



Charlene Duval, Executive Secretary

cduval@sourisseauacademy.org

Leilani Marshall, Archivist

lmarshall@sourisseauacademy.org

Phone: 408 808-2064

Sourisseau Academy

Smith Layton Archive

presents:

Les Amis (The Friends)

photo collection

July 2014

Your donations purchased these photos. Thank you!

<http://www.sourisseauacademy.org/>

A photo recently purchased by *Les Amis de Sourisseau!*
July, 2014



49) It really does matter where you put your commas. The license plate proves that the year was 1923, and what we think the photographer meant to say was that this well-maintained five-year-old General Motors delivery truck, owned by the Keystone Company Wholesale Distributors and parked at the corner of Market and Divine across the street from the Keystone Company's building, had 27,000 to 30,000 miles on those hard rubber tires. Although those tires are no longer with us, that elegant columned building to the left was the Ward funeral home and now houses the offices of several attorneys and the Keystone building is now known James Square at 255 N. Market Street. (Caption by Tom Layton, with information from Charlene Duval.)

A photo recently purchased by *Les Amis de Sourisseau!*
July, 2014



50) 1959: Have you ever wondered about all those tropical-sounding street names just to the east of Highway 101? This remarkable aerial view, facing south along the Route 101 Bayshore Freeway (upper right), shows the first 600 houses of Branden Enterprise's Tropicana Village, an intended 10,000-house development of modern ranch homes that had exotic names like "The Biscayne" and "The Capri," which offered the latest in modern conveniences. At top center is the vacant site for an elementary school. At top left is the old San Jose Airport, before it was demolished. Story Road is at the bottom. (Caption by Tom Layton.)

A photo recently purchased by *Les Amis de Sourisseau!*
 July, 2014

PLANE FAX

How new gas helps protect cylinder heads, rings, valves, spark plugs



"If you've had trouble with high head temperatures, particularly with back cylinders on opposed or in-line engines, you'll be glad to know Chevron 80/87 Aviation Gasoline helps keep 'em cool," reports Cecil Reid, owner of busy Hillview Airport.

For cooler flying, quieter take-off and better performance under all conditions, use Chevron 80/87. Okayed by Pratt and Whitney for engines up to 600 hp.

"Busters use RPM because it can take a beating"



"The hardest abuse a plane can get is crop dusting. You've got to have a good oil to keep engines running free and clean during those wide-open throttles on pull-ups, and when you're hedge-hopping through bugs, dirt and grit. That's why our L-3 Buzzards use nothing but RPM Aviation Oil.

"There's no question about it—the combination of RPM and Chevron 80/87 gives engines longer life with better service and fewer repairs."

TIPS OF THE MONTH
 "Three rules for happier flying"

1. Carry lighter loads when landing high-altitude airports—or you may stall out on take-off.
2. Reverse trim regularly for long air, safer water.
3. Mince to win—when your husband starts up a grass runway, avoid that fat oily grass mound rather than back land weather coming home.

Cecil Reid, owner, Hillview Airport

Quick picture of
REID'S HILLVIEW AIR
 San Jose, Calif.

First Bay Area civilian field to open after the war • All-steel hangars for 78 planes • Flight training, CAP, rental & charter service • Free services for all visitors—windshield, air, reservations • Complete line, Standard Oil products

PLANE FAX

How new gas helps protect cylinder heads, rings, valves, spark plugs

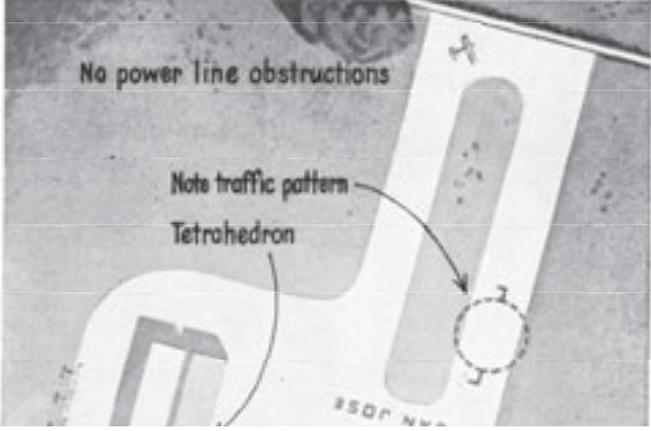


"If you've had trouble with high head temperatures, particularly with back cylinders on opposed or in-line engines, you'll be glad to know Chevron 80/87 Aviation Gasoline helps keep 'em cool," reports Cecil Reid, owner of busy Hillview Airport.

For cooler flying, quieter take-off and better performance under all conditions, use Chevron 80/87. Okayed by Pratt and Whitney for engines up to 600 hp.

Quick picture of
REID'S HILLVIEW AIRPORT
 San Jose, Calif.

First Bay Area civilian field to open after the war • All-steel hangars for 78 planes • Flight training, CAP, rental & charter service • Free services for all visitors—windshield, air, reservations • Complete line, Standard Oil products.





Standard Oil Company of California

51) When Bob and Cecil Reid built the Garden City Airport in 1935, they didn't know that two years later they would have to close down to make room for Highway 101. Unfazed, they then bought land adjacent to the Hillview Golf Course and established Reid's Hillview Airport. Although the Government closed all private airports along the Pacific Coast during World War II, the Reid brothers resumed operations in 1946. In November 1950, the Standard Oil Company of California, eager to grab market share with private flyers, placed an ad in Flying Magazine, touting its products while flattering the airport. In 1971, the golf course was removed to make way for the Eastridge Mall, but the airport, now owned by Santa Clara County, survives. (Caption by Tom Layton.)

A photo recently purchased by *Les Amis de Sourisseau!*
July 2014



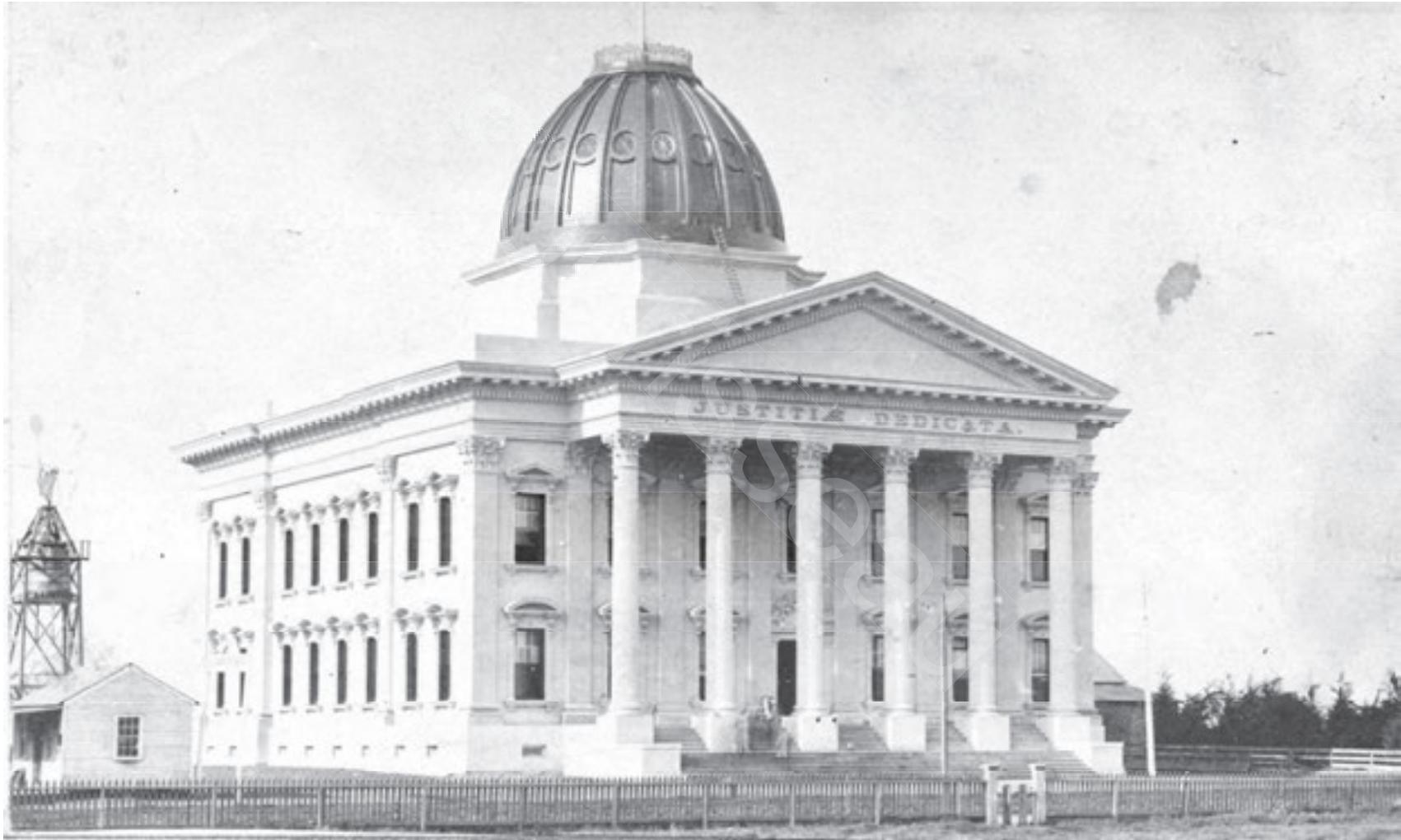
52) 1871: Despite the somewhat misleading "1857" on the San Jose State University seal, the State Normal School actually came to San Jose fourteen years later in 1871 when construction began on its first building. This remarkable view, facing east from near First and San Fernando Streets, shows the building under construction during winter 1871 or early spring 1872 (no leaves on the trees) before the front steps had been built and with scaffolding still in place across the central group of third-story windows. (Caption by Tom Layton.)

A photo recently purchased by *Les Amis de Sourisseau!*
July, 2014



53) Circa 1867: Prefabricated houses are nothing new in California. Many were imported from China during the Gold Rush, but this one was special! Large quantities of bright red vermilion ink, made from cinnabar (mercury ore), were essential for the stamp marks applied to all official Chinese documents. In about 1855, this remarkable eight-sided pagoda was sent to the owners of the New Almaden Quicksilver Mine — along with the Chinese carpenters to assemble it — as thanks for courtesies extended to a Chinese delegation who had traveled there to view the production of vermilion and to negotiate a contract for its export to China. Photographer Carleton Watkins registered this stereoview in 1867. (Caption by Tom Layton.)

A photo recently purchased by *Les Amis de Sourisseau!*
July, 2014



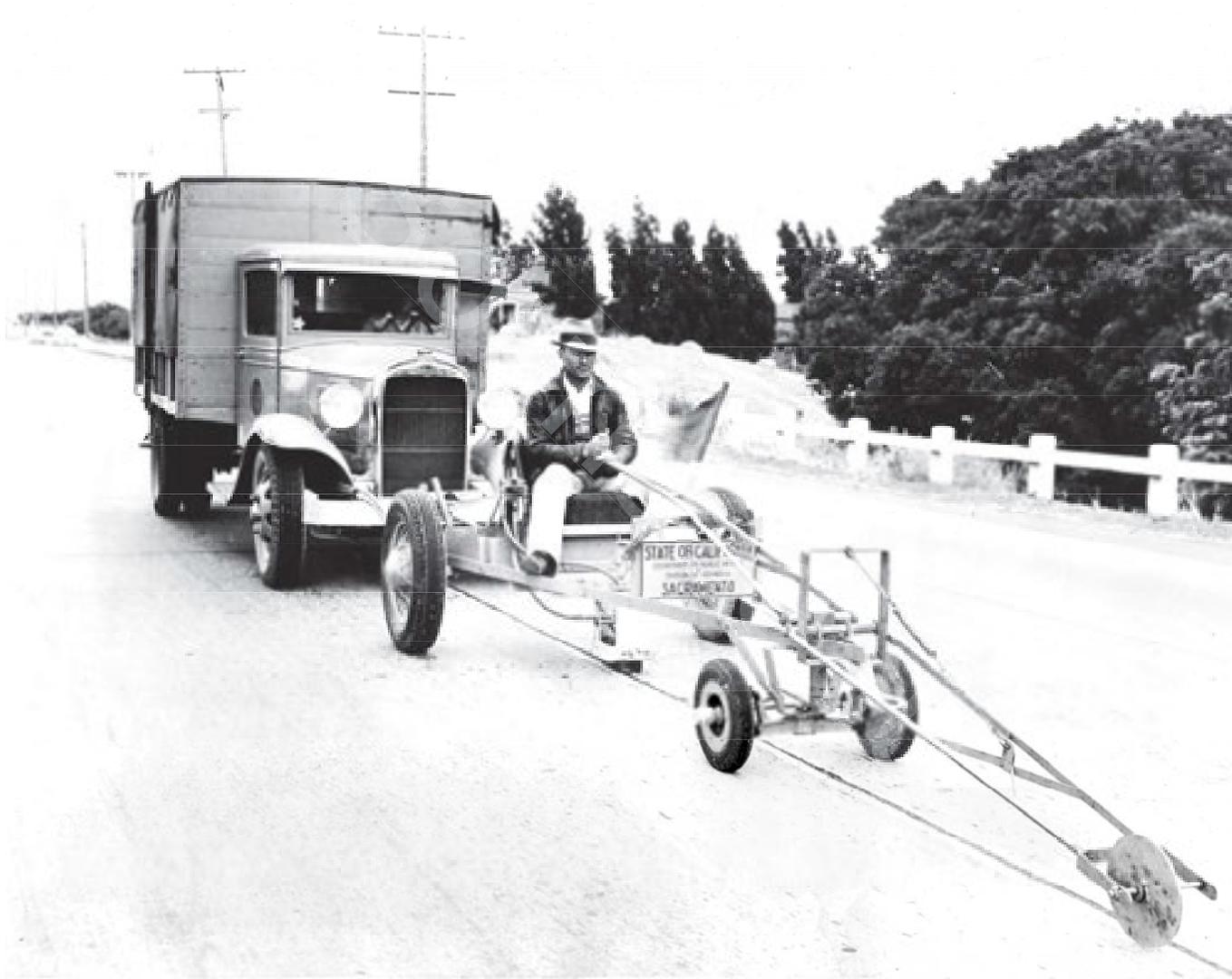
54) 1868: Several months ago, we presented a 1931 photo of the Santa Clara County courthouse with its copper-covered dome in flames. Here we see J. H. Heering's photo of that same courthouse shortly after its completion in January 1868 and before its copper dome had begun to tarnish. San Jose boosters had hoped that this elegant Greek Revival building, designed by well-known local architect Levi Goodrich and built at a cost of \$150,000 in gold — as noted on the back of this photograph — would attract the California State Capitol back to San Jose. The structure to the left is a water tank surmounted by a windmill. (Caption by Tom Layton.)

A photo recently purchased by *Les Amis de Sourisseau!*
July, 2014



55) Circa 1910: A horse-drawn wagon delivers scrap iron to the newly re-established Joshua Hendy Iron Works in Sunnyvale, California. Yes, the company was much, much older, but in 1906 after its San Francisco operation had burned to the ground, the City of Sunnyvale's offer of free land enticed the company to rebuild in the South Bay. Originally established in 1856, the company had first specialized in heavy mining equipment such as stamp mills. Through World Wars I and II, the company increasingly specialized in building ship engines. In 1947, it was sold to Westinghouse and eventually began to produce nuclear power plant equipment. In 1996, the company was sold again and became Northrop Grumman Marine Systems. (Caption by Tom Layton, with some information from Wikipedia.)

A photo recently purchased by *Les Amis de Sourisseau!*
July, 2014



56) 1935: How did all those white lines get painted down the center of Highway 17 — and all of those other California highways? The State Division of Highways kept eleven of these remarkable striping machines — this one propelled by a REO truck — hard at work, to keep all of our grandparents driving within their proper lanes. A stream of compressed air blew away the dust before a lacquer stripe was applied at the rate of eight to twelve gallons of paint per mile of four-inch stripe. Little red marker flags were placed on either side of the stripe to keep the traffic away until the lacquer had dried. The stripes were renewed about once a year. (Caption by Tom Layton.)