

Transportation In the San Ramon Valley

FOCUS:

How has transportation changed the San Ramon Valley?

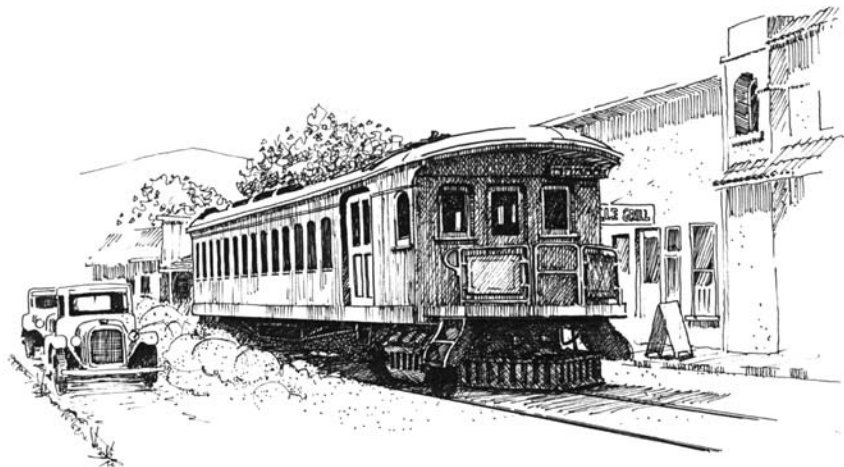
MAIN IDEA:

Use information provided to learn how different modes of transportation have changed the San Ramon Valley.

VOCABULARY:

transportation
freeway
carretas
freight
wagons

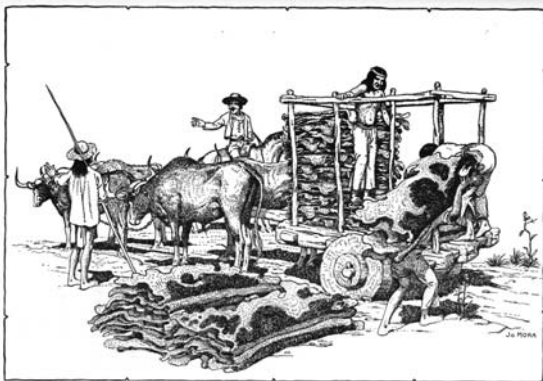
depot
passenger
BART
stagecoach



Student Pages

Transportation is how we get around and how we get our goods around. Think of all the ways that you get around. How do you get to school? How do you get to your friend's house? How do you go to the store? How did they get the furniture to your house? What are two ways that you might get to Hawaii? We have many ways to get around. Let's make a list on the board of all the methods of transportation that we can think of.

Let's go back in time and think about how the Indians got around. The Indians walked everywhere. There were no roads, but Indians made trails with their feet. They carried their loads in baskets and they probably carried their babies on their backs in cradles. How far do you think the Indians went? How much could they carry?



Loading the Carretas with Hides for the "Boston Ships"

When the Spanish people came to live here they rode horses from place to place and they used mules to carry their supplies. The women and children rode in **carretas** which were open wooden boxes held together with leather strips. Oxen were used to pull the **carretas**. The roads and paths were dirt.

Roads were very important to people who lived in our area. Roads helped people take things they had to sell from one place to another, and it meant that people could visit friends in distant locations. Back in 1850 roads were so important that a law was passed that every man between the ages of 18 and 45 years of age had to work five days a year on the roads. You could also pay someone to work for you. Do you think this was a fair law? The road in the San Ramon Valley was very long. As the roads got better and connected to more places, more people came to live in the San Ramon Valley. When people came, there were also more houses and more businesses. Remember it is 1850. What businesses do you think came to our valley? How do we get roads today?

Back in 1850, people did not have cars or any of the modern forms of transportation. Back in those days people traveled around in **wagons**, usually pulled by horses. People also used **wagons** to haul things that they wanted to

sell. If you had been living back then you might have been driven to school in a **wagon** driven by your mother or father. How fast do you think they went? Do you think it was fun to drive to school in a **wagon**?

Wagons were four-wheel vehicles covered or uncovered used to carry people and freight.

Wagons were pulled by horses or oxen.

During 1860, people might have traveled around the area in a **stagecoach**. There were coaches that ran daily between Martinez, Lafayette, Walnut Creek, Pacheco, Alamo and San Ramon. This would probably be like a bus. You would go to the **stagecoach** station and get on the **stagecoach** and take it to another city.

Stagecoaches are horse-drawn coaches carrying passengers, mail, packages on scheduled trips.

If it were 1850 and you traveled to San Francisco Bay, you would have seen large and small ships. Many people and supplies traveled by ship to California from places all over the world.



Things to think about:

Why did roads help our area grow?

Why were ships so important to the people of California?

If you were a **passenger** in a **wagon** how long do you think it would take you to get from your house to school?

If you were riding in a **wagon** how long do you think it would take you to get from your house to Walnut Creek? How long does it take you now?

Why didn't people take frequent long trips in 1850?

Think of the places that you go with your family. Would you have been able to take the same trips back in 1850? Why not?

More Modern Transportation

Around 1877 railroads began to be built in our country. Have you traveled on a train?

Where did you go? Railroads were very important because it meant that people could get from one place to another. It also meant that farmers could get their crops from one place to another so they could be sold even in bad weather. **Passenger** trains carry people and **freight** trains carry things that people want to sell. Some trains carry both **freight** and **passengers**.

Freight is something that is carried from one place to another.

A **passenger** is someone who is riding in a car, or a train or an airplane.

People in the San Ramon Valley wanted the railroad to come to the valley. The farmers wanted the railroad to carry their crops to different places to sell, and people wanted to be able to travel to places outside of the area. In 1890 Mr. August Hemme of Alamo called a meeting. Committees



were formed and people worked to get the railroad to come to the valley. People worked very hard to get the San Ramon Branch Line of the Southern Pacific Railroad. The first train ran on February 7, 1891. Two large **depots** were built in San Ramon and Danville. A smaller **depot** was built in Alamo. The line ended in San Ramon until 1909 when the tracks were

extended to Pleasanton. The train stopped running in 1978 and now we use the railroad right-of-way as the Iron Horse Regional Trail. Have you walked or ridden on the trail?

A **depot** is a building which is set up to sell tickets and receive goods for transport. A station is the land on which a depot and other improvements were placed.

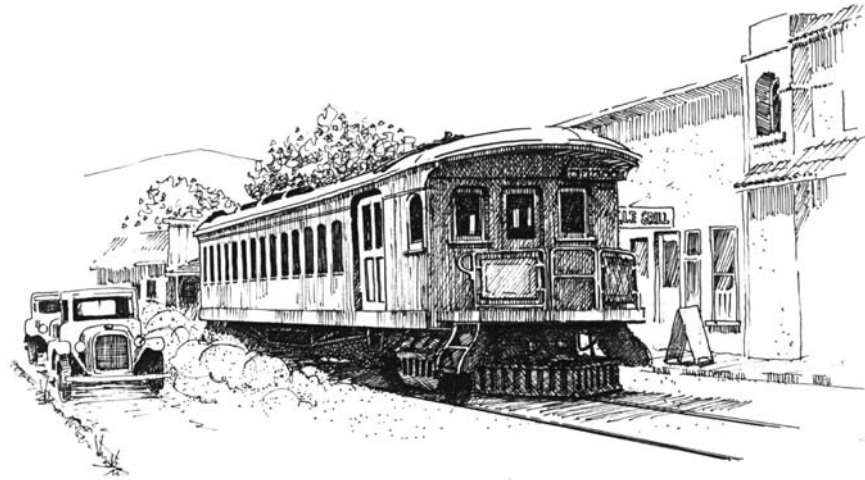


The train changed the San Ramon Valley. Farmers could ship their crops to far off places, and people could get supplies and mail faster. People could also travel to different places. The train brought more and more people to the valley. There were more houses, businesses and buildings. With more people what kinds of buildings would you expect to see?

Paved roads came to the San Ramon Valley in the 1900s. The first paved road in the county was built between Walnut Creek and Danville. Think about how much easier it was to drive your car or buggy on a paved road. When it rained, dirt roads became muddy and the wheels of buggies, **wagons** and cars often got stuck in the mud.

A **wagon** was a four-wheeled vehicle, either covered or open, used to carry freight or people. **Wagons** were pulled by horses or oxen.

From 1914 to 1924, there was an electric railway that transported people in the San Ramon Valley. The Oakland, Antioch and Eastern train came from Walnut Creek, and traveled through Alamo and Danville to Diablo. The Danville Branch was nicknamed the "Toonerville Trolley." The trolley lasted for 10 years.



Bridges also became important to the people of the San Ramon Valley. In 1936 the San Francisco-Oakland Bay Bridge opened to traffic. This bridge is eight miles long which makes it one of the longest bridges in the world. When you go to San Francisco with your family, you probably use this bridge. The Benicia Bridge is another bridge that is important to people in our valley. This bridge connects Contra Costa County with Solano County. If your dad or mom works in Benicia, he or she will probably cross the Benicia Bridge to get to work. Bridges help people get to their jobs and to places that they want to go.

Think of how much bridges have helped people get from one place to another. Before the Oakland-San Francisco Bridge was built, people had to cross from Oakland to San Francisco by ferry boat and that took a long time. What bridges have you crossed? Can you name some?

The I-680 **freeway** through the San Ramon Valley was completed in 1966. The freeway changed the valley forever. A **freeway** meant that someone living in the San Ramon Valley could commute daily to San Francisco and other places which before had been thought to be too far away. Houses went up and more houses went up. Churches, school, theaters, stores and many shops and businesses came to our area. Look at the population figures from 1960 to the present day. Look how we have grown. What would be different about a place with 12,000 people?

A **freeway** is a multiple-lane highway designed to move traffic smoothly and quickly.

	San Ramon Valley	Contra Costa County
Year	Population	Population
1960	12,706	411,200
1970	28,090	556,116
1975	41,195	582,820
1980	57,307	656,380
1990	85,085	803,732
2000	113,000	910,000

In 1972 **BART** (Bay Area Rapid Transit) opened to **passenger** travel. **BART** is a rapid transit system, which means it is a fast way of transporting people in railroad cars. People can park their cars at a **BART** parking lot and then get on **BART** and ride to places close to their jobs or other place that they want to be. **BART** helps our environment because it saves gas and it makes less traffic on the highways. Right now there are 95 miles of track and 35 stations. Our closest stations are in Walnut Creek or Dublin. Have you ridden on **BART**?

Gail Kameroner, 2004

Things to think about:

Why were farmers so happy to have a train come to our area?

How did the train help our area grow?

How does **BART** keep cars off the **freeway**?

What is different about the **freeway** and a regular street or road?

Why are bridges so important to our area?

Why do people like to ride **BART** to work?

Why are paved roads better than dirt roads?

Teacher Pages

Student activities:

Comparing generations (see activity pages)

Note: Comparing generations are enriching assignments that can be used simply by having students just write them as lists with illustrations or they can be turned into paragraphs with illustrations. Two or three of these assignments can be put together to form books which make nice keepsakes, especially if parents and grandparents are involved. It is really great if real photos are used. These make wonderful books for Open House.

Mural

For each section of the study of the San Ramon Valley, a mural could be created and joined with other murals for open house. These murals could be created as you go along or they could be put together as a large picture book that could even have a tape for narration. Children could work in groups to create their own large books.

Class timeline

Two to three students can work on section of the timeline.

Materials: 1. Lengths of paper.
2. Felt pens or crayons
3. 8 markers

Make a timeline with drawings depicting the history of transportation in Danville.

Draw Indians walking and carrying things they needed, date

Draw Spanish explorers walking, on horseback, or with pack mules, date

Picture the Spanish on the ranchos with carretas, date

Picture a stagecoach carrying people, date

Picture horses pulling wagons filled with people and or supplies, date

Picture a railroad with freight and passengers, date

Picture a paved road with cars, trucks, or horse and buggies, date

Picture electric trains, date

Picture bridge, date

Picture I680 freeway, date

Picture BART, date

Speaker on transportation:

This would be a great time to have an older person come and talk about transportation in his or her school days, the older the person the better.

Field trips (See special section on field trips.)

- **Family field trips:** Take BART and talk about directions
- **Passport opportunity:** San Ramon Valley Museum to look at train information and depot itself

History/Social Science Standards:

- Develops timelines of transportation
- Understands broad categories of historical time
- Reads graphic representation of information including graphs, charts, maps, and schedules
- Identifies and interprets the multiple causes and effects of events

Reading and Social Studies:

Diamond Cove, Harcourt Brace & Co., page 258: “The Inventor Thinks up Helicopters’
This is a wonderful poem that might inspire students do write the same kind of poem about cars, planes, boats, etc.

Communities, Harcourt Brace *Social Studies*, page 61 – Time-line; pages 188-189 Time-line

Communities, Harcourt Brace *Social Studies, Activities Book*, pages 7, 8 and 9.

Additional Resources

Activity pages

Comparing generations – transportation (parent and student pages)

Essays

The Railroad Comes to the San Ramon Valley
Transportation in 20th Century

Website

www.sacramentohistory.org Resources (includes lesson plans)

Books

- 385.09794 Dotson, Irma M., *Danville Branch of the Oakland Antioch & Eastern Railway*, Danville: Museum of the San Ramon Valley, 1996.

- 385.06597 Dotson, Irma M., *San Ramon Branch of the Southern Pacific*, Danville: Museum of the San Ramon Valley, 1991
- 385 Ward – Mt. Diablo coal mine railroads
- 385.06578 Hofsommer – Southern Pacific 1901-1985
- R385 WARD – Mount Diablo Coal Mine Railroads
- J385 & 385 – SUBJECT LOCATION FOR RAILROADS
- J 385.0979 *The Transcontinental Railroad* by Edward F. Dolan
- J 385.0979 *The Transcontinental Railroad* by Marilyn Miller
- J 385.0973 *Riding the Rails in the U.S.A.* by Martin W. Sandler
- J 385.0973 *The Transcontinental Railroad* by Gillian Houghton
- J 385.0973 *The Transcontinental Railroad* by Dan Elish
- J 385.0973 *Building the Transcontinental Railroad* by James Barter

The Railroad Comes

To the San Ramon Valley

One hundred years ago California was railroad country. In 1869 the Golden Spike celebration commemorated the fact that rails stretched across the entire country. Small farming community leaders believed railroad service to their communities would bring them prosperity.

San Ramon Valley farmers and ranchers were no different. Their cattle, grain, hay and fruit had to be hauled over dirt roads which were impassable during the winter rains. Yet the deep water ports of the Carquinez Strait were tantalizingly close.

So they dreamed, lobbied and planned for rail service, with Grangers prominent in the effort. Getting rail to the Valley was a prime topic of conversation at Danville Grange No. 85 meetings after 1873 when the farm organization was founded. The Grange included farmers and ranchers from Danville, San Ramon, Alamo and the Tassajara Valley.

Rival to Southern Pacific Plans a Train

A young entrepreneur, William Kye, appeared in the San Ramon Valley in 1890. Mr. Kye was the general manager of a new railroad called the Contra Costa and Eastern Terminal Railroad and he grandly announced plans for a new great transcontinental railroad. When Kye's crews surveyed the Valley, the locals caught railroad fever in earnest. Kye said he was willing to pay for the right-of-way if owners did not want to donate their land.

Three years earlier, in 1887, the Southern Pacific Railroad Company had raised and dashed farmers' hopes for a railroad. The Company had surveyed for a train and then removed the marking stakes. William Kye's activities piqued the interest of Southern Pacific and a Company representative, Mr. Field, began meeting with landowners in May of 1890. Field said the Company could begin to build the San Ramon Valley line in 30 days if the right-of-way was given to them without charge. He was empowered to accept deeds to the land immediately.

The battle was joined between William Kye and Southern Pacific. And the issue was the right-of-way. Since Kye had offered to buy land, many of the owners wanted Southern Pacific to pay as well. But Mr. Field was adamant: the Southern Pacific Railroad Company would not build the railroad if they had to pay for the right-of-way or any portion of it.

Right-of-Way Issues Debated

A whole series of meetings were held over this issue. The first was called by August Hemme on May 31, 1890. Hemme, who owned much of the flat land between Danville and Alamo, was willing to deed the right-of-way free. He believed the benefit and increase in land value was worth it.

Presenting the other side was pioneer R.O. Baldwin of Danville, another highly respected Valley leader. He wanted the railroad but did not understand why he and others would let a train split their best land without compensation. Others more distant from the tracks would receive the benefits without the inconvenience.

Mr. Field pressed for a decision; more meetings were held. It was determined that about 340 acres all-told were needed by the Southern Pacific for a right-of-way from Avon (near Martinez) to San Ramon. A committee composed of Hemme, Baldwin, J.A. Shuey, Albert Glass and J. M. Stow visited each owner of prospective right-of-way land. Each was asked if he was willing to grant the right-of-way free and, if not, what was the lowest price he would accept. The committee hoped that landowners off the line would contribute money to help buy some of the land.

Two-thirds of the right-of-way was obtained by the committee outright. Owners of the remainder had varied reactions: some needed time, some wanted to talk it over with friends, some dickered for a switch at their property and some wanted to be paid for "damage" to their property. Most were willing to take a reasonable amount if they could see the Company would actually lay the tracks soon.

In the meantime, William Kye had disappeared, leaving the field to the Southern Pacific Railroad Company.

There were still more meetings. Hemme even met with Charles Frederick Crocker of the Southern Pacific who promised to "blow his whistle in Danville in 60 days from the signing of the articles."

Fund-raising Brings the Train Closer to Reality

Subscriptions were made, including ones from the local school districts, with a goal of \$15,000. By July of 1890, \$8000 had been pledged, then \$10,000. August Hemme made strong speeches urging the citizens to grasp this opportunity while they had the chance.

Finally, the last \$2000 was raised by guarantees, with subscriptions pledged by 20 Valley stalwarts, including Charles Wood, W. Z. Stone, M.H. Elliott, C.G. Goold, C. and N. Boone, George McCamley, William Meese, Hemme, Baldwin and Shuey.

The Train Is Guaranteed

That September J.F. Foulds, attorney for the Southern Pacific Railroad, Thomas Ramsden, civil engineer, and Valley representatives James Foster and J.A. Shuey met in Martinez. They examined deeds and records to make sure all titles were clear. Only a two-mile stretch of Patrick Tormey's land had not been secured; a separate arrangement between Southern Pacific and Tormey had been made.

The Southern Pacific was willing to pay for station land along the line. In Danville John Hartz sold 8.65 acres to the railroad adjacent to the downtown, eventually creating a business boom. In San Ramon George McCamley deeded land for the station, subject to continued use for railroad business. The station was over one-half mile from San Ramon's small commercial area. Two-story Southern Pacific depots (using the train company's No. 18 gold and brown design) were built in these two communities. In addition, a garage for the engine and a turntable were constructed in San Ramon; the San Ramon Branch Line ended there until 1909 when it extended to Radum (near Pleasanton).

A small freight depot at Alamo on Hemme's ranch was also built. Flag stops were established at Baldwin's ranch (Osage Station) and later at the Boone Ranch (Forest Home Farms).

Grading began in the winter of 1890-91; tracks were laid and the job was done by May. An official inspection trip occurred on May 17, 1891 and the first regular train trip took place on Sunday, June 7, 1891.

A full year of debate, decision and commitment saw the community's dream come true - the iron horse finally arrived in the San Ramon Valley!

~~This article was written by Beverly Lane and based on the book by Irma M. Dotson, *San Ramon Branch of the Southern Pacific* (Danville: Museum of the San Ramon Valley, 1991).

Transportation in the 20th Century

The Early Years

In the San Ramon Valley, as in California, transportation issues were important in every decade of the twentieth century. Events around 1910 presaged what was to come, as voters approved bonds for paved state highways. The automobile revolutionized everything.

The Danville Improvement Club, with members from throughout the valley, focused on local reforms. Its goals included support for paved roads, the organization of a fire district, the broader dispersion of electricity and telephones and support for the new high school.

The Toonerville Trolley

Modern rail transportation came to the valley in 1914 via the Danville Branch of the Oakland, Antioch and Eastern Railway. The electric interurban train arrived in the valley on March 2, 1914, and served Alamo, Danville and Diablo for a decade.

The trolley traveled regularly from Saranap (at today's Olympic Boulevard and Tice Valley Road), over the hills (near today's Crest Avenue), down the boulevard through Danville and east over the fields to the new Mount Diablo Park Club. Danville entrepreneur Robert Burgess convinced the railway directors to go to the new Club, which helped put it on the map. Week-end trains to Diablo were frequently scheduled and were dubbed the "Million Dollar Specials".

The "Toonerville Trolley" was a much beloved and storied train. Named after a popular cartoon of the day by Fontaine Fox, the train had several colorful nicknames, including the Alligator, the Dinky and the Riveter. One conductor, William French, was evidently very superstitious and would not make a trip with 13 persons aboard; sometimes he would ring up a fourteenth or delay the train by matching coins for the extra fare with passengers. ⁱ

The train provided access to other electric lines for passengers and commuters, linking the valley with Oakland, Sacramento and Chico. Each day at Saranap, Car 1051 was unbuckled from a larger train and sent to the valley. During the Great War many valley commuters went to the shipyards at Bay Point (Port Chicago) using the train. Paul Ogden said it took him fifteen minutes to get from Alamo to Saranap on the Dinky, where he boarded the regular train with four or five hundred other people going to the shipyard.ⁱⁱ

Margaret Baldwin Wildenradt recalled the train going over the Flourney's open field east of downtown Danville. She and her brother John rode the train to dental appointments in Oakland. Later, when they attended UC Berkeley, they used it to return on week-ends, transferring to the Danville Branch at Saranap. ⁱⁱⁱ

There were large protest meetings when abandonment of the train was proposed in 1923. The *Danville Grange Herald* linked a campaign to fund the Mt. Diablo State Park with the need to keep the electric train. ^{iv}

Nevertheless, in 1924 passenger service ended on the train. Buses met each electric train in Walnut Creek and bus service appeared on the Danville Highway. The Toonerville Trolley was no more. The *Contra Costa Courier* on Feb. 29, 1924, commemorated its end with a droll little poem:

*Toonerville, old Toonerville, we knew you well,
No more you'll battle through the dell,
No more your faults, to all, disclose.
At last you've earned a long repose.*

Enter the Automobile

Early in the twentieth century cars and trucks began to appear on the scene, marking the end of passenger-rail transport. Use of the horse gradually declined as well, although horses were used regularly on valley farms and ranches well into the 1920s. The car helped reduce "the differences in outlook between the farmer and the city dweller." The timesaving truck and tractor created a revolution in farming. ^v

Everyone remembered the first family car. Rose Bettencourt Ferreira said her father bought a Hudson to go to visit her brother at Camp Lewis, Washington, during the Great War. The Woods bought a Chalmers for their first car in 1911 and George learned to drive it when he was twelve or thirteen, as soon as he could reach the pedals. The family took it on trips to Clear Lake and Yosemite around 1915 even though the roads were rough. At Clear Lake "the dust was so deep you couldn't see the chuck-holes."

George Wood recalled that his family bought the first truck in Sycamore Valley. "I'll never forget when ol' Charlie Goold saw that thing running down the road. He thought it was a runaway because it was going ten miles per hour. Teams never went more than two or three mile per hour." Mr. Goold saw the top of the fast-moving load but, since the dirt road was recessed from use, he could not tell that a truck was carrying the load. ^{vi}

Californians loved their cars. In 1926 a *Los Angeles Times* article said it all: "Our forefathers in their immortal independence creed set forth ' the pursuit of happiness' as an inalienable right of mankind. And how can one pursue happiness by any swifter and surer means . . . than by the use of the automobile?"

Cars appeared on the County Road and Front Street in Danville, navigating the dirt roads and struggling with wet clay in the winter. An auto camp was put on Front Street on the Danville Grammar School site after the school moved in the 1920s. The curbs on Hartz Avenue were about two feet high, a convenient height for horses and wagons but not for cars.

In this period gasoline service stations appeared in each community. The San Ramon General Store eventually had two gas pumps out front. Oscar Olsson opened a service station at Hartz Ave. and Diablo Road in Danville before 1920, wheeling a portable gas pump out to fill cars in the road. Station owners also sold cars. Locals would put in an order for a car and the station owner acting as agent would bring it out from Oakland or San Francisco.

Good Roads groups originated in the nineteenth century when some vigorous bicycle groups lobbied for a state bureau of highways. One of the first paved roads in the county went between Walnut Creek and Danville; a concrete highway extended from Martinez to Dublin by 1920. The center of this highway had a raised bump, about six inches high and fifteen inches wide which was a real challenge to passing drivers. Ruth Boone said it was someone's goofy experiment which didn't work out; the hump was finally removed in 1930. ^{vii}

The Danville Grange Master, Will Stewart, called a Martinez meeting in 1909 which initiated the first Good Roads League in the County. Stewart, who was involved in the Grange and many other valley organizations, was responsible for laying out most of southern Contra Costa's main roads and, beginning in 1933, Danville's I. M. Osborn was the County roadmaster for the Valley. ^{viii}

After World War II

The Freeway

State Highway 21 followed the path begun by the Indians and used by the Spanish and Mexicans before the Gold Rush. After the Americans arrived it became the Martinez to San Jose route. After 1945 California's population exploded and the drone of cars on the Highway became a constant. Drivers came to dread the inevitable bumper-to-bumper two-lane road through the San Ramon Valley.

When President Dwight Eisenhower signed the bill creating the National Highway System in the mid-fifties, the Valley was ripe to host the East Bay's inland freeway. But where to put it? By 1960 that was a big topic of discussion in all parts of the Valley.

In Alamo it was logical to place the road just east of Alamo's downtown, though much work on San Ramon Creek was needed. In Danville it went through the middle of town to avoid coming close to the new Aerojet-General Nucleonics plant in San Ramon.

The San Ramon debates were especially memorable because county planners thought the old buildings there were a blight and suggested that the freeway could get rid of the ones east of the Highway, including the old Brass Door. They reasoned that San Ramon's downtown could have a new start. Meetings with 200 and more people on these issues were typical.

Everyone talked to the Congressman who represented the Valley, John Baldwin. He had grown up in Danville and was the Representative from 1955 to 1966. Since he served on the Congressional Public Works Committee, his opinions were influential. He and Assemblyman Don Doyle were very involved in selecting the final freeway alignment.

After the right of way was finalized, contracts were let and the freeway built. The first 6.75 mile segment (from Rudgear Road to just south of Danville at Sycamore Valley Rd.) was built by 1964. "Frontier 680" was celebrated with a parade which featured Grand Marshal Bill Hockins presiding with pioneer son Claude Glass as Honorary Grand Marshal. There was a ribbon cutting, antique and modern car parade and music by the SRV High School band.

The freeway (5.7 miles) from Dublin toward Danville was under way by 1965. On Sept. 24, 1966, "Double D Days" celebrated the freeway linkage between Danville and Dublin.

But what changes the freeway brought! No more cars end to end throughout the Valley. People came to town because they chose to. The relief from congestion gave local leaders hope that some gas stations might be replaced by other businesses. Peace and quiet was the best surprise. John May walked out to get the newspaper one morning in November and saw no cars at all on the Danville Highway. "Margaret," he said, when he finally came back to the house, "it is as if a bomb dropped somewhere and we are the only people on earth." ^{ix}

From Yesteryear in the San Ramon Valley by Beverly Lane

FOOTNOTES

- i Ira R. Swett, *Sacramento Northern Through the Sacramento Valley*, 1962, p. 151
- ii Paul Ogden, oral history, 1987
- iii Margaret Baldwin Wildenradt, oral history, 1991
- iv *Danville Grange Herald*, Feb. 24, 1923
- v Walton Bean, et. al., *California, An Interpretive History*, 1983, p. 306
- vi George Wood, Video interview by Gene Brown, 1984
- vii Ruth Quayle Boone, oral history, 1990
- viii *Walnut Kernal*, 1941, pp. 26-7.
- ix Margaret May, oral history, March 1991

Comparing Generations -- Transportation

Student _____

Date _____

1. Make a list of all the forms of transportation that you know about and use.

2. Interview your parents and have them list the transportation that they used when they were your age.

3. Interview a grandparent or an older person and ask about forms of transportation when either was your age.

4. If you can interview a great grandparent, make a list of the forms of transportation that he or she used when he or she was your age. (Could be kept as lists or could be written up as paragraphs.)

Comparing Generations -Transportation

Dear Parents,

As part of our local history project we are studying the history of transportation in our valley. In class we made a list of all the ways of transportation that we use today. During the coming week we would like you to talk to your child about transportation when you were in third grade.

How did you get to school?

How did you get home from school?

How did you get to a friend's house?

How did you get to the store, or to a shopping area?

How did you get to the movies?

When you went on vacation how did you get there?

How did you get to your grandparents' house?

What toys did you have that made it possible for you to get from one place to another?

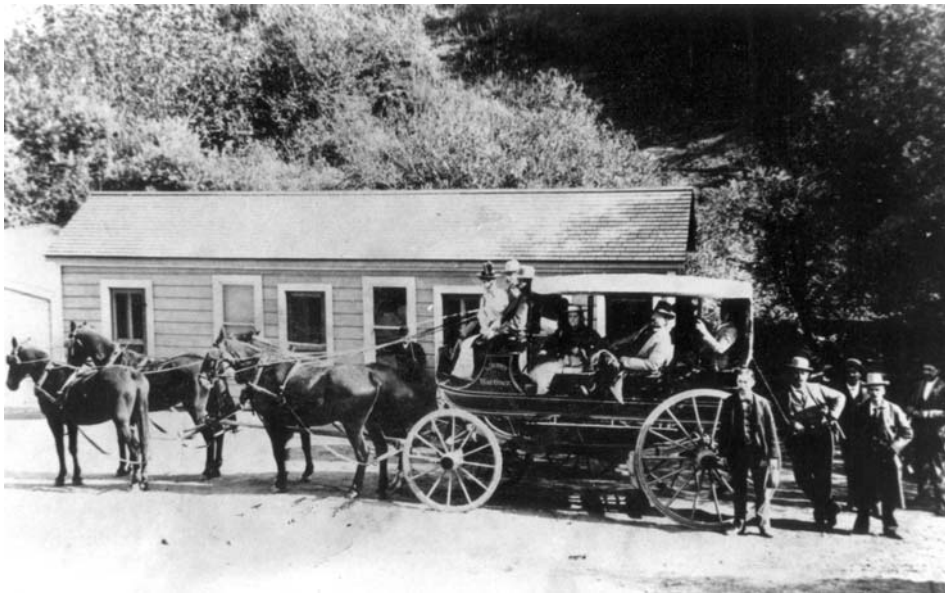
Is there anything else that you can tell your child about transportation when you were in third grade?

* It would be wonderful if your child could ask the same questions to a grandparent or even a great grandparent.

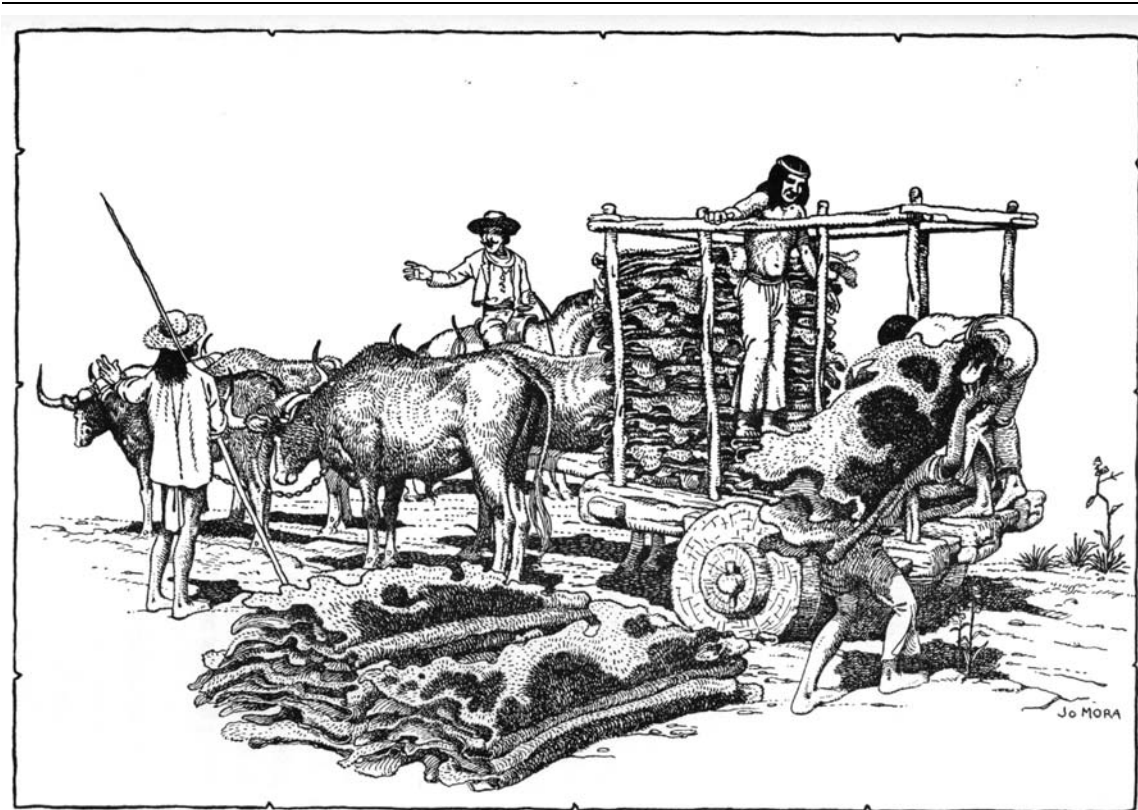




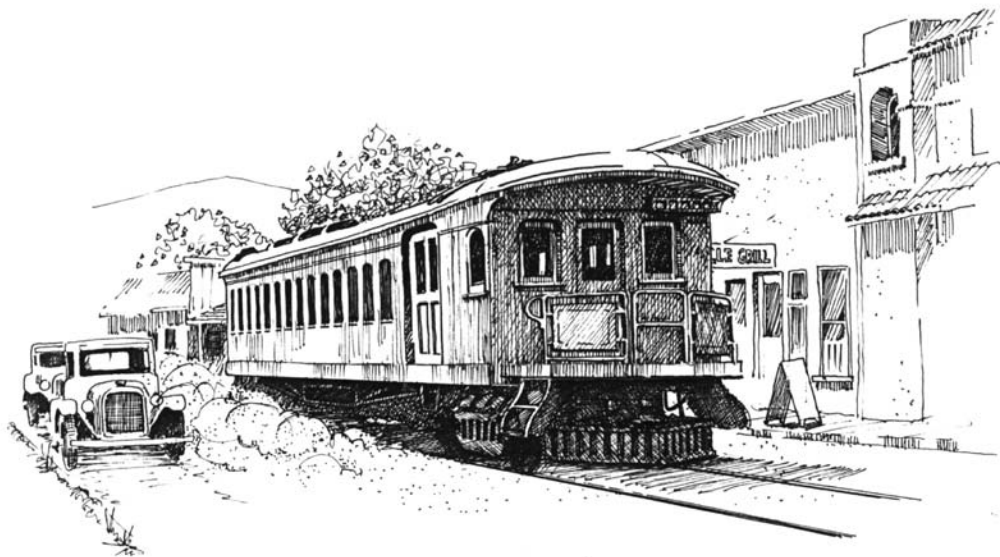
San Ramon Branch Line turntable at San Ramon



Stagecoach



Loading the Carretas with Hides for the "Boston Ships"



Electric Railway, Danville Branch

