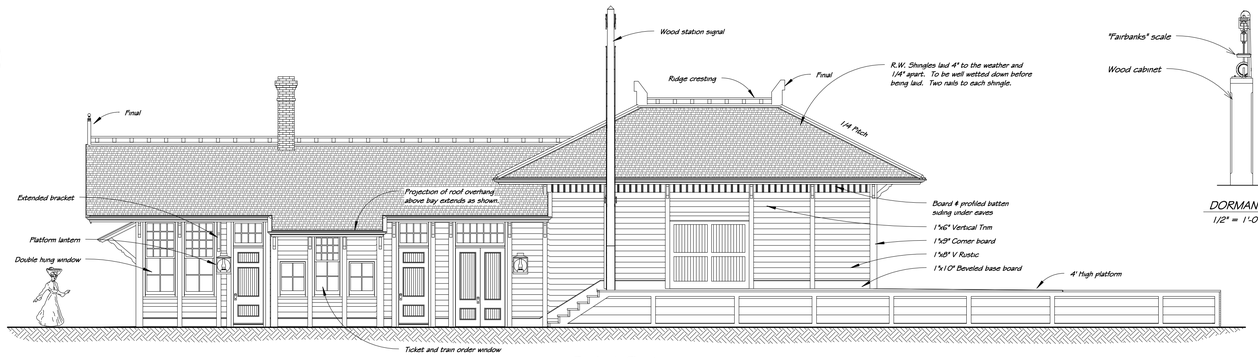
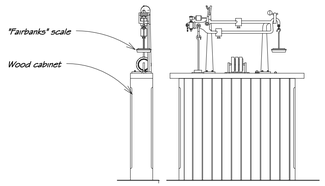
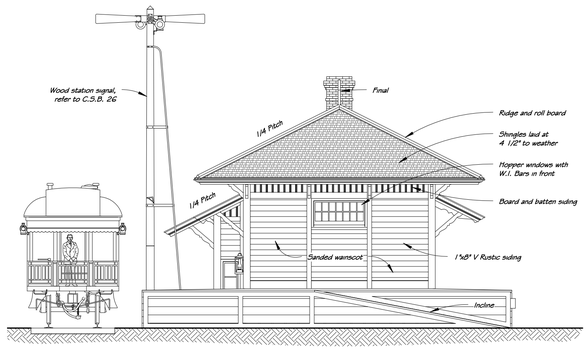
OFFICE SUP'T B. & B. DEPT.
SEP 10 1884
So. Pac. Co. Pac. System



Trackside Elevation
1" = 7'-3"



DORMANT FREIGHT SCALE
1/2" = 1'-0"

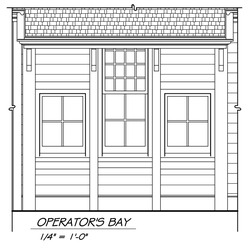


END ELEVATION AT FREIGHT HOUSE

NOTES:
1. Dimensions given on outside walls are from face to face of studs.
2. All framing around pat. flues to be at least 1-1/2" from face of flue.
3. There will be 3 fire barrels and buckets for every 5,000 sq. ft. of floor area for fire protective system.
4. Down pipes, 2 1/2" W.I. pipe or 2 1/2" old boiler tubing, in which case make end of galvanized pipe to suit.
5. One conduit for telephone & telegraph wires from under counter to nearest telephone or telegraph pole.

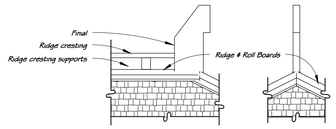
SPECIFICATIONS:
Refer to "Colors" C.S.B. 24 for re-painting of depot. All exterior wood work to receive three coats of lead in the following colors:
1. Soffits of all cornices and projecting rafter ends No. 1 "Outside Body".
2. All door and window frames No. 2 "Outside Trimming".
3. All sash and exterior of doors No. 1 "Outside Body".
4. All galvanized iron gutter & down pipes No. 2 "Outside Trimming".
5. All interior wood work of office and waiting rooms No. 3 "Inside Body".
6. All inside trimming No. 1 "Outside Body."
7. Renew existing sanded wainscot around building exterior.

FINISHES:
1. 1"x4" T & G floor, sides & ceiling in Waiting Room, Baggage Room, Office, Public and Agent's Living Quarters. 1"x8" beveled base.
2. Open studding and fence boards at Freight House walls.

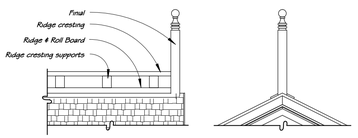


STATION BOARD ca. 1887
1/2" = 1'-0"

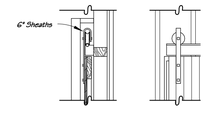
STATION BOARD ca. 1901
1/2" = 1'-0"



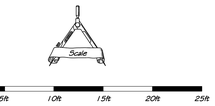
FREIGHT HOUSE FINIAL
3/8" = 1'-0"

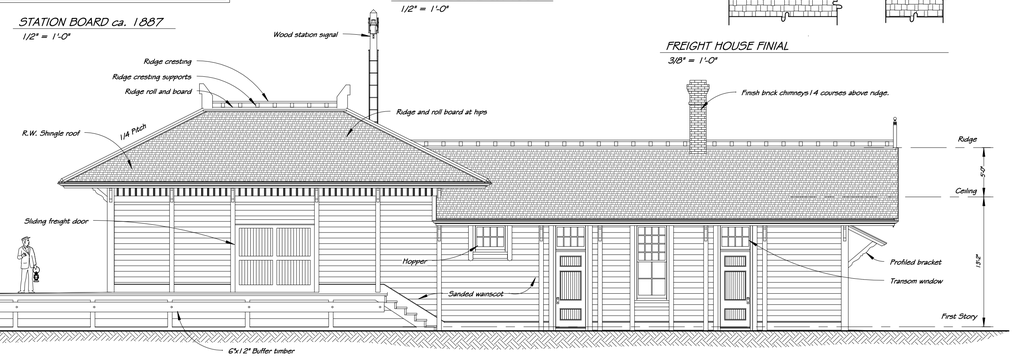


FINIAL AT WATING ROOM
3/8" = 1'-0"

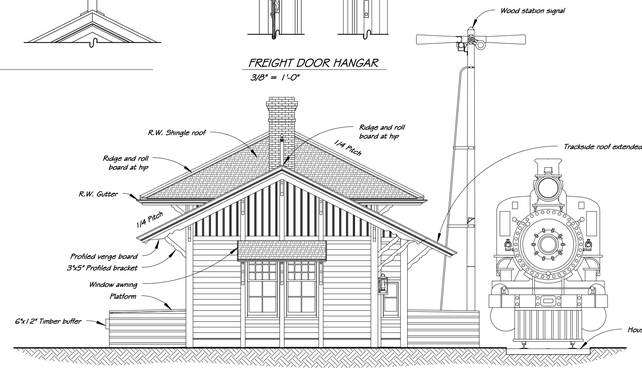


FREIGHT DOOR HANGAR
3/8" = 1'-0"

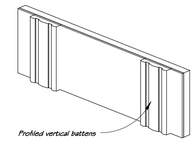




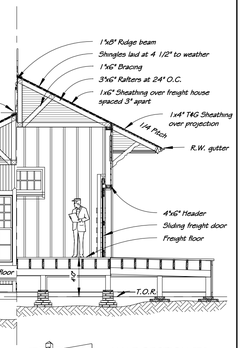
TEAMSIDE ELEVATION



END ELEVATION AT WAITING ROOM

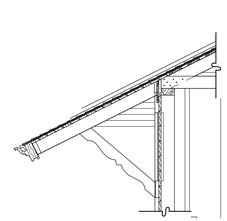


DETAIL OF BATTENS

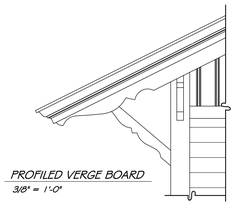


HALF SECTION "A"

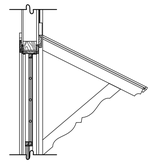
HALF SECTION "B"



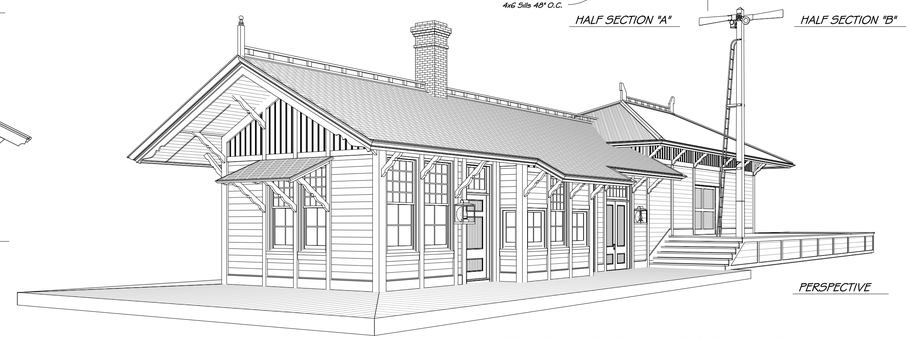
BRACKETS
3/8" = 1'-0"



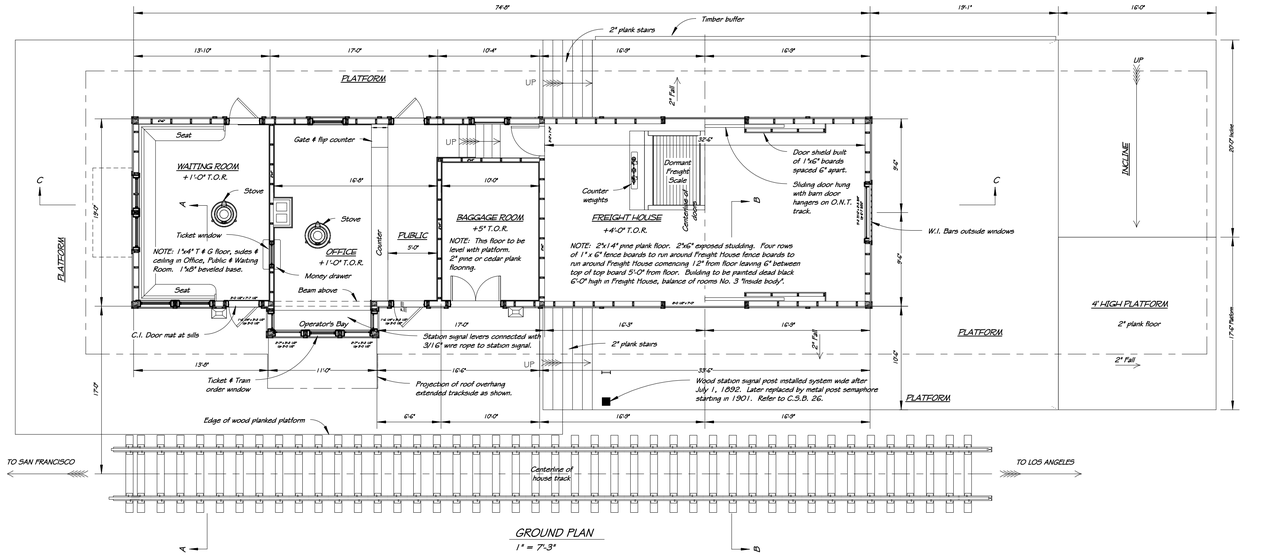
PROFILED VERGE BOARD
3/8" = 1'-0"



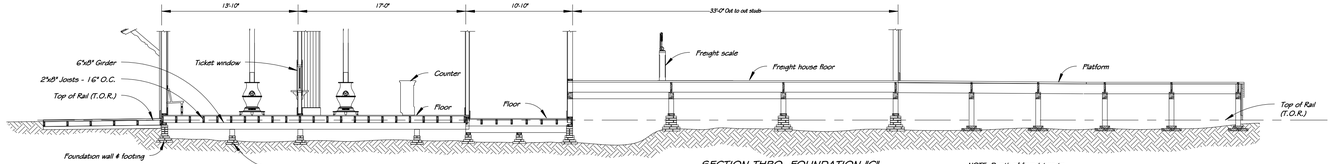
WINDOW AWNING
3/8" = 1'-0"



PERSPECTIVE



GROUND PLAN
1" = 7'-3"



SECTION THRO. FOUNDATION "C"

NOTE: Depth of foundation to depend on nature of ground.

SOUTHERN PACIFIC CO.

DATE	REVISED	DATE	REVISED
1866	Western Pacific RR begins construction of line from Sacramento to San Jose, but stalls at Alameda Canyon (now Niles Canyon).		As part of the move, the freight room is detached and rotated 90 degrees to fit on it's new property.
Late 1869	Central Pacific buys Western Pacific and takes over construction of line.	1960s	Depot is used as a private home.
Sep. 1869	4 months after the golden spike ceremony at Promontory Summit, Utah,	1984	SP ceases operations along Niles Canyon route and pulls up tracks.
	Central Pacific Railroad completes the transcontinental rail link between	1992	Alameda County Water Distrct purchases property with depot on it.
	Sacramento and the San Francisco Bay, finishing track through Niles Canyon.	1995	Pacific Locomotive Association and town work with Alameda County and
1880	SP's new line from Beresca to Martinez, makes Niles Canyon a secondary line.		Livermore Rotary Club to get the depot moved back to its original location.
1884	Lumber, doors, windows and other parts for a No. 7 depot, pre-built and	1998	County pays for depot's relocation and restoration begans.
	milled in Sacramento, arrives and assembled by SP, cost $3,200.	Late 2000	Depot listed as "Endangered" on Great American Station Foundation.
5/24/1891	Coast line officially completed between Los Angeles and San Francisco.	4/1/2001	With awareness and funds raised, restored depot re-opens.
1/21/1941	S.P. closes agency and abandons depot.	2010	Depot serves tourist Niles Canyon Railway. Added to National Register
1942	Depot is sold and moved 0.6 miles away, becomes a fishing lodge.		of Historic Places. It is the sole surviving No. 7 depot.

COMBINATION DEPOT No. 7

SUNOL, CALIFORNIA

PLANS, ELEVATIONS, SECTIONS & DETAILS
SCALE: As Noted
DATE: February 24, 2016

DRAWN BY: JEAN-GUY TANNER DUBÉ, DRAUGHTSMAN
ORIGINAL DESIGN BY: ARTHUR BROWN SR., SUPT. OF BRIDGES & BUILDINGS

SOUTHERN PACIFIC COMPANY — SUNSET OGDEN & SHASTA ROUTES

M.W.D.	
DRAWING	No. 7
SHEET	No. 1
DRAWER	No. 7