



THE ROAD MAPS WERE MADE THE BASIS 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 WOODS, WHICH WOULD TAKE ONLY THREE TO 20 MILES A DAY.

# 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.



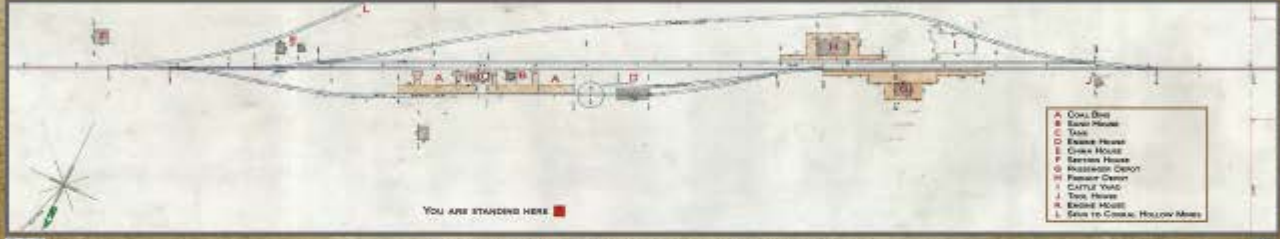
EDWARD AND NANCY WAGSMITH



IN THE EARLY YEARS, ELLIS WAS A TOWN IN ELLIS AND IN THE LATE 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 IN 1878 THERE WERE ABOUT 100 CHILDREN IN THE WILLOW SCHOOL DISTRICT.



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

ELLIS STATION PLAN - WESTERN DIVISION CENTRAL PACIFIC RAILROAD  
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SCAN FOR MORE ELLIS HISTORY

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



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