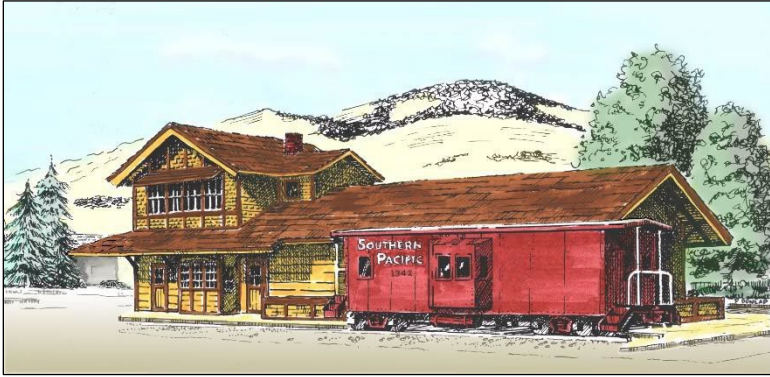


Depot Timeline

- 1890 John Hartz sells 8.65 acres of ranch land to Southern Pacific for the Depot site and surrounding station area.
- 1891 Southern Pacific builds Depot and begins Branch Line operations.
- 1909 Southern Pacific extends the tracks to Radum (near Pleasanton) and connects Danville to the Oakland/Tracy mainline.
- 1913 Building is electrified and lights are added.
- 1919 Indoor plumbing is installed, with a restroom added upstairs.
- 1934 Passenger service ends on the Branch Line.
- 1944-1957 Southern Pacific leases the Depot to a series of feed supply businesses: Floyd and Helen Benn's *Danville Feed and Fuel* (1944-47), Oscar and Meta Schumacher's *Danville Store* (1947-51), Joe Ramos Sr. and Jr.'s *Danville Feed & Grain* (1951-57).
- 1956 Southern Pacific retires the Depot from regular freight service.
- 1957 The Ramos' purchase the Depot building from Southern Pacific and rename their business *Danville Feed and Garden Supply*.
- 1978-79 SP removes Branch Line rails between Concord and Dublin; the right-of-way is preserved by the County and adjacent cities.
- 1987 Town of Danville purchases a portion of the original station site from Southern Pacific for use as a public parking lot.
- 1985 Museum of the San Ramon Valley (MSRV) is organized.
- 1987 The Feed and Garden Supply business ends with the death of Joe Ramos Jr. Building stands derelict.
- 1989 The Town of Danville purchases the Depot building.
- 1989 Irma M. Dotson files an application to add the Depot to the National Register of Historic Places.
- 1990 The Depot is designated a Danville Heritage Resource.
- 1994 The Depot is listed on the National Register of Historic Places.
- 1995 MSRV purchases the Depot from the Town of Danville for \$1.
- 1996 MSRV moves the Depot from its original 1891 location, over 800 feet northwest to its current location at 205 Railroad Avenue, remaining on the original SP land and adjacent to the track alignment. The MSRV leases the land from the Town for \$1/year.
- 1996-1999 MSRV manages restoration of the Depot for its future use to house the Museum of San Ramon Valley.
- 1999 Museum of San Ramon Valley opens in the restored Depot.

There is More to Know About the **Danville Southern Pacific Depot**



The Restored Depot of the San Ramon Branch Line *Drawing by Paul Dunlap*

The railroad depot in Danville, California was built in 1891 to serve the farming community's needs to transport products and to provide families a means to travel and welcome visitors.

In 1891 Southern Pacific Railroad established the San Ramon Branch Line and built depots in Danville, Concord, Walnut Creek and San Ramon. Danville's depot is the sole survivor of the Branch Line's depots in its original form. The Walnut Creek depot building still exists but in greatly modified form. These four buildings were Southern Pacific Standard Design No. 18 Combination Depots; wooden two-story structures designed to support freight and passenger use. Southern Pacific purchased 8.65 acres of ranch land to build the Danville Depot, cattle and horse corrals and surrounding station area.

The Depot was retired in 1956, after which it was owned by Joe Ramos Sr. and Jr. It housed their feed, grain, pet food and garden store until 1987. In 1994 it was listed on the National Register of Historic Places (ref. 94000860). In 1996, the Depot was moved from its original location, 800 feet north-west to its current location, restored and in 1999 opened as the Museum of San Ramon Valley.



MuseumSRV

MuseumSRV.org

A Restored Historical Structure

The Depot building remains as it was built with minimal alterations to its original structure; less than 10% of the building has been replaced (excluding the roof). Modifications to the original interior occurred with the addition of electricity in 1913 and plumbing in 1919.

The architecture is of a Late Victorian, Commercial Stick Style characterized by the second floor's decorative shingled exterior walls, distinctive "stick" trim work, and shaped roof brackets. SP standardized their depot colors as *Colonial Yellow*, *Depot Trim Brown* and *Moss Green* stain wood roof shingles. The current colors are matched to these, with the exception of a natural cedar roof.

The Depot is a wood framed building with overall exterior dimensions of 25' x 90'; the second story section is 25' x 28'. The freight room is 25' x 62', surrounded on three sides with a loading platform at +48" freight-height level.

The ground floor contained a waiting room, baggage room, large freight room, and office for the station agent. The second floor was originally a four-room living quarters housing the station agent and his family. Currently it houses the museum offices and provides storage space.

A protruding train order window, located on the ground floor western/train side of the Depot, provided a clear view of the approaching trains and station activity.

The original building had two brick chimneys. One is on the north wall that served the waiting room and second story living room. The second is on the south-side of the two story section and served the first floor office and upstairs kitchen. The northern one remains intact and the other one was rebuilt after being damaged in the 1989 Loma Prieta earthquake. These were for the original wood-burning pot-belly stoves that have been removed.

The original and functional windows are primarily double-hung sash type; all sash woodwork is original and in good repair. 60% of the glass is original. Much of remainder is replaced with historic glass.

Original Building Materials Respected

The majority of the Depot consists of original materials.

- The walls are framed with old-growth heart redwood.
- Exterior walls are covered with 1x8 “V”-grooved siding on the first floor, with decorative wood shingles on the second floor, including the gable walls.
- Interior walls and ceiling throughout (excluding freight room) are made of 1x4 Douglas fir boards (beaded tongue and groove), with the wall boards running vertically.
- Floors are 3-3/8”-wide Douglas fir lumber.
- The wall paneling is all original redwood.
- The baggage room contains the original doors and hardware.
- The freight room floor is original rough 1x12 pine planks that originally extended outside to serve as the platform.
- The freight room has the Depot’s original E&T Fairbanks platform scale, researched to have been manufactured in 1871. It has County sealer’s stamps from 1939-1987. The scale uses levers to balance a load against a known weight.

Necessary building restoration was done with much care.

- The roof is cedar shake wood shingles, similar to the original.
- The platform planks are made of wood milled from very old Douglas fir salvaged from a decommissioned bridge.
- The foundation is concrete, the original was brick.
- The gutters are made of redwood to match the original redwood gutters.
- Interior partition walls, insulation, electrical and HVAC were added to the freight room to create a flexible museum space.
- The exterior lighting fixtures are similar to those that would have been installed outside the Depot.
- The ticket window has been replaced with a door between the office and waiting room.