was sold to

LAMMERSVILLE SCHOOL, cont.

an alumni who moved it to his property for a keep-sake. In 1967 an auditorium, new office and three classrooms were opened for use. A library was built in 1975, and by 1985, three portables were used as classrooms. The students at

Lammersville, a non-unified elementary school district, attend grades kindergarten through eight. The school is located at 16555 W. Von Sosten Road.

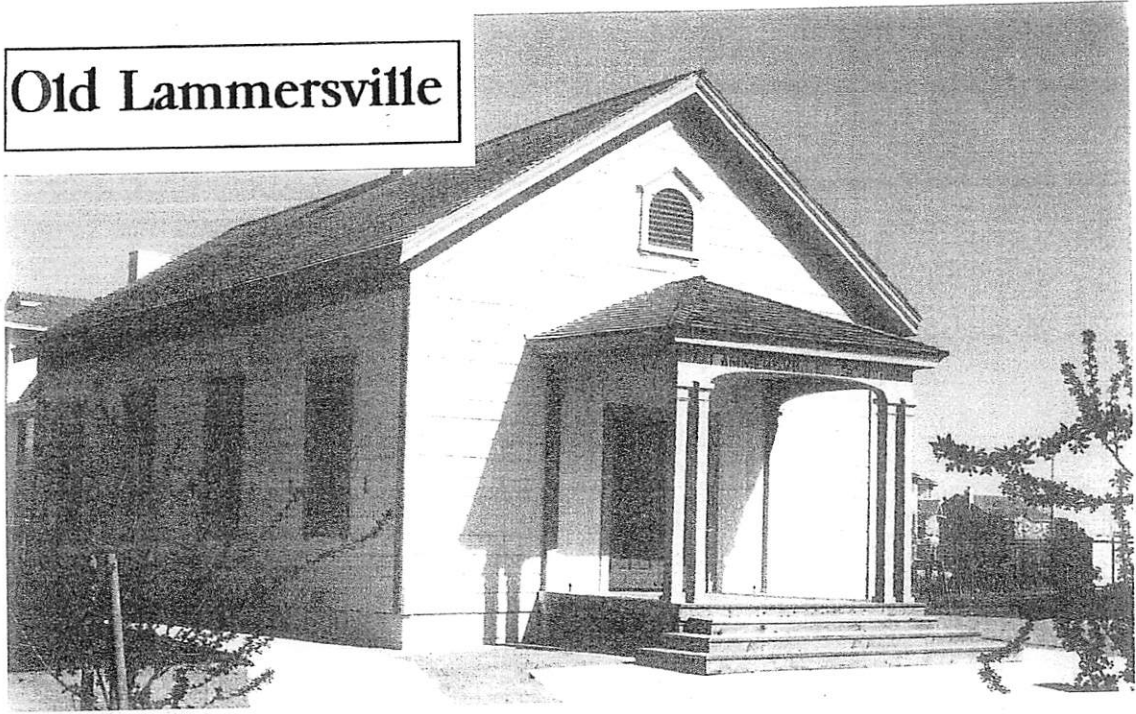


LAMMERSVILLE SCHOOL, 2nd School, circa 1951

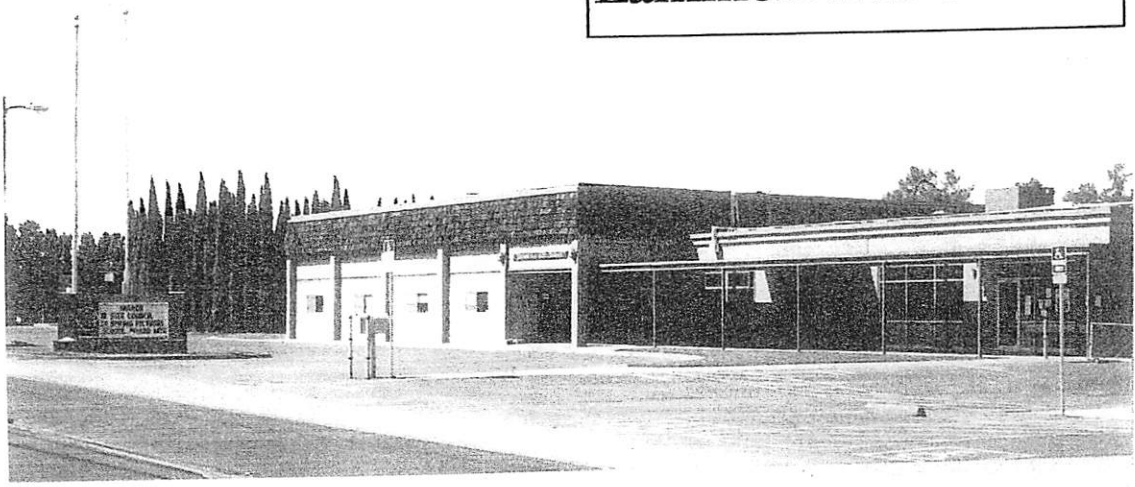
circa-1904-1905

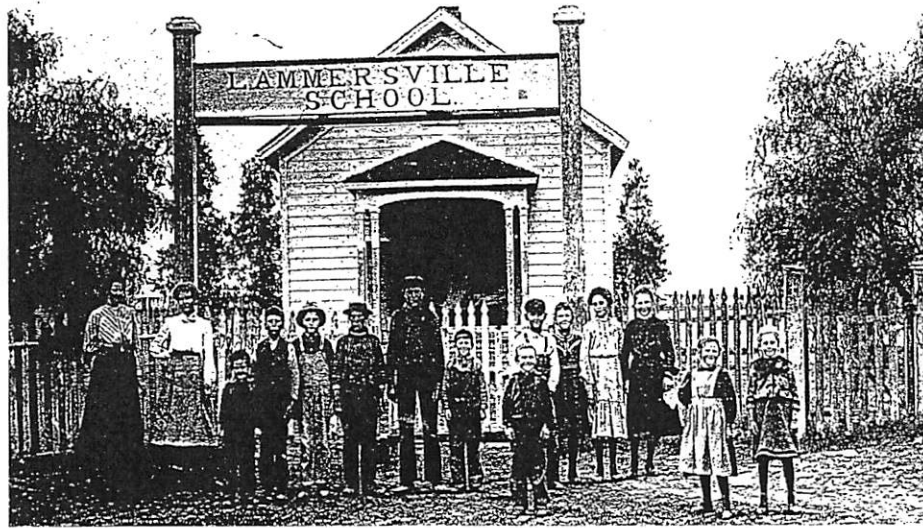


Old Lammersville



Lammersville School





Historic LAMMERSVILLE SCHOOL HOUSE
EDUCATIONAL BINDER

*Property of Westside Pioneer Association
Historic Lammersville School House Project*

*Located: 1753 Blandford Lane
At the end of West Lowell Ave
In Clyde Bland Park*

*A Simulation of Tracy Pioneer School life
Depicted in 1876
Using TUSD 3rd Grade Curriculum*

*Rededication of Historic Lammersville School
To the City of Tracy, September, 2004*

*In cooperation with the
Historic Lammersville School Committee
of the Westside Pioneer Association
and
The City of Tracy*

If found, please return this binder to: The Tracy Historical Museum

Rules for Teachers: 1872

1. Teachers will fill the lamps and clean the chimney each day.
2. Each teacher will bring a bucket of water and a scuttle of coal for the day's session.
3. Make pens carefully. You may whittle nibs to the individual tastes of the pupils.
4. Men teachers may take one evening each week for courting purposes, or two evenings a week if they go to church regularly.
5. After ten hours in school, the teachers may spend the remaining time reading the Bible or other good books.
6. Women teachers who marry or engage in improper conduct will be dismissed.
7. Every teacher should lay aside from each day's pay a goodly sum of his earnings. He should use his savings during his retirement years so that he will not become a burden on society.
8. Any teacher who smokes, uses liquor in any form, visits pool halls or public halls, or gets shaved in a barber shop will give good reasons for people to suspect his worth, intentions, and honesty.
9. The teacher who performs his labor faithfully and without fault for five years will be given an increase of twenty five cents per week in his pay.

Rules for Students: 1872

1. Respect your schoolmaster. Obey him and accept his punishments.
2. Do not call your classmates names or fight with them. Love and help each other.
3. Never make noises or disturb your neighbors as they work.
4. Be silent during classes. Do not talk unless it is absolutely necessary.
5. Do not leave your seat without permission.
6. No more than one student at a time may go to the washroom.
7. At the end of class, wash your hands and face. Wash your feet if they are bare.
8. Bring firewood into the classroom for the stove whenever the teacher tells you to do this chore.
9. Go quietly in and out of the classroom.
10. If the master calls your name after class, straighten the benches and tables. Sweep the room, dust, and leave everything tidy.

MATERIALS:

Video "How the West Was Won."
Outline maps of the U.S. (ideally showing mt. ranges)
Pictures of the Sierra Nevada mountains would be beneficial

ANTICIPATORY SET:

5 to 7 minute segment of video depicting the Sierras crossing. This was a daunting challenge, and when completed, a magnificent achievement.

INSTRUCTION:

Give each student a blank map of the U.S. With an overhead projector, give them a map of the trails (used by pioneers) to copy on their blank map. Have them label each trail. Explain that some trails had advantages (less snow, flatter terrain) with other disadvantages (longer distances, hostile natives.) People chose for different reasons.

Explain that the wagon trains faced some of their greatest challenges towards the end of their journeys. They had to cross the Sierras. For much of the year, this was possible--though tough. If the timing was wrong, it could be lethal.

This is a good spot in the unit to bring in information about the Donner Party and their tragedy. It is a fascinating and sad story that rivets children's attention. Details can be pulled from text, or pulled from the internet at one of the sites listed at the end of the unit.

Continue the classes trek across the continent by wagon with another series of "chance" roles. Sprinkle in an emergency or two (a rock tumbles under a wheel while crossing a swift stream) to generate quick thinking ideas and plans. Advanced warning of dangers can lead to interesting plans. Sometimes co-operation is the only salvation. (The wagons may have been tied together to prevent one from washing away.)

GUIDED PRACTICE:

Quiz questions: What two events doomed the Donner Party? What geographical features make the Sierras tough to cross?

CLOSURE:

The pioneers had overcome much to make it this far. Yet uncertainty still lie before them. The swift waters and jagged mountains they faced were almost insurmountable, yet they persisted. With luck, they would soon be living in lush California--where land was free, gold was laying around on the ground, and a family could thrive. A few actually found it that way. But most had to settle for something entirely different. Tomorrow our settlers will arrive in California, and we will see what that meant for them, for the land, and for the Native Americans they encountered along the way.

What impact did the migration have on Native Americans? The environment?
How were their lives different when they arrived and settled in the West?

OBJECTIVES:

Students will understand part of the impact of the Westward Movement on our nation's cultural life.

Students will learn about the impact on environment, and native Americans.

MATERIALS:

Video "How the West Was Won"

ANTICIPATORY SET:

Video clip (5 min.) "How the West Was Won" depicting the end of the trail.

INSTRUCTION:

First, it's time to bring all the wagon trains to trail's end. Include one last hazard (such as coming upon a couple of burned out, vandalized wagons) and then have them roll into "the promised land."

This is it! Many settlers felt that they now had it made! All they had to do was arrive out West, and everything would be smooth. Today we will look at what happened to the average settler family as they settled down out West.

For starters, most farmers became farmers. Most businessmen became businessmen. Most seamstresses became seamstresses. In other words, they brought their former lives with them, for the most part. Many wagons carried the owners' tools of the trade that they earned a living with back east. It was what they knew, it could feed their families, it's what they did.

Many did try to "strike it rich" in mining, or gambling, but most people settled in and "civilized" an area near other people. There was safety in numbers, and danger close by. Wild animals, and wild people. Thieves had little fear of being caught by the law because there was very little enforcement. It was "frontier justice." That means you protected your family and your things yourself.

Many things changed with the arrival of more and more settlers. Perhaps the greatest impact was on Native Americans. Use the example of the area's Yokut Indians.

Native Americans?
Tracy Area Yokut Indians

What values influenced the actions and responses of the

★ Ask students to imagine they were forced to leave their homes suddenly last night, taking nothing with them. In a 2 minute quick-write, have them write about what they would miss most.

★ See handout.

The scope of harm done to Native Americans can't be covered in this series of lessons, but students should be made aware of a systematic removal of indigenous peoples under the guidelines of the Federal Government. Settlers were encouraged to "civilize" areas of the frontier by government land grants. A sad chapter in our history.

CHECK FOR UNDERSTANDING:

Instead of a quiz, students will begin a unit-ending one page essay on their journey. They can list the problems their group encountered and how they were overcome. They can write about effective and useless rules, teamwork, planning, and overcoming obstacles.

CLOSURE:

These lessons teach a critical era of U.S. history. One that not only spread the boundaries of our country, but one that helped shape our very image of ourselves as a hard-working, risk-taking people. The "frontier" image that still lives in many minds. The students have probably come away with a good understanding of what it took to make that journey, and have a new respect for the people of that era. They will have practiced group decision making, planning, and crisis management. They will have examined the impact of the era from multiple perspectives, and gained appreciation of what was accomplished, and what was lost. They have met historical heroes and villains, and are leaving the unit with a good grasp of an important saga in American history.

D. Audio/Visual Resources

1. *Sarah Plain and Tall*. video.
2. *The Spirit of Pioneer Women*. video.
3. *As the Wind Rocks the Wagon*. video.
4. *The Oregon Trail. American Traditions Series*. video.
5. *The Way West. American Experience Series*. video. note: not created with children in mind, though applicable for some.

F. Literature Resources

Fiction

- Fisher, L.E. *The Oregon Trail*. 1990
Harvey, Brett. *My Prairie Christmas*. 1990
Howard, Ellen. *The Chickenhouse House*. 1991
Lydon, Kerry Raines. *A Birthday for Blue*. 1989
Nixon, Joan Lowery, *Fat Chance Claude*. 1987
Wisler, G. Clifton. *The Wolf's Tooth*. 1987

Hawkins, A. Yokut Indians, a big book - student copies
an IMC. resource - 41

Non-fiction

- Harvey, Brett. *My Prairie Year: based on the diary of Eleanor Plaisted*. 1987
Freedman, Russell. *Cowboys of the Wildwest*. 1985
Garst, Shannon. Jim Bridger, *Greatest of the Mountain Men*. 1952
McCall, Edith. *Heroes of the Western Outposts*. 1960
Parkman, Francis. *The Oregon Trail*. 1969
Seidman, Laurence Ivan. *The Fools of 49: California Goldrush, 1848-1856*. 1976
Tunis, Edwin. *Frontier Living*. 1976
Wilder, Laura Ingalls. *On the Way Home: the Diary of a Trip*. 1967

Poetry

- Began, Shonto. *Navajo: Visions and Voices Across the Mesa*. 1995
Benet, S.V. *The Ballad of William Sycamore*. 1959
Bierhorst, J. *On the Road of Stars: Native American History Through Poetry*. 1994
Boulton, Jane. *Only Opal: the Diary of a Young Girl*. 1994.
Hopkins, Lee B. *Hand in Hand: An American History Through Poetry*. 1994

Initiating Activity

Have the students watch a video concerning the westward movement, such as an episode of *Little House on the Prairie* or *As the Wind Rocks the Wagon*. After watching the video, have the students make a list of the characteristics of this time period which are inaccurate in the video. For example: What were the wagons pulled by? During a long journey, did the family stay on the wagon or did they walk with the wagon?

General Activities

1. To understand what life was like as a pioneer, go one night without modern conveniences, such as electricity, pens, etc. Make a list of the things you gave up.
2. Have a "trail meal" dried bacon, bread and cold beans, for lunch. Imagine what it would be like to eat this for breakfast, lunch, and dinner for weeks. Give an oral description to the class.
3. Imagine going on a four month trip in your family van. You will be traveling through remote wilderness with no place to stop for food or supplies. What would you take along. Make a list. How is your list similar to or different from the pioneers.
4. Have students make a list of their ten most prized possessions. Have them exchange and share this list with other students. Then have them work in groups to think of what may have been prized possessions for pioneer children.
5. Hand out maps of the United States to the students and have them use different colored crayons to trace the various trails used during the expansion, for example: Sante Fe Trail, The Oregon Trail, etc., and you can even include the railroads.

★ - See handouts.

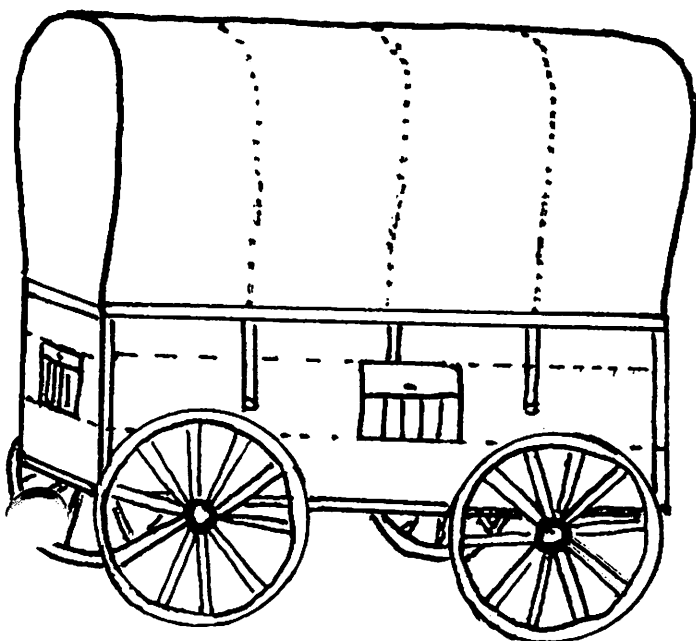
HOW TO BUILD A WAGON

Materials:

- Adult size shoe box (about 12 inches long)
- Two pieces 18" x 12" tan or white oaktag.
- Tempera paint & brush: (blue or gray, red, & brown)
- 4 round headed fasteners
- Large juice can (4 " diameter)
- Extra cardboard for wheels
- Pencil, scissors, glue, & stapler

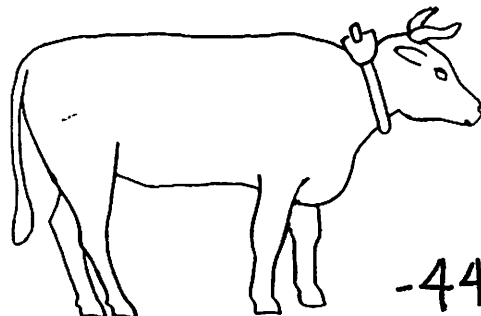
INSTRUCTIONS:

1. Remove lid from box.
2. Paint the shoebox either blue or gray and allow to dry.
You may want to paint thin horizontal lines to show the wooden board effect.
You can also paint a small tool box on one side or on one end.
3. Using the can, trace four circles and then cut them out.
4. Draw a wheel rim with spokes on the circles. Then paint them red and let them dry.
5. Using the scissors, punch a hole in the center of each wheel. Push the round headed fasteners through each wheel.
6. Make four holes on the side of the shoebox two inches from each end almost at the bottom of the shoebox.
7. Place the narrow end of one piece of oaktag inside the box and bend it over so that it looks like the canvas top of the wagon. It may be necessary to trim it to fit the length of the shoebox. Attach it with the stapler.



8. If you want to make oxen, use the pattern on the next page and the second sheet of oaktag. Draw two of them and cut them out. (Make more if you want, but you will need more oaktag.)

9. Glue them together as described. You may paint them solid brown or with brown patches.



Wagon Trains West

Historical Aid: Wagon trains with as many as a hundred families gathered in and departed from Independence, Missouri, bound for the far western frontier. They chose either the Oregon Trail heading northwest or the Santa Fe Trail, heading southwest.



Wagons were on the trail by early spring to avoid harsh winter weather. Before the train left Independence, officers were elected. Their decisions along the trail were law. Wagons were grouped in two divisions, each with a captain. Both divisions were subdivided into platoons of four wagons each. A scout and a wagon master were hired to lead the way, select camp sites and act as advisors.

Before your students head their wagons west, follow the same procedures as the pioneers.

Elect officers, divide into divisions and platoons, select a scout and a wagon master.



Work in subdivisions of about four students to write some laws for the people on the wagon train. Remember to keep in mind some of the troubles that might arise—fighting, lack of water, Indian attacks, weather conditions.

Write these laws on parchment (butcher paper) and post them for all to see. Compare the laws the committees created.

You Can't Take It With You

Historical Aid: Pioneers heading west had to know what things to take and what to leave behind. Certain equipment was necessary for the journey and building a new frontier home. The earliest pioneers took only what they could carry or load on horseback. Families traveling by wagon packed what fit into this 5 foot by 10 foot space!

Most pioneers took along a hammer, saw, hoe and plow for basic building and farming. Household goods consisted of a few pots and pans, iron kettle, blankets and perhaps a spinning wheel. Many took only the clothes they wore. They also packed sacks of corn meal and salt and dried beef. A lantern, compass and rope were valuable possessions. A rifle and ammunition were important for survival. Few luxuries were taken; if room permitted a clock and a Bible were packed.

Many keepsakes, family treasures and valuable objects were left behind. These were difficult choices for the pioneers to make but they knew that the things needed for survival were the most important possessions of all on the frontier.

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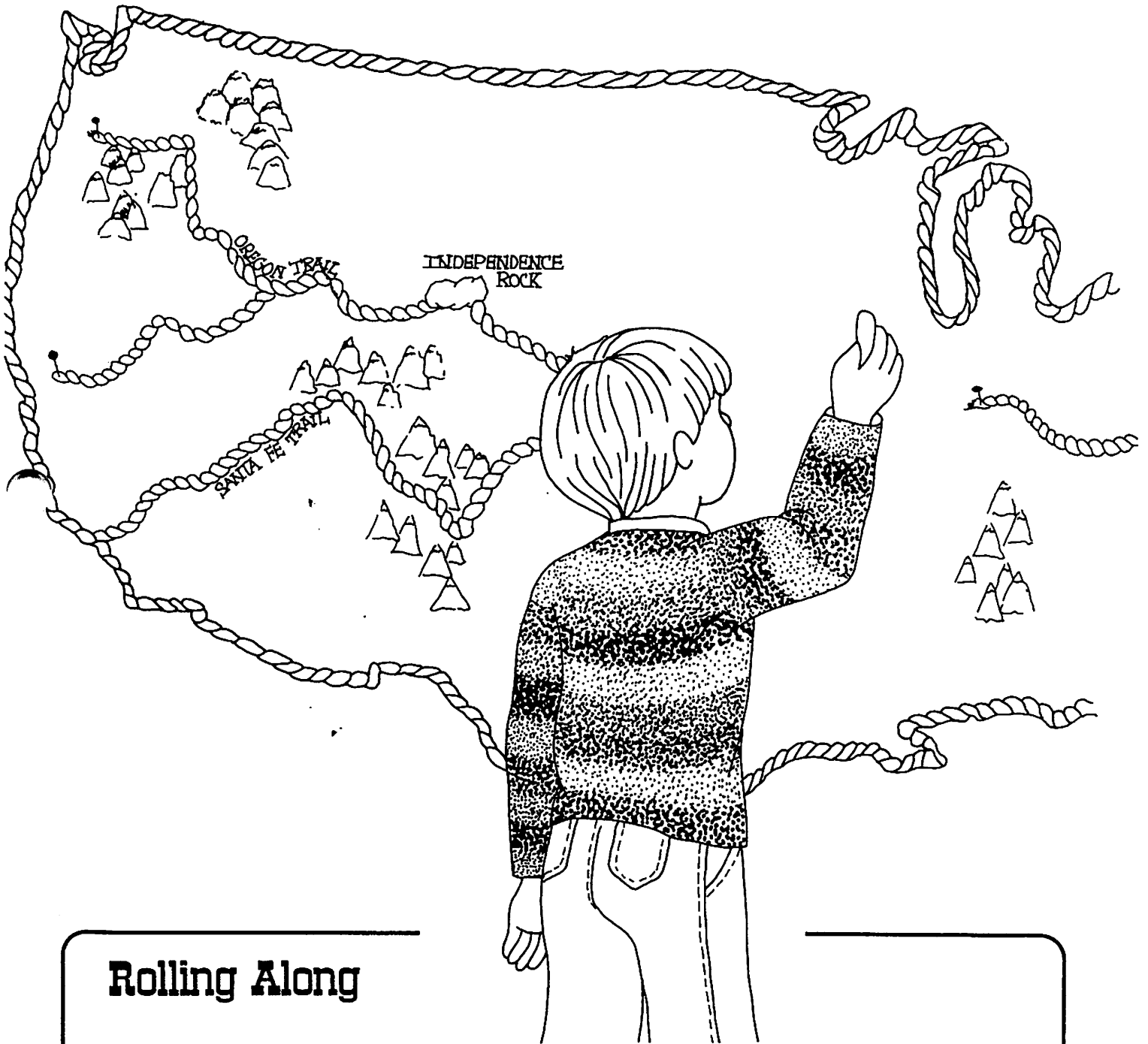
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Homework
Due -
Monday
3/12/01
Be ready to

Large-Scale Trail Map

Use yarn to recreate a huge outline of the United States on a classroom wall. Students add geographic features using construction paper. Use a different color yarn for each trail. Keep track of your westward progress by tacking signs and pictures to note the location of each landmark. Tack up the student-made prairie schooners along the trails. Group some in Independence, getting ready to head out.



Rolling Along

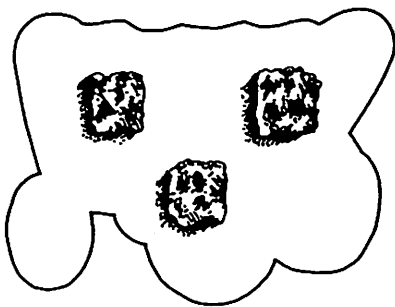
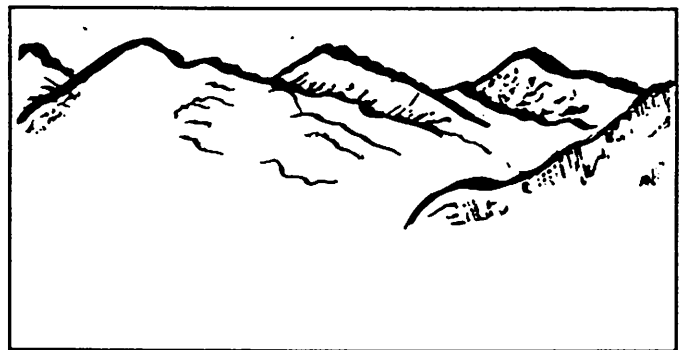
The trails were long, dusty and tiresome; an average trip took five to six months to complete. Danger and hardships were part of daily life. But the sights were also spectacular as you will learn as you "travel" each trail.

California Trail

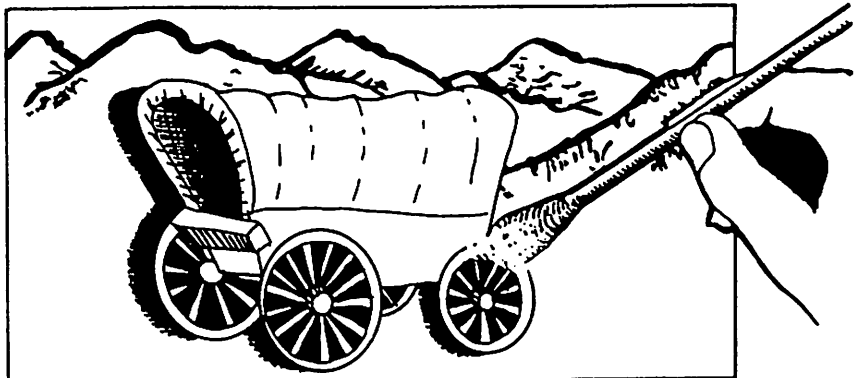
Historical Aid: The California Trail branched off from the Oregon Trail and headed southwest 800 miles through the Rockies and Sierra Nevada Mountains. The route was a treacherous climb. No time could be lost as the wagon trains were in a race with the potential of an early winter's snow to get to their final destination—Sacramento, California.

Create a dimensional picture of a wagon heading across the Rockies on the California Trail.

- Paint a mountainous background on a large sheet of white construction paper. Allow to dry.
- Paint and cut out a reproduced copy of the Prairie Schooner Pattern (page 12).
- Glue three small sponge pieces in a triangular pattern to the back of the Prairie Schooner. Then apply glue to the sponge pieces and mount the wagon to the background paper.



- Sponge paint or Q-tip paint white tempera "snow" over the picture and wagon.



Exploring Some More

Find out about the ill-fated Donner Party and the fascinating tale of their wagon journey along the California Trail and over the Sierra Nevada Mountains.