

GOLDEN GATE INTERNATIONAL EXPOSITION, HALL OF  
TRANSPORTATION  
(Naval Station Treasure Island, Building No. 2)  
440 California Avenue, Treasure Island  
San Francisco  
San Francisco County  
California

HABS CA-2785-A  
CA-2785-A

HABS  
CA-2785-A

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY  
PACIFIC GREAT BASIN SUPPORT OFFICE  
National Park Service  
U.S. Department of the Interior  
600 Harrison Street  
San Francisco, CA 94103

HISTORIC AMERICAN BUILDINGS SURVEY  
GOLDEN GATE INTERNATIONAL EXPOSITION  
Hall of Transportation  
(Naval Station Treasure Island, Building No. 2)

HABS No. CA-2785-A

Location: 440 California Avenue, Treasure Island, located on the southeast side of California Avenue, between Avenue D and F, on Treasure Island, northeast of the main, gated entrance to the former Naval Station Treasure Island.

USGS Oakland West Quadrangle (7.5') 1993  
UTM Coordinates: 10.555692.4185602

Present Owner: Base Realignment and Closure  
Program Management Office West  
1455 Frazee Road, Suite 900  
San Diego, California 92108-4310

Present Occupants: At the time of recordation, Treasure Island Development Authority (TIDA) occupied the subject building under a lease with the U.S. Navy.

Present Use: Commercial

Significance: The Hall of Transportation is significant as one of the best remaining examples of buildings constructed on Treasure Island as part of the 1939-40 Golden Gate International Exposition (GGIE). The building served as the Hall of Transportation during the GGIE and was constructed to serve as one of two hangar buildings built for the San Francisco airport that was planned for the island. The building is a successful example of Art Moderne style commercial architecture from the late 1930s and retains integrity to its period of significance between 1938 and 1940.

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PART I. HISTORICAL INFORMATION

A. Physical History

1. Date of erection: The Hall of Transportation was completed in mid-1938. According to architectural drawings, the initial designs for this building began in mid-1936 and were completed by January 1937. Later known under the Navy as Building 2, it was near completion in August 1938 when the building was dedicated.<sup>1</sup>
2. Engineers and Architect: George William Kelham, the Golden Gate International Exposition's Chairman of the Architectural Commission, in collaboration with William Peyton Day, Vice President of the GGIE and its Director of Public Works, designed the Hall of Transportation as well as the other two permanent buildings (Administration Building and Palace of Fine and Decorative Arts). Both architects had well established and prominent architectural practices in San Francisco by the time of the GGIE. Numerous substantial commercial, institutional and civic buildings, several of which are designated historically significant today, are credited to each architect.

Kelham, the elder of the two architects, was born in Manchester, Massachusetts in May 1871, the son of a furniture dealer. He graduated from Harvard University, and completed his architectural training at the prestigious l'Ecole des Beaux-Arts in Paris, in 1896. He returned to the United States in 1898 and settled in New York in 1898, where he obtained a position with Trowbridge & Livingston, the architectural firm that was awarded the contract to design the new Palace Hotel in San Francisco. In 1906 the firm sent Kelham to San Francisco to supervise construction of the hotel building. Instead of returning to New York after its completion in 1909, Kelham made San Francisco his home and set up his own practice. In 1912, he was appointed Chief Architect of the Architectural Commission for the Panama Pacific Exposition held in San Francisco. In 1922 he was named Supervising Architect for University of California, developing a proposed southern campus plan for the University's Los Angeles campus. He also designed four Romanesque Revival buildings between 1928 and 1932 on what

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<sup>1</sup> "First Clipper Ship Makes Landing at Treasure Isle," *San Francisco Chronicle*, August 31, 1938, 16:2; "Officials to Dedicate Air Hall Tomorrow," *San Francisco Chronicle*, October 25, 1938, 10:5; "Air Transport Hall Dedicated," *San Francisco Chronicle*, October 27, 1938, H5:7; Architectural Drawings on file at the City and County of San Francisco, Department of Public Works, Bureau of Engineering: San Francisco Bay Exposition, "Palace of Fine Arts Elevations," Sheet AFA-3, July 29, 1938, revised October 10, 1938; "West Hangar, East Hangar Reverse of Same: First Floor Plan and Plot Plan," Sheet 1, June 1, 1936; "West Hangar, East Hangar Reverse of Same: Elevations and Sections," Sheet 3, PWC # 75095, June 1, 1936; "West Hangar Building: Sections" circa 1936.

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became UCLA's campus: Haines Hall, Powell Library, Moore Hall and the Men's Gymnasium (Harmon Gym).<sup>2</sup>

His training at the l'Ecole in the 1890s, together with Chicago's 1893 Columbia World Exhibition's Beaux Arts "White City," with its monumental and classically influenced buildings, undoubtedly influenced Kelham's work into the early 1920s. His most notable buildings in San Francisco include the Beaux Art San Francisco Public Library in 1917 (now the Asian Art Museum), the Standard Oil Building (1922), located at 225 Bush Street and modeled after New York's Federal Reserve Bank, the Classical Revival Federal Reserve Bank on Sansome Street (built in 1924) and the French Renaissance/Gothic Russ Building, a skyscraper located at 235 Montgomery Street (1927). In addition to Kelham's substantial array of classically designed commercial and civic buildings, he also designed the Mount Davidson Cross in San Francisco. At the GGIE, Kelham designed the Court of the Moon, Court of the Seven Seas, and Treasure Garden.

Four of Kelham's works are currently listed on the National Register of Historic Places for their significance under Criteria A and C: the Farmer's and Merchant's Bank (also known as the California Building) in Stockton, California, which was constructed in 1917 in the Chicago/Renaissance styles; Bowles Hall, the first residential hall at University of California, Berkeley, was completed in the Collegiate Gothic style in 1929; the 1925 Delia Fleishhacker Memorial Building (also known as Mother's Building) located at the San Francisco Zoo; and the Federal Reserve Bank building noted above.

In contrast to Kelham's traditional training at the l'Ecole des Beaux Arts, the younger William Peyton Day trained first as a civil engineer. Raised in San Francisco, Day received his Bachelor of Science and Civil Engineering degrees from University of California, Berkeley in 1905. Holding a license in both architecture and civil engineering, three years after his completion of academic training he began a seven year partnership with a prominent local civil engineer and bridge designer, John Buck Leonard. The engineering firm of Leonard and Day existed between 1908 and 1916, when Day established a new firm with l'Ecole trained architect Charles Peter Weeks. It was during his tenure with Weeks and Day that he designed some of Northern California's finest buildings. Among them were San Francisco's Mark Hopkins (1926) and Sir Francis Drake (1928) hotels, the Chronicle Building, Huntington Apartments (1924), the Art Deco Cathedral Apartments (1927), the State Library and Courts Building (1913-28) in Sacramento, the Art Deco Fox Theater (1928) in Oakland, the Renaissance Revival St. Claire Hotel (1926) in San Jose, a Beaux Arts/Classical Revival State Office Building in San Francisco, and the Italian Renaissance-style Don Lee Building

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<sup>2</sup> United States Bureau of the Census, Population Schedule, 1930, Essex County, Enumeration District 139, p19, Line 47; Henry A. Whitney and Elsie Rathburn Whitney, *Biographical Dictionary of American Architects, Deceased* (Los Angeles: New Age Publishing, 1956), 334.

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(also known as the Cadillac Showroom) (1921). The later four buildings designed by Weeks and Day during Day's tenure are now listed on the National Register of Historic Places. After Weeks' death in 1927, Day continued his architectural practice with his own firm of Day and Associates.

In his capacity as Vice President, Director of Works, and acting chief engineer for the GGIE, Day was responsible for all construction aspects of the Exposition, including the construction of the 400 acre island, its infrastructure, landscaping and all Exposition buildings, which together required a budget of about \$50,000,000. He was uniquely qualified for these responsibilities, because at the time of the fair's construction, Day was one of the few men in the country licensed in both architecture and civil engineering. Although individually Day did not prepare designs for any of the buildings on the island, he provided the guiding principles in the determination of design and construction. Day conducted the first surveys of the potential new island and laid out the plan for dredging and filling of Treasure Island.<sup>3</sup> After the Exposition closed, Day continued his practice and was placed in charge of the San Francisco International Airport's construction in 1951. He retired in 1955 and died in 1966.

3. Original and subsequent use: The initial use of this building was as the Hall of Transportation for the Golden Gate International Exposition between 1938 and 1940. In early 1941, the Navy began occupation of the building, continuing its use as a hangar during World War II. After the war, the building served as a Navy hangar as well as the U.S. Naval Reserve and Marine Reserve Center until 1994, when the Defense Base Closure and Realignment Commission (BRAC) recommended the closure of NAVSTA Treasure Island. During the late 1990s the hangar functioned as a sound stage for various film and television production.
4. Builder: San Francisco Bay Exposition's Department of Public Works
5. Original plans and construction: The Hall of Transportation is a reinforced concrete building with an open, three-hinge riveted steel arch truss system completed in mid 1938 at a cost of about \$450,000. Rectangular in plan, the building is built on a concrete pile foundation supporting a concrete slab floor. The original hangar portion of the building is symmetrical in plan and measures 335'-0" x 225'-0" with a 40'-0" wide, one-story reinforced-concrete section that runs nearly the length of the building's southeast side. Building 2 is 80'-0" tall and encompasses a total of about 86,855 square feet of space, about 85 percent of which is open beneath the main truss system. All walls are reinforced concrete finished in 2" of gunite. The truss system is anchored by four concrete tapered pylons, or towers, located at each corner of the building. These pylons measure 67' -11' tall and are 24'-0" wide at the base and 18'-0" at the very low-pitched

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<sup>3</sup> "World's Fair Buildings: William P. Day," *The Architect and Engineer* March 1938, 38, 46; "Correction," *San Francisco Chronicle*, March 5, 1939, 6:1.

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pyramidal top. The arched roof is topped by composite roofing over wood plank deck, with similar roofing over the one-story flat-roof element.<sup>4</sup>

6. Alterations and additions: The Hall of Transportation building has been modified numerous times over its 66-year history, however, most of the minor alterations such as replacement of doors and remodeling of interior space, were completed by the Navy during its 56-year occupation of Treasure Island. The only known additions were two, two-story sections constructed on to the façade during World War II. These additions were demolished prior to the Loma Prieta earthquake in 1989, in which the building suffered considerable damage. Consequently, the Navy structurally renovated the building and remodeled the interior in 1992 during the period when the Navy and Marine Corps Reserve Center occupied the building. At that time, the entire southwest side was rehabilitated and its current configuration closely resembles the original 1936 design for the building.<sup>5</sup> Under this rehabilitation, steel and aluminum interior structural supports were added for the curtain wall at the southwest side, which consists of small ceramic tile added to the lower level of the southwest façade, just below a 2" thick insulated translucent sandwich panel that is intermixed with three levels of pivot and fixed windows. Three sets of modern anodized aluminum and bronze glass doors, resembling the original doors, are centered beneath a high relief known as "The Spirit of Transportation." According to 1992 plans, the plaster flutes and the high relief were removed, repaired and remounted on the building.<sup>6</sup> The hangar door area on the northeast side was infilled with a concrete wall at an unknown date. On this façade, two sets of double metal personnel doors were added near the corners of the building. Additionally, one single metal personnel door and two sets of double replacement doors were added on the southern, one-story section of the building. The Navy regularly remodeled the interior space of the building, adding partition walls for office space both in the main hangar section and the original one-story segment.

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<sup>4</sup> "Treasure Island has Natural Facilities for Twentieth Century Harbor Airport," *San Francisco Chronicle*, August 5, 1938, E6:2; Various Architectural Drawings on file at the City and County of San Francisco, Department of Public Works, Bureau of Engineering: San Francisco Bay Exposition, "Palace of Fine Arts Elevations," Sheet AFA-3, July 29, 1938, revised October 10, 1938; "West Hangar, East Hangar Reverse of Same: First Floor Plan and Plot Plan," Sheet 1, June 1, 1936; "West Hangar, East Hangar Reverse of Same: Elevations and Sections," Sheet 3, PWC # 75095, June 1, 1936; "West Hangar Building: Sections" circa 1936; *Official Guidebook: Golden Gate International Exposition, World's Fair on San Francisco Bay*, First Edition. (San Francisco: The Crocker Company, 1939) 37.

<sup>5</sup> The original drawings for this building included a set of large steel and glass-panel (seven sliding panels per side) doors that would be added after the GGIE ended. The doors were never constructed on either hangar building. San Francisco Bay Exposition, Navy Public Works Drawing No.75095, "Elevations and Sections for West Hangar (East Hangar reverse of same)" Sheet 3, June 1, 1936, Plans Files, City and County of San Francisco, Department of Public Works, Bureau of Engineering; Naval Station Treasure Island, San Francisco.

<sup>6</sup> The Stinnett Group, Naval Station Treasure Island, "Repair Earthquake Damage- Building 2," Sheets A3, A8.1, A10, March 1992, Treasure Island Museum Collection.

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B. Historical Context

For a detailed discussion of the historical context of the Golden Gate International Exposition refer to the narrative report in **HABS No. CA-2785**. Additional documentation on the Naval Training Station on Treasure Island and Yerba Buena Island can be found in **HABS No. CA-2785-B, Palace of Fine and Decorative Arts, HABS No. CA-1793-A, Senior Officers' Quarters District, HAER No. CA-233-A, Quarters No. 1, and HAER No. CA-232, Torpedo Assembly Building.**

The Hall of Transportation building was constructed for a dual purpose, first and foremost to serve as a hangar building for the future local airport for the City of San Francisco, and secondly to function as an exhibition building for the Golden Gate International Exposition (GGIE) of 1939-1940, a fair commemorating the completion of the Golden Gate and San Francisco-Oakland Bay bridges. The preliminary negotiations for Pan American Airways formation of a permanent base at Treasure Island began in July 1938. Under the proposed \$250,000 building program that was to be completed by the time of the Exposition, Pan Am would have use of a quarter of the air terminal building (the Administration Building or Building 1), one hanger and approximately two acres of land. Both the future airport and GGIE were located on Treasure Island, found just northeast of San Francisco and formed by the Army Corps of Engineers infilling of Yerba Buena Shoals. The task of designing the layout and overall design of all buildings for the fair fell to the GGIE's Board of Architects, which included George Kelham (Chairman 1935-1936) and other noted San Francisco architects.<sup>7</sup> While many building designs were a collaborative effort, like that of the Hall of Transportation designed by both Kelham and William Day, all aspects of each building's drawings (floor plans, elevations, structural, mechanical, plumbing etc.) were prepared and constructed by the GGIE Department of Public Works.

Kelham and Day began designing the Hall of Transportation in mid-1936. In contrast to many of the main buildings at the GGIE that were designed to follow the fair's overall architectural theme of the "Pageant of the Pacific," which employed modern twists on Pacific Rim motifs, the two hangar buildings were "non-Expositional in character." Rather, they would be similar to many of the new airport terminals constructed during the 1930s and 1940s, which utilized the Streamline/Art Moderne style popular at the time.<sup>8</sup> Design of the buildings was complete by January 1937, when construction of both hangar buildings commenced as the northeastern portion of the island was being filled.<sup>9</sup> The

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<sup>7</sup> "Clipper Fair Base Pact Near," *San Francisco Chronicle*, July 1, 1938, 11; William P. Day, "Birth of a Fair-How Treasure Island was Conceived and Developed," *Architect and Engineer*, February 1939, 23-24, 29.

<sup>8</sup>"America Gets a New Island," *The Architect and Engineer*, December 1937, 60; San Francisco Bay Exposition, *Official Guide Book*, 75; Carpenter and Totah, *The San Francisco Fair*; To be structurally sound, the Tower of the Sun required steel frame because of its sheer height.

<sup>9</sup> "Treasure Island Exposition Site Dedicated," *Nevada State Journal*, November 24, 1937; San Francisco Bay Exposition, Yerba Buena Island Shoals, Navy Public Works Drawing No. 1-3823, "Air Terminal Building," Sheet 6, circa 1936, Plan Files, "Yerba Buena Island," City and County of San Francisco, Department of Public Works,

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hangars initially were identical in design, and included steel and glass sliding hangar doors at both ends of the buildings, and skylights running the length of the ridge. Each building's design was altered to accommodate its distinct function for the Exposition. However, the core hangar section and the attached one-story element remained unchanged. The building of both structures commenced with the construction of the hangar section, which was mostly complete by July 1938. Within a month, the first clipper ship, the Philippine Clipper, landed at the Port of the Trade Winds.<sup>10</sup> Two months later the Hall of Transportation was dedicated "To Men with Wings of Yesterday, Today and Tomorrow."<sup>11</sup> Adjustments to the buildings that were specific to their function were then completed by late October 1938. As the main exhibit space for Pan American Airways, the Hall of Transportation required a large open space, much like the typical use of a hangar. Along with scale model airplanes, drawings and paintings, displays of engines and propellers, the building housed the complete operations in the maintenance of the Pan Americans' trans-ocean clipper planes. An overhead observation platform allowed viewing of an assembly line of Piper Aircraft Corporations "Cub" light aircraft and Douglas "Wrong-Way" Corrigan's airplane, which he flew on his non-stop flight between New York and Ireland in 1938.<sup>12</sup>

The Exposition ran for just over seven months and closed in late September 1940 amid growing hostility in Europe. With the ever-increasing tension between United States and Japan, the Navy jumped at the opportunity to use the 400 acre island adjacent to their already established facility at Yerba Buena Island for a new Navy station. Plans for the local airport at Treasure Island were postponed and by early 1941 the Navy began its 56-year occupation of Treasure Island. While the Exposition dismantled some of the GGIE buildings, and the Navy adapted many for military use, still the Hall of Transportation (Building 2) retained its original use as a hangar during the World War II. By 1946 larger land planes exhausted the use of passenger seaplanes, causing Pan American Airways to terminate flights of its China Clipper from the Port of the Trade Winds.<sup>13</sup>

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Bureau of Engineering; Naval Station Treasure Island, San Francisco, Navy Public Works Drawing No. 1-3805, "Revised Air Terminal Building, 3<sup>rd</sup>, 4<sup>th</sup>, Roof, Control Room Plan," January 1, 1936, Plan Files, "Yerba Buena Island," City and County of San Francisco, Department of Public Works, Bureau of Engineering.

<sup>10</sup> Pan American Airway's China Clipper service operated from 1938 to 1946 out of the Port of the Trade Winds, a seaplane harbor located on the southeast side of the island. E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings," Mare Island Naval Shipyard, Base Realignment and Closure, Revision 1, prepared for Environmental Department, Naval Station, March 1996, 4.

<sup>11</sup> "First Clipper Ship Makes Landing at Treasure Isle," *San Francisco Chronicle*, August 31, 1938, 16:2; "Officials to Dedicate Air Hall Tomorrow," *San Francisco Chronicle*, October 25, 1938, 10:5; "Air Transport Hall Dedicated," *San Francisco Chronicle*, October 27, 1938, H5:7.

<sup>12</sup> *Official Guidebook: Golden Gate International Exposition*, 60.

<sup>13</sup> E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings," 4.

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PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The Hall of Transportation (Building 2) is one of only three permanent buildings constructed for the Golden Gate International Exposition and proposed local San Francisco airport. Accordingly, this substantial reinforced concrete building is designed in the Art Moderne style in keeping with the Administration Building, which was to be the airport terminal building. Faithful to its original function, that of a maintenance hangar, the building is modest in its Moderne architectural details. The most defining characteristics of its style are the simple tapered pylons and recessed main entrance with plaster fluting, high relief and bronze glass doors.
2. Condition of Fabric: While the building suffered structural damage during the 1989 Loma Prieta earthquake, it is generally in good condition. The building was structurally upgraded and its interior renovated in 1992. Please refer to Part 1, Section A-6 for a detailed description on alterations and additions to the building.

B. Description of Exterior:

1. Overall dimensions: This rectangular building consists of two sections: a hangar segment and one-story section. The original hangar segment measures 225'-0" x 335'-0" and is 80'-0" in height while the one-story section is 40'-0" x 287'-0" and 22'-0" tall. Both the northwest and southeast sides are divided into seven bays measuring 41'-0" wide. The Hall of Transportation encompasses a total of about 86,855 square feet of space, about 85 percent of which is open beneath the main truss system.
2. Foundation: The building is built on a concrete pile foundation supporting a concrete slab floor that is approximately 2'-0" thick.
3. Walls: All exterior walls are reinforced concrete parapets finished in 2" of gunite. A concrete water table course at ground level guides water away from the face of the northwest wall and pylons. Six 10'-0" wide piers divide the seven bays on the northwest and southeast sides. Within the bays there are two 1'-6" wide pilasters separating the windows. Beneath each window, the wall slopes outward, descending approximately 4'-0". Similar pilasters, each approximately 4'-0" wide are repeated and centered on the pylons. The building is painted off-white and teal. The main façade (southwest side) is dominated by a recessed entryway highlighted by a high relief depicting a female figure, known as "The Spirit of Transportation," with a winged helmet holding the world with an airplane. Small square glazed tiles clad the lower portion of the façade wall.

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4. Structural system, framing: The open, three-hinge riveted steel arch truss system is anchored by four concrete tapered pylons, or towers, located at each corner of the building.
5. Openings:
  - a. Doorways and doors: The main entrance includes three sets of modern anodized aluminum and bronze glass doors recessed and centered on the facade. On the northeast side, the hangar door area has been infilled with a concrete wall and the only openings are two sets of double metal personnel doors located on this side, near the corners of the building. The one-story element includes one single metal personnel door and two sets of double replacement doors and only one entrance, double metal personnel doors, is found centered on the northwest side of the building.
  - b. Windows: Both the northwest and southeast sides of the main hangar section have seven sets of steel frame windows divided by 10'-0" wide piers. Each set has three windows (each 9'-0" wide by 18'-0" in height) which are composed of two nine-light fixed windows below six-light pivot windows, separated by a 1'-6" wide pilasters. Fenestration on the one-story element imitates that of the hangar, with six-light pivot windows over nine-light fixed steel windows. This façade consists of a 2" thick insulated, translucent, sandwich panel that is intermixed with three levels of pivot and fixed windows (each window measuring approximately 9' in width and 8'-6" in height). The northeast side has no window openings.
6. Roof:
  - a. Shape, covering: The arched roof is topped by composite roofing over wood plank deck, with similar roofing over the one-story flat roof element.<sup>14</sup>
  - b. Towers: The building includes four concrete tapered pylons, or towers, located at each corner of the building. These pylons measure 67' -11' tall

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<sup>14</sup> Various Architectural Drawings on file at the City and County of San Francisco, Department of Public Works, Bureau of Engineering: San Francisco Bay Exposition, "Palace of Fine Arts Elevations," Sheet AFA-3, July 29, 1938, revised October 10, 1938; "West Hangar, East Hangar Reverse of Same: First Floor Plan and Plot Plan," Sheet 1, June 1, 1936; "West Hangar, East Hangar Reverse of Same: Elevations and Sections," Sheet 3, PWC # 75095, June 1, 1936; "West Hangar Building: Sections" circa 1936; Stephen D. Mikesell, JRP Historical Consulting Services, "Statement regarding potential significance for Treasure Island, as an engineering achievement," January 30, 1998; Sally B. Woodbridge, "Treasure Island Cultural Resource Survey Report," Prepared for Navy Public Works Center, San Francisco Bay, May 14, 1982; GGIE Research Associates. "Application for Registration of Historical Landmark." Treasure Island, Landmark No. 987, Prepared for Navy Public Works Center, San Francisco Bay, October 2, 1989

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and are 24'-0" wide at the base and 18'-0" at the very low-pitched pyramidal top.

C. Description of the Interior:

1. Floor plans:

- a. Basement: The basement level of this building was not accessible.
  - b. First floor: Most of the main hangar section is an open plan with the exception of a modern, two-story office area that utilizes approximately 10 percent of the buildings floor space. This office area is rectangular in plan and encloses the southwest corner of the hangar section, incorporating the main entrance. The original one-story segment of the building was also inaccessible<sup>15</sup>. A wood platform is set within the truss frame at about the second floor level.
2. Stairways: Metal ladders to the roof are located within each pylon and were not accessible at the time of this recordation. Similarly, access to the interior office space was not accessible.
  3. Flooring: Poured concrete slab in the main hangar section. The flooring in the office is finished with carpet likely added in the 1990s.
  4. Wall and ceiling finish: The interior office area walls and ceiling are finished in wallboard although the first floor on the northwest wall has full-length glass windows and doors. The remaining part of the hangar is unfinished.

D. Site:

1. General setting and orientation: The Hall of Transportation (Building 2) is located on the southeast side of California Avenue, between Avenue D and F, on Treasure Island, northeast of the main, gated entrance to the former Treasure Island Naval Station. The building faces west-southwest towards the City of San Francisco, which is located approximately three miles west. The Port of the Trade Winds, formerly the runway for seaplanes and today known as Clipper Cove, is sited about 200'-0" feet southeast. Presently, the building is surrounded on the northwest, northeast and southwest sides by a broad expanse of concrete, now primarily utilized as a parking lot. Shrubs of varying sizes are arranged immediately adjacent to the building and remnants of a row of olive trees, dating from the Exposition, line the median between the building and California Avenue.

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<sup>15</sup> Due to safety concerns such as lack of overhead lighting, some areas in Building 2 were not accessible during recordation of the building. For other spaces, access could not be coordinated with the occupant at the time of the recordation. This document, however, provides description and photographs of the interior spaces that best represent the building's historic and architectural significance.

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2. Historic landscape design: While the Golden Gate International Exposition included an elaborate formal landscape design, much of the setting around the Hall of Transportation was rather simple in its surroundings. A wide concrete walkway led from Clipper Way, a road that was incorporated into a parking lot, to the main entrance. The northwest and southwest sides of the building were surrounded by a large lawn lined by olive trees that ran, on the north side, from Parkway Passage southwest along California Avenue to Clipper Way. Shrubs of varying size were planted immediately adjacent to the building with taller trees highlighting the verticality of the pylons. Landscaping on the southeast side of the building consisted of grass outlined by curvilinear concrete walkways that accessed secondary entrances. A broad expanse of concrete stretched north from the Port of the Trade Winds to California Avenue, allowing airplanes sufficient access to the hangar building.

PART III: SOURCES OF INFORMATION

- A. Architectural Drawings: On file with the Bureau of Engineering, Department of Public Works, County and City of San Francisco. This facility maintains hundreds of architectural drawings for many buildings constructed for the Golden Gate International Exposition, including the three remaining Exposition buildings on Treasure Island. These drawings date from 1936 to present and document many of the numerous interior alterations during the Navy's occupation of the island. Below are just a few key drawings of the numerous architectural plans for the Hall of Transportation.

San Francisco Bay Exposition. Navy Public Works Drawing No.75095, "Elevations and Sections for West Hangar (East Hangar reverse of same)" Sheet 3, June 1, 1936.

\_\_\_\_\_. "West Hangar, East Hangar Reverse of Same: First Floor Plan and Plot Plan," Sheet 1, June 1, 1936

\_\_\_\_\_. "West Hangar Building, Sections." Circa 1936.

The Treasure Island Museum also maintains a small collection of architectural drawings for some Exposition buildings; however, this collection is not open to the public at the present time.

The Stinnett Group. Naval Station Treasure Island, "Repair Earthquake Damage-Building 2." Sheets A3, A8.1, A10. March 1992.

Twelfth Naval District, San Francisco, California. Public Works Department. U.S. Naval Station Treasure Island, San Francisco, California. "Conversion of Hangar No. 2 for Naval Reserve Armory." Floor Plans. Navy Public Works Drawing No.75039. Approved October 23, 1946.

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\_\_\_\_\_. "Hangar Building 2, New Wall East End of Building." Navy Public Works Drawing No. 2-489. December 4, 1946.

\_\_\_\_\_. "Hangar 2, New West End Entrance Doors." Public Works Drawing No. 2-498. Approved January 3, 1947.

Pan American Airway System Airport Department, Pacific Division. "Hangar Lean-to First Floor Treasure Island." Drawing No. F624-A. August 12, 1942,

- B. Early Views: The Golden Gate International Exposition is well documented. There is an abundance of photographs at numerous facilities depicting the construction of Treasure Island and the Exposition buildings, as well as day-to-day views of the Exposition and its venues.

"Aerial view of Treasure Island looking south," May 8, 1952. From Record Group 80, Negative 050852, National Archives and Records Administration.

"Fire at Treasure Island," April 10, 1947, shows the Hall of Transportation and Palace of Fine and Decorative Arts, from Record Group 80-G, Negative 397192, National Archives and Records Administration.

- C. Interviews: None

- D. Bibliography:

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2. Unpublished Sources:

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GGIE Research Associates. "Application for Registration of Historical Landmark." Treasure Island, Landmark No. 987. Prepared for Navy Public Works Center, San Francisco Bay. October 2, 1989.

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4. Periodicals:

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*Nevada State Journal*, November 24, 1937.

*San Francisco Chronicle*, August 31, 1938 October 25, 1938, October 27, 1938, March 5, 1939, and July 1, 1939.

E. Likely Sources not yet investigated: The Golden Gate International Exposition was heavily documented during run between 1939 and 1940. Various collections contain numerous photographs, historic accounts, ephemera and architectural drawings for the fair.

San Francisco Historical Photograph Collection. San Francisco Public Library

Treasure Island Museum, Treasure Island, San Francisco, CA.

Upon operational closure of the former Naval Station Treasure Island, records and materials formerly housed in the Navy’s Treasure Island Museum were collected,

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catalogued and assembled for shipment. As such, these items were not wholly accessible and were not available to the public at the time of Recordation. Due to the loan of various drawings and materials to those entities operating and maintaining the property by lease, some records were inaccessible or not indexed, including architectural drawings, contracts, and photographs.

San Francisco Golden Gate International Exposition, 1939-40. Special Collections  
Library, California State University, Fresno

Bancroft Library. University of California, Berkeley.

Environmental Design Archives. University of California, Berkeley.

This facility includes collections for a number of the Exposition architects as well as a general collection on the Golden Gate International Exposition.

Bernard Maybeck Collection, 1897-1956. Collection 1956-1

Fairs and Expositions Collection, 1893-1967, Series III: Golden Gate International Exposition, San Francisco, 1939. Collection 1999-2.

Gardner A. Dailey collection, 1923-1979. Collection 1999-10

Lewis P. Hobart Collection, 1907-1915. Collection 1986-4

William G. Merchant Collection, 1934-1941. Collection 1962-2

National Archives and Records Administration (NARA), San Bruno.

F. Supplemental Material:

1. The Site Map, a re-production of a 1995 Navy station map for Naval Training Station Treasure Island, shows the three extant Exposition buildings and also includes a key to exterior photographs.
2. The sketch floor plan of the Hall of Transportation, based on 1936 plans, shows the approximate floor plan as of November 2003.
3. Drawing 1 is a 1936 architectural drawing of the elevations and sections for the hangar building. This drawing shows truss system as well as the originally designed steel and glass sliding hangar doors and skylights. This plan is on file at the Bureau of Engineering, Department of Public Works, County and City of San Francisco.

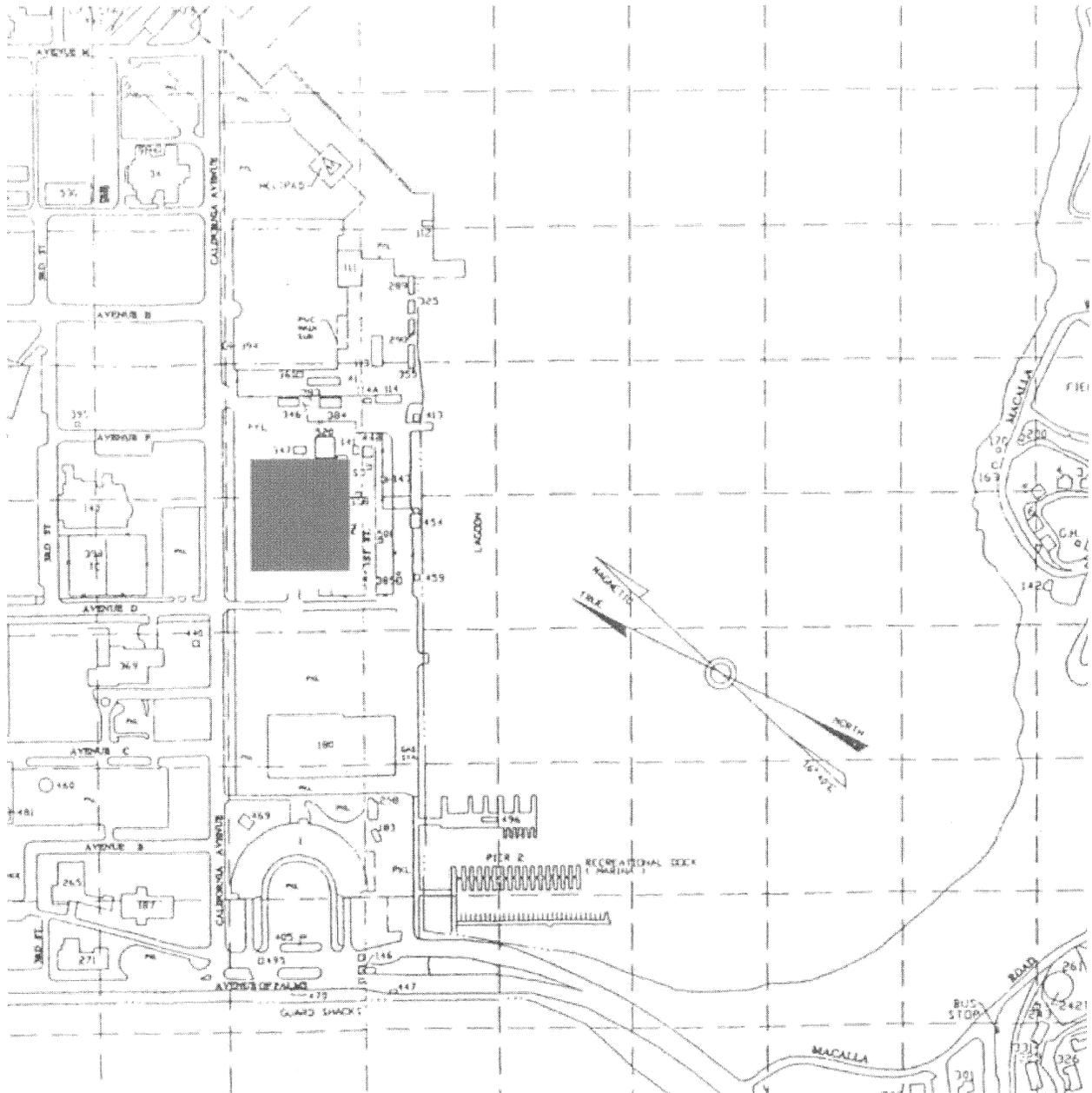
PART IV: PROJECT INFORMATION

This project was undertaken to fulfill the requirements of the Memorandum of Agreement between the Navy and the California State Historic Preservation Officer for the layaway, caretaker maintenance, interim leasing, sale, transfer, and disposal of historic properties on Naval Station Treasure Island

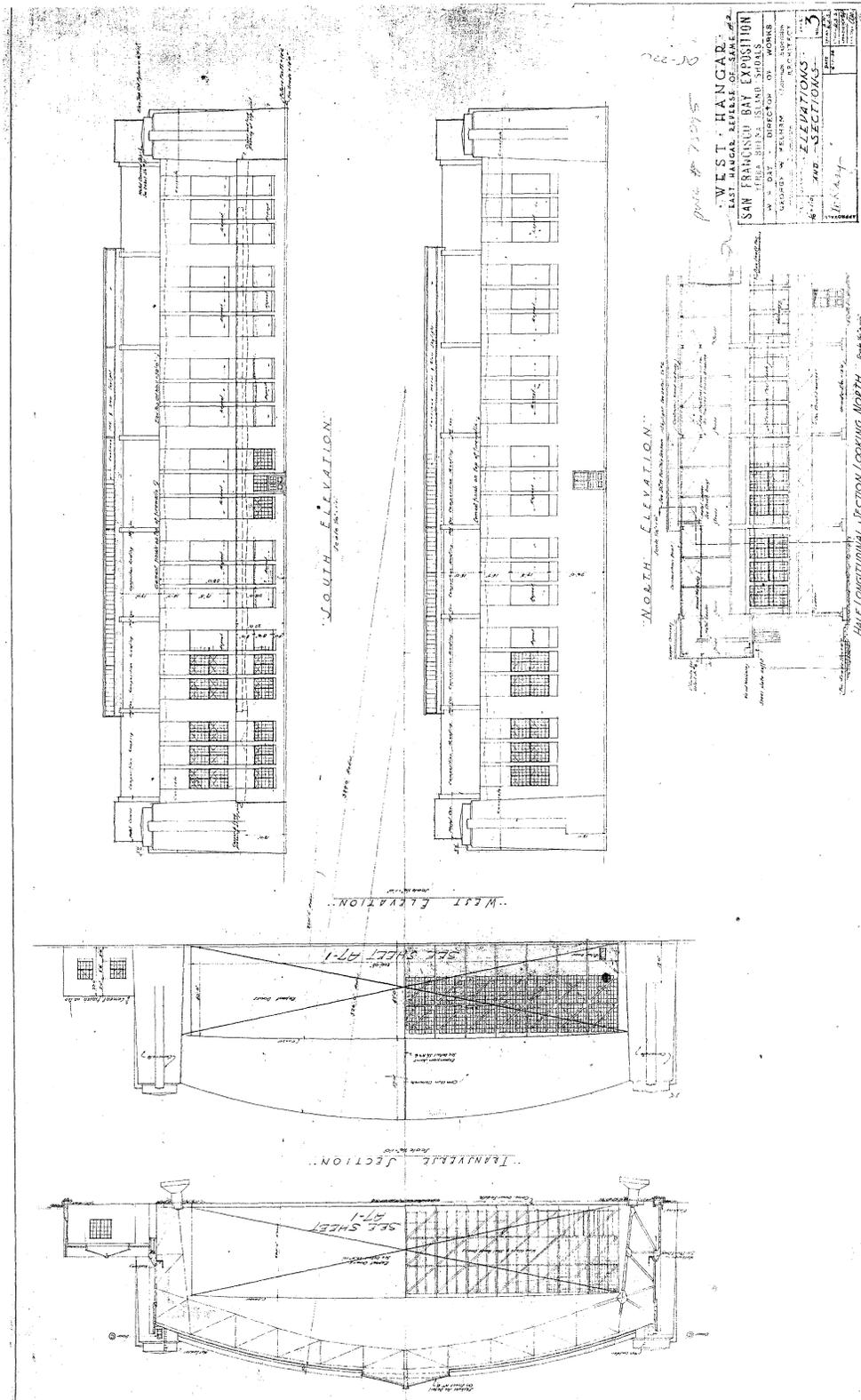
Amanda Blosser and Toni Webb of JRP Historical Consulting prepared this document for Science Applications International Corporation (SAIC) and the Navy. Both Amanda Blosser and Toni Webb conducted the fieldwork, wrote architectural descriptions, and the historic context. Both Ms. Blosser and Ms. Webb conducted research for this project at the California State Library, Treasure Island Museum, County and City of San Francisco, Department of Public Works, Bureau of Engineering. William B. Dewey produced the photography.

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**SITE MAP**



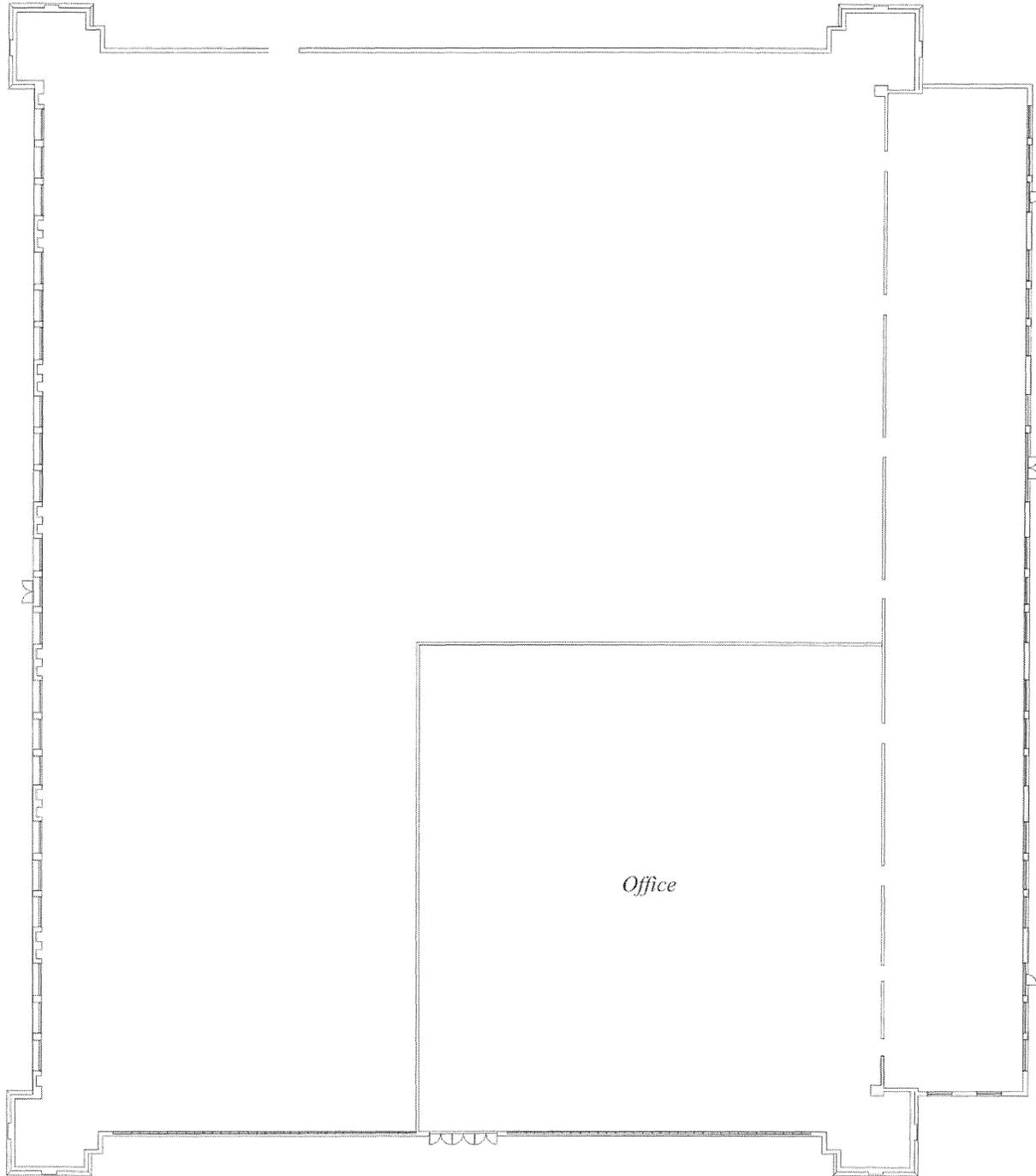
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**Drawing 1.** San Francisco Bay Exposition. Navy Public Works Drawing No.75095, "Elevations and Sections for West Hangar (East Hangar reverse of same)" Sheet 3, June 1, 1936.

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**SKETCH PLAN**



Not to scale