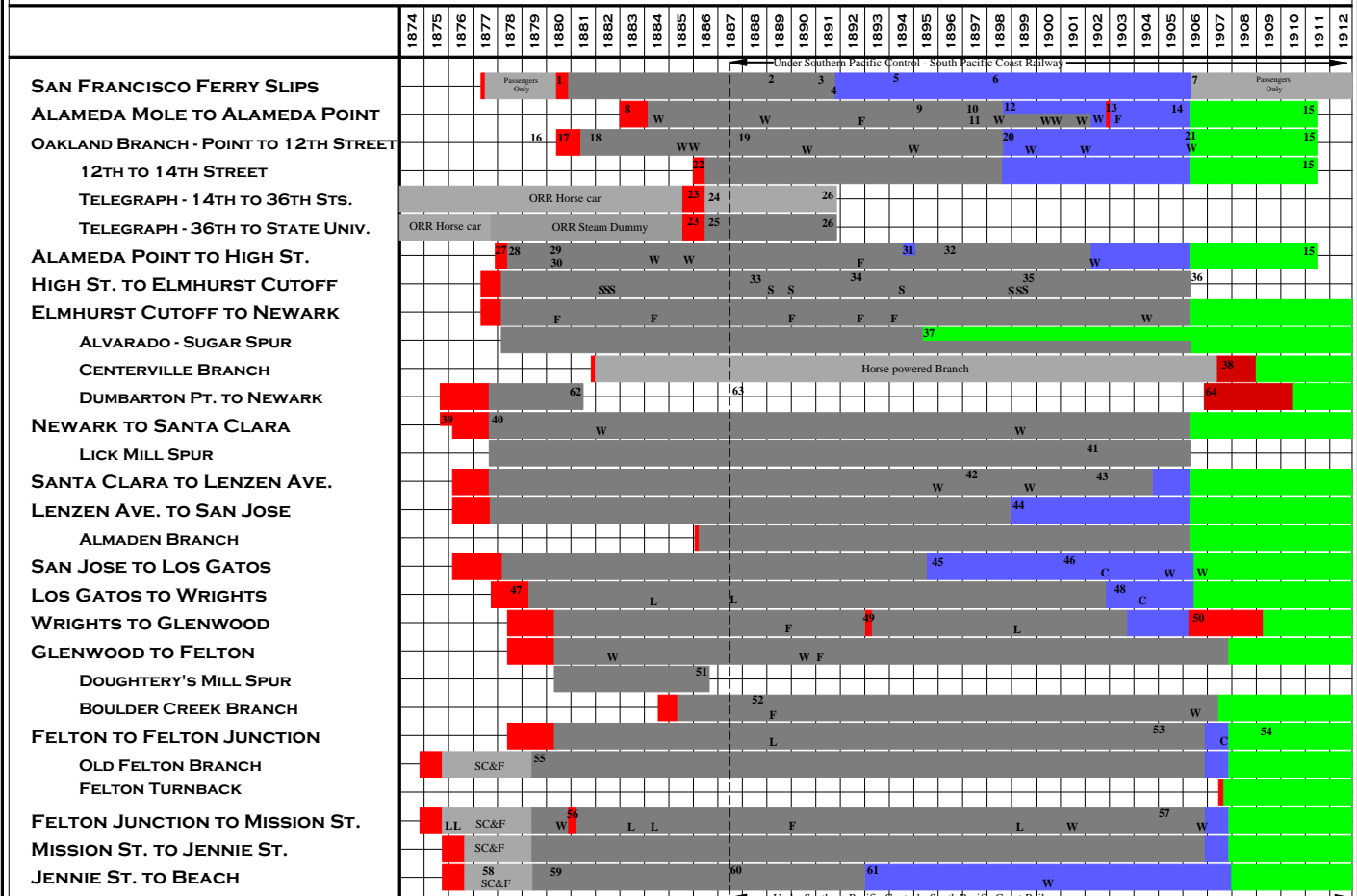


SOUTH PACIFIC COAST RAILROAD - TRACK STATUS TIMELINE



LEGEND:

UNDER CONSTRUCTION	
NARROW GAUGE	
DUAL GAUGE	
STANDARD GAUGE	
OTHER	

S = TRAIN DERAILED OR TRACKS SINK AT THE "SINK,"
W = TRAIN WRECK OTHER THAN THE "SINK,"
F = TRACKS FLOODED OR WASHED OUT.
L = LANDSLIDE THAT COVERS OR DESTROYS TRACKS.
C = COLLISION OF NAR. AND STAND. GAUGE TRAINS
SC&F = SANTA CRUZ & FELTON RAILROAD
ORR = OAKLAND RAILROAD

NOTES:

Sources: Newspapers, Sanborn Maps., and Books.

1. SPC Ferry Freight slip and wharf with yard constructed just south of ferry building.
2. SPC portion of Ferry building torn down to allow construction of sea wall.
3. Passengers move to temporary ferry building during construction of new building.
4. SPC freight ferry relocates to State Belt RR Lombard street ferry slip.
5. Second State Belt RR ferry slip constructed to replace damaged slip.
6. New ferry building opens at end of Market Street.
7. Narrow gauge freight service discontinued.
8. Passenger Ferry Terminal built 2.5 miles out in the bay.
9. Mole trestle filled with rock.
10. Mole widened with dredging spoils and rock.
11. Electric lights installed in the Alameda Ferry Terminal
12. Main Line (South track) narrow gauge, Oakland Branch dual gauge. (North track)
13. Alameda Mole fire, recently completed freight slip slightly damaged.
14. New Alameda Mole Depot opened.
15. Electric Interurban service begins in Alameda.
16. Oakland approves steam trains up Fallon St but requirements make it unbuildable.
17. Oakland approves steam trains up Webster Street to 12th street.
18. New Webster Street Bridge opened.
19. 14th and Franklin Freight yard built, 12th and Webster yard abandoned.
20. Harrison St Bridge opened with dual gauge track.
21. Double track built straight across Alameda Marsh to Webster Street.
22. City of Oakland approves extension of steam trains to 14th street.
23. J. G. Fair purchases the ORR, converts it to 3' gauge, and adds a second track.
24. Fair/SPC fail to get a steam franchise within Oakland City limits.
25. SPC loco #1 is used for passenger and freight cars outside the Oakland City limits.
26. Horse and steam line converted to electric streetcar.
27. Passenger Ferry Terminal constructed at Alameda Point.
28. Scheduled trains begin between Alameda Point and Los Gatos.
29. Scheduled trains begin between Alameda Point and Santa Cruz.
30. Freight Ferry Terminal constructed at Alameda Point.
31. Trestle btw. Pacific and Second Ave. filled with rock. Outside track dual gauge.
32. Alameda Pt. passenger depot and shed removed. Freight ferry slip continues.
33. Stone foundation built for future replacement San Leandro Bay Bridge.
34. New San Leandro Bay steel drawbridge installed.
35. Ferryboat Alameda's hull sunk and filled with gravel to repair the Sink.
36. San Leandro Bay Drawbridge removed. SPC mainline connected to SP via Elmhurst Cutoff.
37. Standard gauge spur built from Decoto to sugar beet refinery.
38. Conversion to standard gauge, connection to Decoto, and across the Bay to Menlo Park.
39. Santa Clara Valley Railroad begins grading between Newark and Alviso.
40. Excursion trains begin between Dumbarton and San Jose.
41. Union Distilling Company moves into Lick Mill to distill molasses from Salinas.
42. SPC Santa Clara/SP depots combined. Crossing moved south. of the depot
43. Molasses transfer tanks erected at Santa Clara
44. Lenzen Street dual gauge engine facility constructed.
45. Standard gauge used only for freight.
46. First broad gauge passenger train to Los Gatos.
47. Original Tunnel No. 1 collapses while it is being dug.
48. Tunnel No. 1 daylighted.
49. Landslide closes Tunnel No. 2 at Wrights.
50. San Francisco Earthquake collapses Tunnel No. 2 at Wrights.
51. Dougherty's Mill burns down. Mill relocates up the San Lorenzo River.
52. A seven mile lumber extension is constructed north from Boulder Creek.
53. Steel pin-truss bridge replaces wooden Howe truss at Big Trees.
54. Steel Truss and Girder bridges replace steel pin-truss at Big Trees
55. A. E. Davis purchases controlling interest in the SC&F and leases it to the SPC.
56. Major landslides at Coon Gulch and Dougherty's closes Main Line.
57. Concrete arch built at Coon Gulch.
58. Powder Works Spur built
59. Through trains ran to Aptos on the SCRR from May 15th to May 28, 1880.
60. Transfer siding built in Santa Cruz yard.
61. Santa Cruz dual gauge Union Depot Opens
62. Dumbarton Pt. track abandoned sometime during 1881.
63. Water pipes constructed on SPC ROW across the Bay to Ravenswood Pt.
64. Southern Pacific Railroad Dumbarton bridge begins construction.