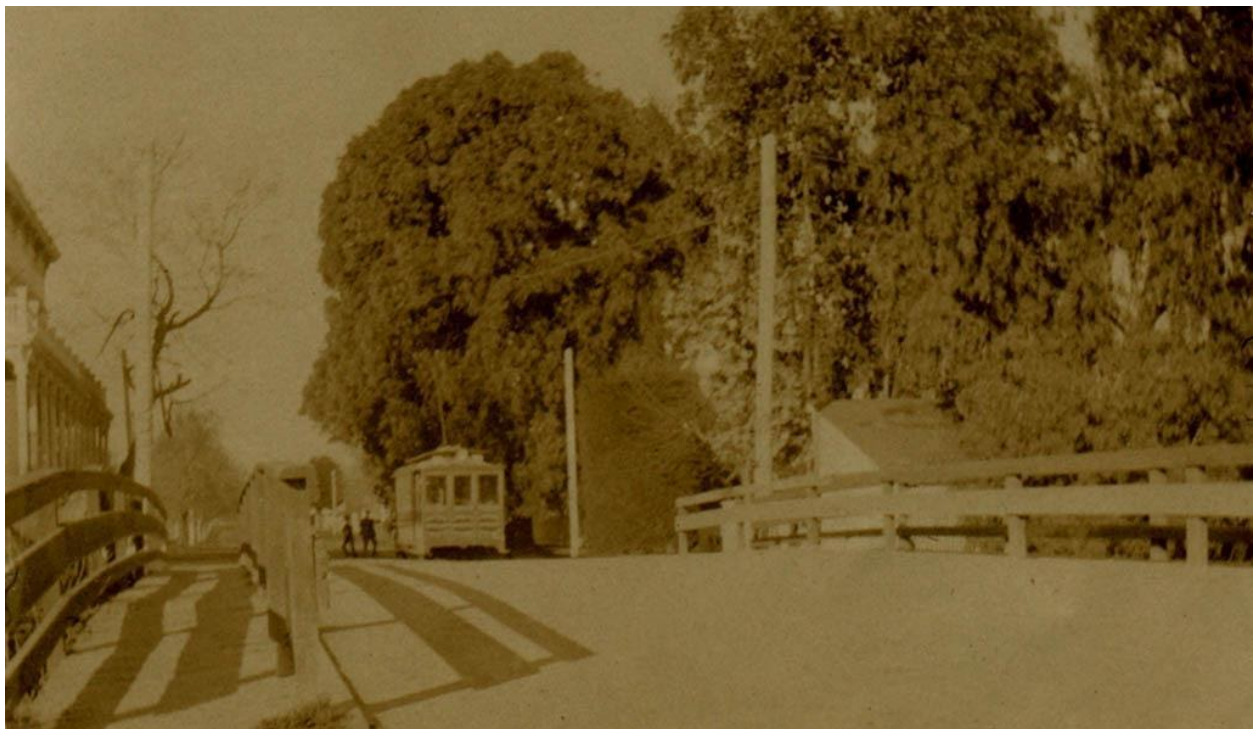


TRANSPORTATION

Street Cars and Trolleys

The Oakland, San Leandro, and Hayward Electric Railway Co. connected the towns of Oakland, San Leandro and Hayward and ran along today's Mission Boulevard.

According to Dorothy Gansberger, retired Principal of Village School, *"When the [electric] trolley cars first operated in this rural area, the farmers' horses became very frightened at this new means of transportation. They would run away, many times overturning the buggies and spilling out the occupants. Country people were very much upset and did not welcome these new contraptions. There were so many accidents with runaway teams, injuring people and animals and breaking harness and wheels that the county court calendars were crowded with damage suits against the Company."*

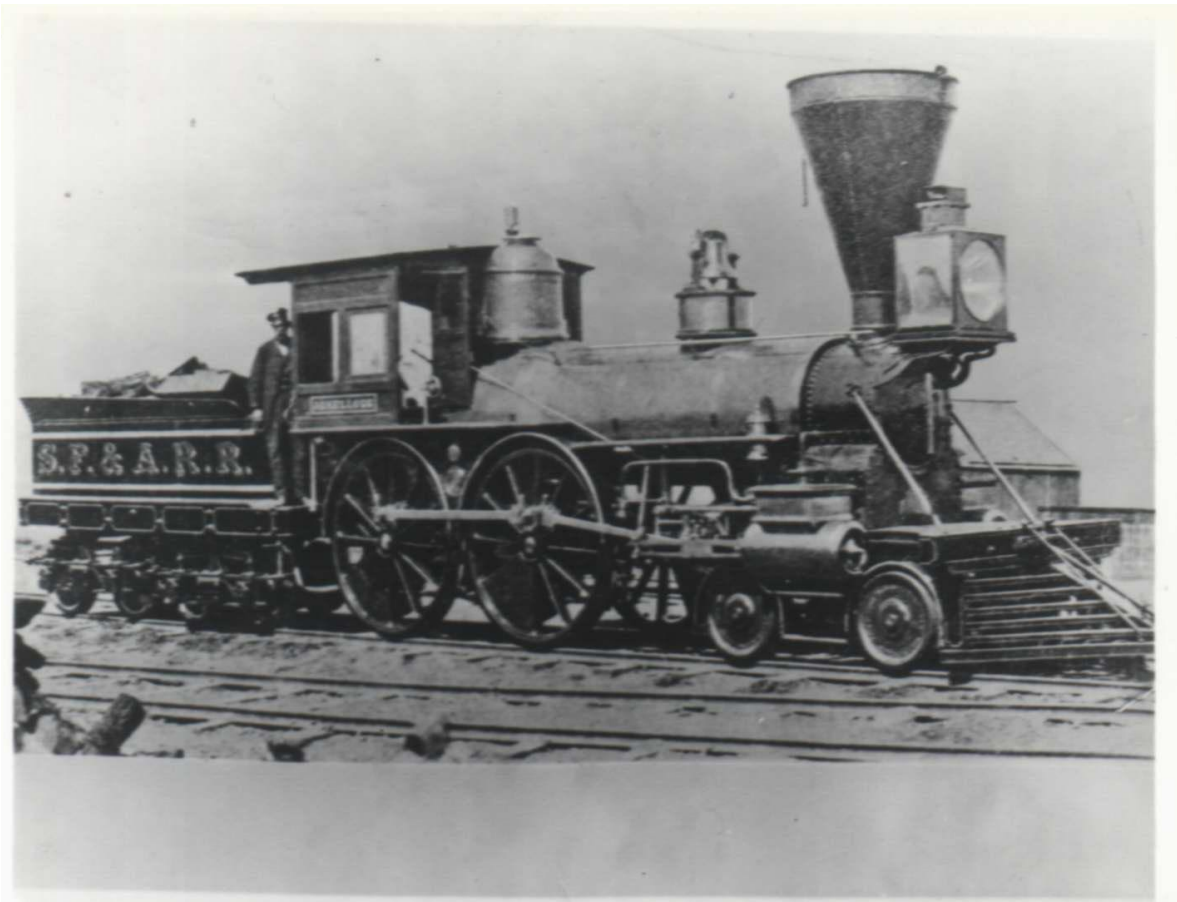


Trolley car on Lewelling Blvd. in San Lorenzo, c. 1900

In 1893, the Electric Railway extended a line from Mission Blvd down Lewelling into San Lorenzo. The line ended near the Pavilion at the San Lorenzo Grove (located between Lewelling and the San Lorenzo Cemetery). The Electric Railway merged with the Oakland Transit Company in 1906 to form the Oakland Traction Company. The line into San Lorenzo was abandoned in 1927.

The Railroads

By the early 1860s Hayward was in need of a railroad to move the town's agricultural goods and people to San Francisco, the commercial center of the region.



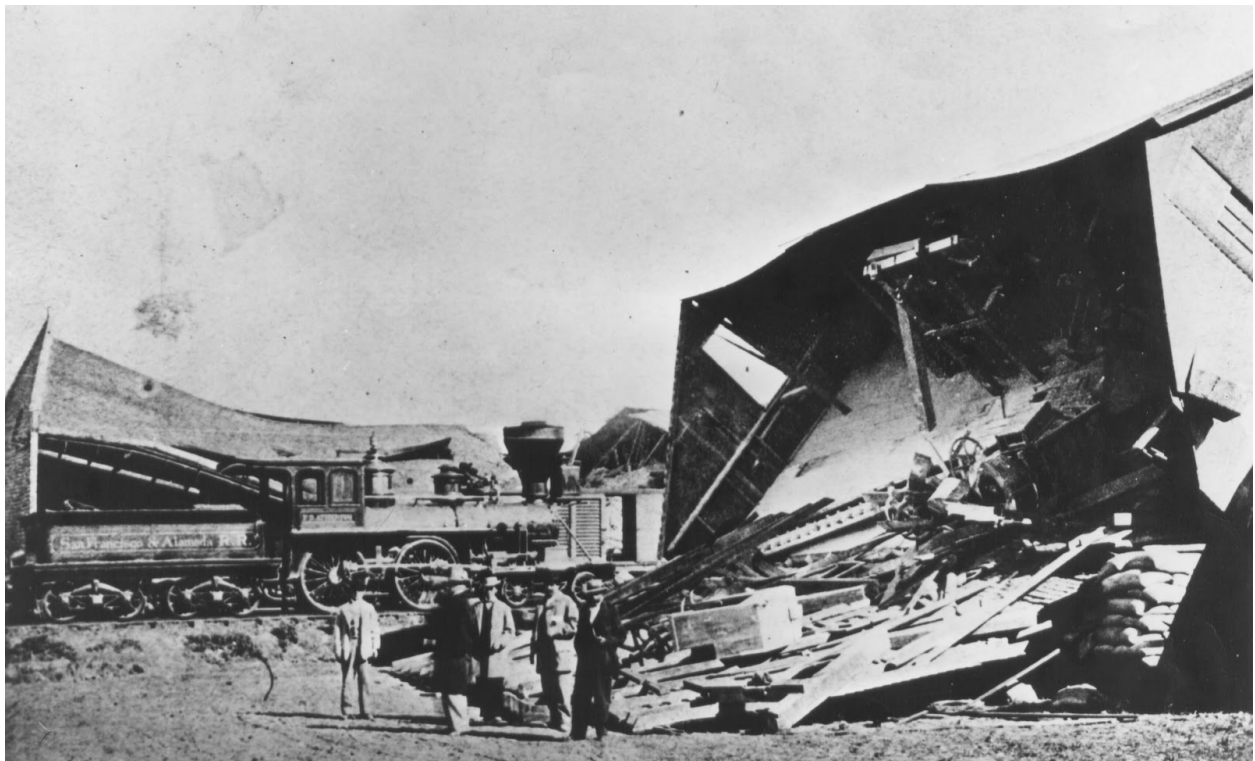
San Francisco & Alameda Railroad (SF&ARR) train engine, c. 1900s

The first train to arrive in Hayward was the **San Francisco & Alameda Railroad** which operated from 1865-1869. The train traveled from the City of Alameda through San Leandro to Hayward. The Hayward train

station was located at D Street and Watkins, close to the present-day Hayward Plaza. At the time, there were only thirty homes located in Hayward.

The San Francisco & Alameda Railroad mostly moved passengers and some agricultural products, making five trips daily. The railroad also helped link Hayward to San Francisco, though passengers had to get on a ferry in Alameda to travel to San Francisco.

The railroad line suffered a setback in October 1868 when a massive earthquake struck on the Hayward fault. The quake caused severe damage to several sections of track, and the D Street station completely collapsed. Fortunately, no trains or employees were hurt.



Collapsed railroad station, D St. and Watkins, after 1868 earthquake

The earthquake was hard to recover from financially. In 1869 the rail line was taken over by the **Central Pacific Railroad**, which was part of the cross-country transcontinental railroad.

The Central Pacific tore up the lines of the SF&ARR, as their tracks were located further west. They built a new station along those tracks, which were located about a mile outside of Hayward. The station was just far enough outside of town to be inconvenient for passenger service so a horse car line was established about 1889 from the depot up B Street, down Main Street to the Hayward's Hotel on the corner of A and Main Streets.

In 1885, the Central Pacific was in turn taken over by the **Southern Pacific Railroad**. The Southern Pacific continued to use the Hayward Station as a stop for many years to come and built a station in San Lorenzo in 1888.

In 1896, Hunt Brother's Cannery came to town and built their cannery right next to the Southern Pacific station. This was convenient for the cannery and a boom in business for the railroad.



San Lorenzo Station, built by the Southern Pacific Railroad, ca. 1888

The station was in use through the late 1970s and closed when Hunt's Cannery closed and moved out of the area. The Hayward station burned down in January 1982 but the tracks are still in use by Amtrak and Union Pacific trains.

In May of 1997, Hayward saw the opening of an Amtrak rail line, including a small platform, located not far from the original location of the Southern Pacific Depot, at the end of B Street. Amtrak uses the same tracks used by the Central and Southern Pacific Railroads for many decades.

Automobile Age

By the 1910s, automobiles were common in the East Bay, but roads were still just dirt trails, and cars often got stuck in the mud after rainstorms.

Gus King remembers one particular flood around 1916, "I was coming home from high school and the creek had flooded, covering the road at East Fourteen and Mattox Road. Cars were stalled, so I hurried home, hitched up a team of horses and earned some money by offering to pull them out."



Early automobile in San Lorenzo, c. 1911

In 1923, the California legislature passed a gasoline tax to be used for road maintenance and construction, and the ease of auto travel increased. From then and up until the present day, the car became the dominant mode of transportation for the area.