

State of California C The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

***P2. Location:** Not for Publication **Unrestricted**

***a. County** Santa Clara **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **of** _____ **of Sec** _____; _____ **B.M.**

c. Address 650 ft. north of corner of Coe Ave & Leona Ct. **City** San Jose **Zip** 95125

d. UTM: (Give more than one for large and/or linear resources) **Zone** _____, _____ **mE/** _____ **mN**

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

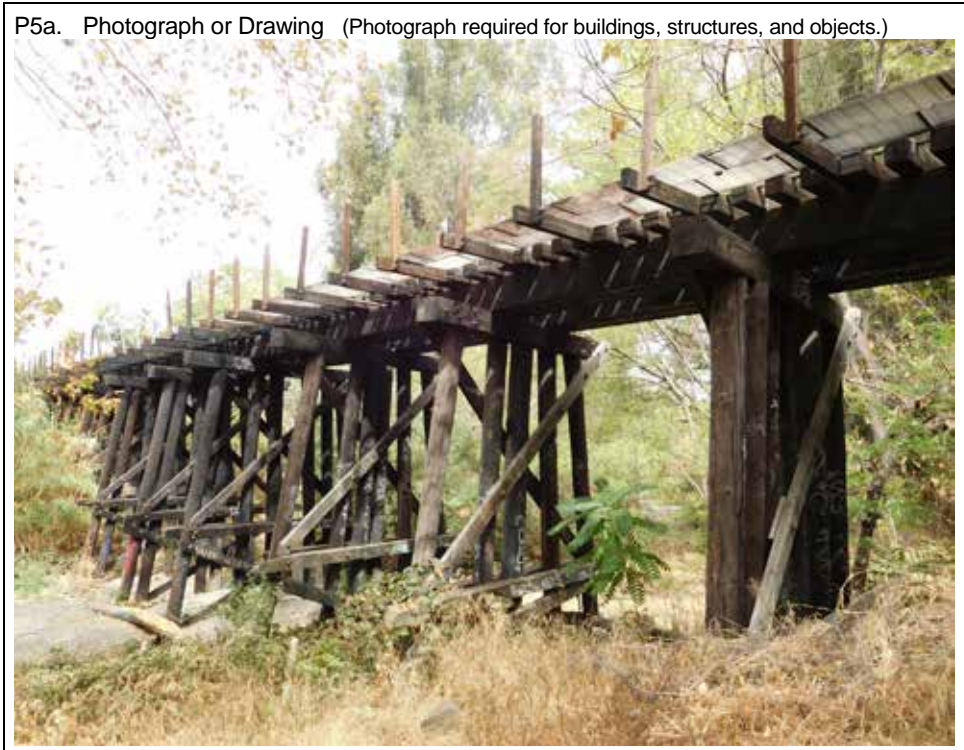
On former Western Pacific Railroad alignment, approximately ¼ mile north of the intersection of Coe Avenue and Leona Court: 37°18'53.5"N 121°54'13.0"W (see regional map on form 523J and local sketch on form 523K).

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
 The Willow Glen Trestle (the Trestle) is located on the former Western Pacific Railroad right-of-way and crosses Los Gatos Creek between Coe Avenue and Lonus Street, in the residential community of Willow Glen, San Jose, California. The Trestle an open-deck pile-supported trestle that has an overall span length of 210.5 feet and is approximately 25 feet high at its tallest point. Constructed by the Western Pacific Railroad in 1922, the subject engineering structure is supported by two timber pile abutments and thirteen timber pile bents. The bents range in size and geometry at each location, but the longitudinal spacing of the bents is constant at approximately 15 feet. The bents have a skew angle of approximately 9.5 degrees. The Trestle communicates sufficient historic integrity to support Criterion 1, with all timber elements of the superstructure and substructure extant. Deck modifications, including removal of the rails, rail tie plates and replacement of the deck safety rail have compromised some integrity of design, materials and feeling.

***P3b. Resource Attributes:** (List attributes and codes) HP19. Bridge

***P4. Resources Present:** Building **Structure** Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date) Southwest elevation, camera facing north, 9/27/15: see the photographic records in the Continuation Form



***P6. Date Constructed/Age and Source:** Historic

Prehistoric Both
94 years old: completed in 1922

***P7. Owner and Address:**
City of San José, 200 E Santa Clara Street, San José, CA 95113

***P8. Recorded by:** (Name, affiliation, and address) Lawrence Ames
Friends of the Willow Glen Trestle
1218 Willow St., San José CA 95125

***P9. Date Recorded:** 11/28/16

***P10. Survey Type:** (Describe) N/A

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
none

***Attachments:** NONE **Location Map** **Continuation Sheet**

Building, Structure, and Object Record
 Archaeological Record District Record
 Linear Feature Record
 Milling Station Record Rock Art Record
 Artifact Record **Photograph Record**
 Other (List): _____

State of California C The Resources Agency Primary #
 DEPARTMENT OF PARKS AND RECREATION HRI#
BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name: Western Pacific Railroad: bridge over the Los Gatos Creek
 B2. Common Name: Willow Glen Trestle
 B3. Original Use: railroad bridge B4. Present Use: now unused; plans for rehabilitation and use as a recreational trail
 *B5. Architectural Style: Early 20th Century wooden railroad trestle

*B6. Construction History: (Construction date, alterations, and date of alterations)
 Under construction in 1921, completed and in use 1922. Routine maintenance and repairs during period of use in a manner consistent with the original construction. Wood railings were replaced with steel cables sometime between 1955 and 1984. Railroad rails were removed sometime between 2003 and 2010.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
 The trestle is in linear alignment with a right-of-way (see sketch below), formerly for the Western Pacific Railroad that used the trestle to cross the Los Gatos Creek, and now City-owned and soon to be used for the Three Creeks Trail that will connect the Los Gatos, Guadalupe, and Coyote Creek Trails in San José.

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Commercial, Industrial & Residential Development Area San Jose
 Period of Significance 1922 - 1965 Property Type railroad structure Applicable Criteria 1
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
 The Willow Glen Trestle is eligible under California Register Criterion 1 at the local level for its association with the commercial and industrial development of West San Jose; and for the continued residential development of the Willow Glen community. Once a common bridge alternative for railroad construction in the early 20th Century, the subject engineering structure is one of only three extant pile bent trestle bridges in Santa Clara County. It was built by the Western Pacific Railroad in order to provide the San José agricultural and canning industries a competitive alternative to the then monopolistic Southern Pacific Railroad. It served canneries from when first constructed until the decline of the canning industries in San José. It continued in use until about 1997. (Continued on the continuation form.)

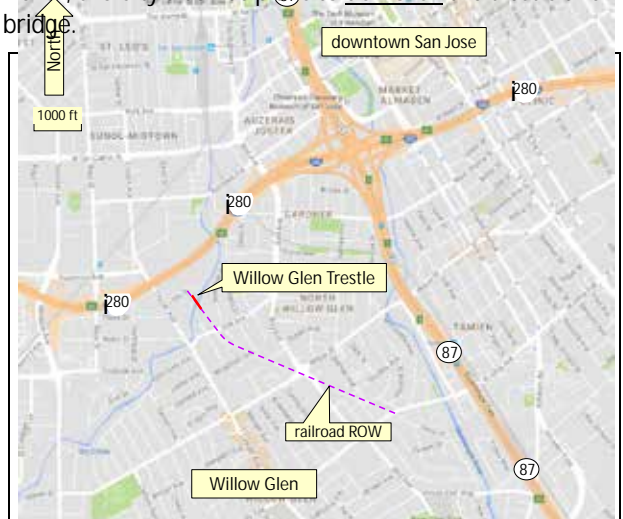
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
 See continuation form.

B13. Remarks:
 The City of San José has detailed engineering plans in an approved EIR by which the trestle can readily be adapted for the planned use as a connection between the Los Gatos and Three Creeks Trails. However, the City also has plans to demolish the trestle and to replace it with an already-purchased catalog-order prefabricated steel bridge.

*B14. Evaluator: Lawrence L. Ames
 *Date of Evaluation: Nov. 28, 2016

(This space reserved for official comments.)



State of California C The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary

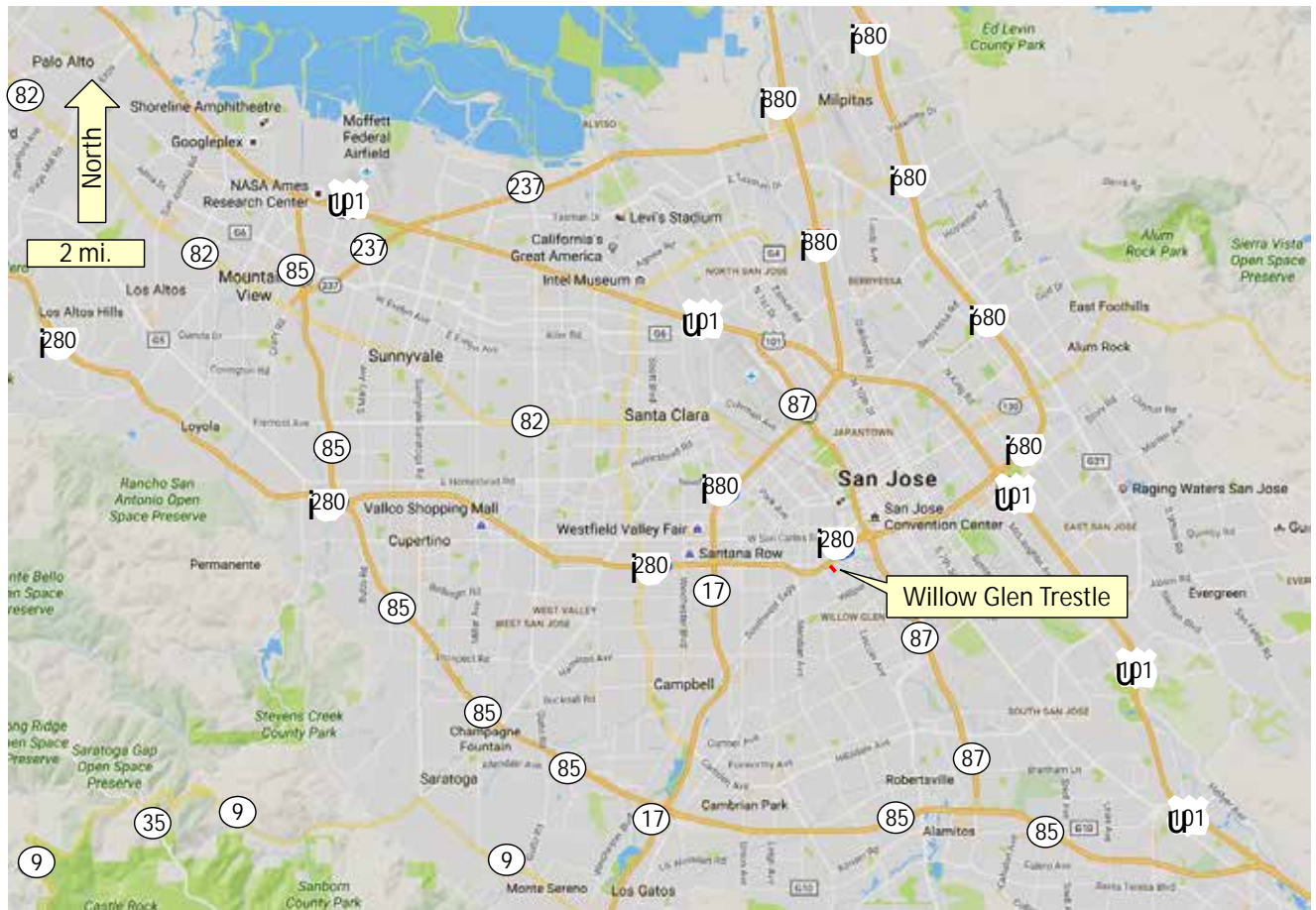
HRI

Trinomial

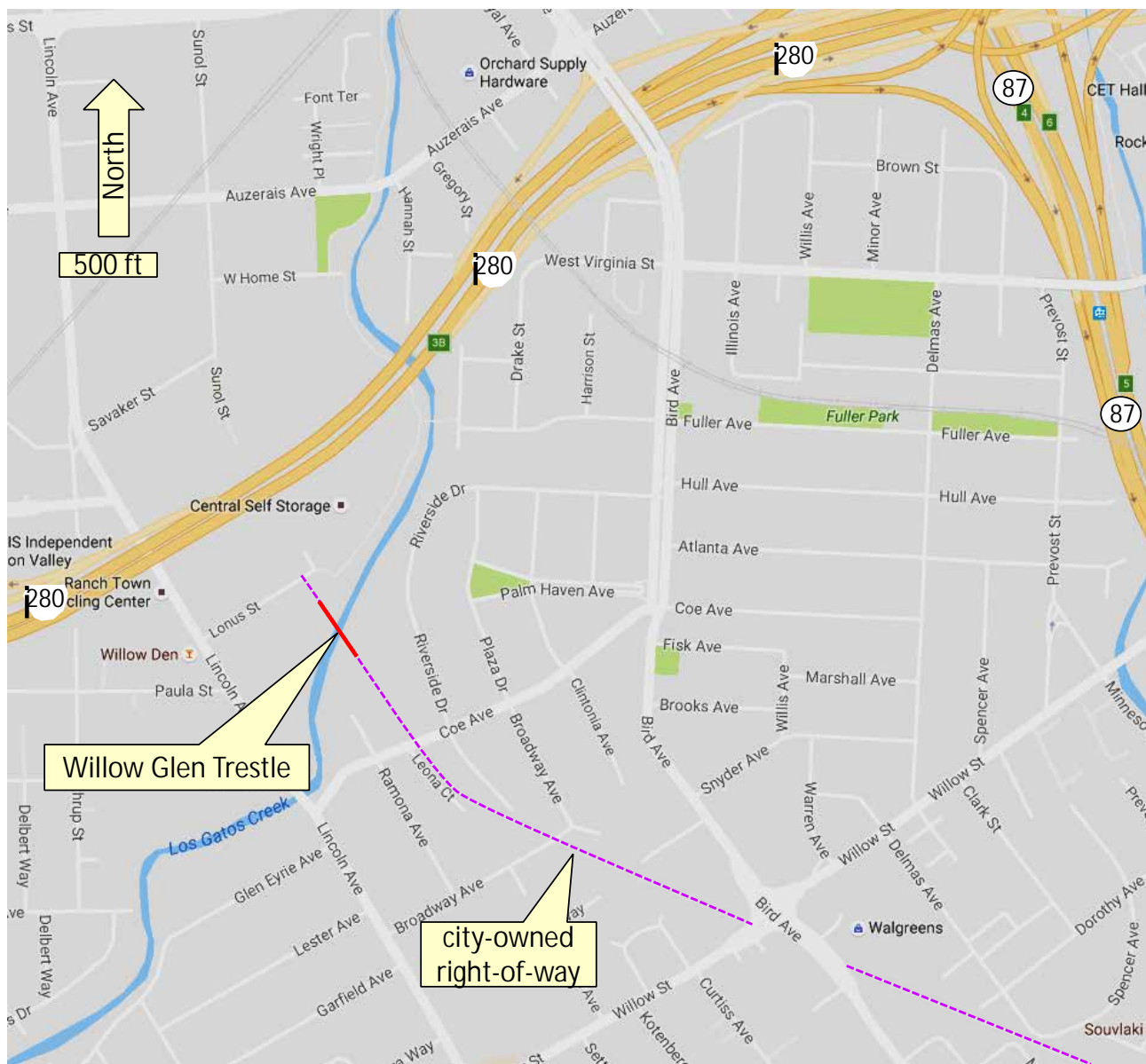
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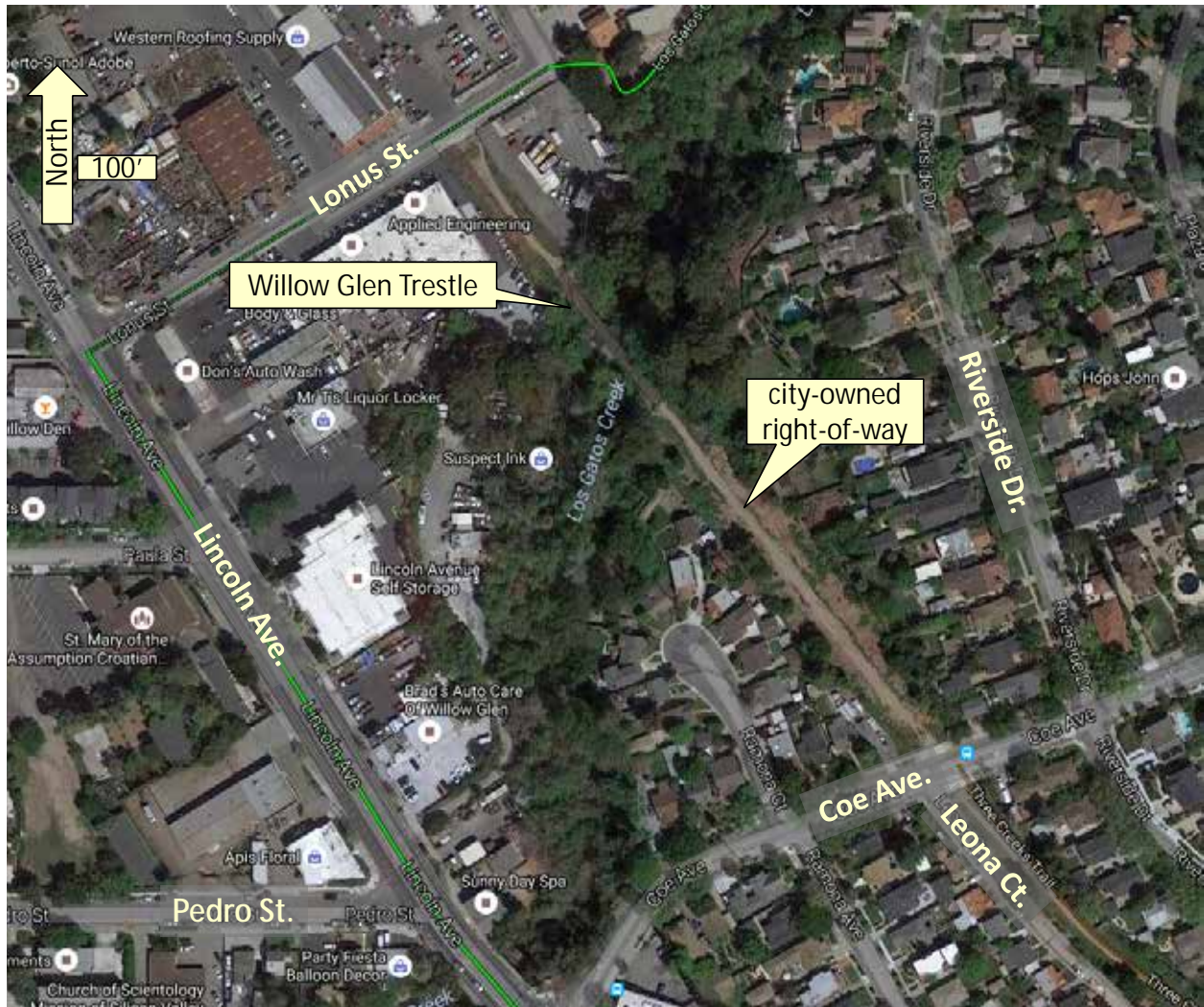
Camera Format: Digital (Nikon Coolpix S7000) Lens Size: 20X f/3.4
 Film Type and Speed: 16 megapixel **Negatives Kept at:** on OHP website:
http://ohp.parks.ca.gov/pages/1067/files/ca_santa%20clara%20county_willow%20glen%20trestle_photos.pdf

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
				see Continuation Sheet		



*Drawn by: Lawrence Ames *Date of map: Nov. 20, 2016





CONTINUATION SHEET

Property Name: Willow Glen Trestle over the Los Gatos Creek
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Form A, item P5b: Photographic Record

Name of Property: Willow Glen Trestle over the Los Gatos Creek
City or Vicinity: San José
County: Santa Clara County
State: CA
Name of Photographer: Lawrence L. Ames
Date of Photographs: September 27, 2015
Location of Original Digital Files: 1218 Willow St., San José CA 95125

Eleven (11) photographs are provided, taken from locations and in directions indicated in the diagram below. All were taken with a digital camera (Nikon Coolpix S7000), with a 16 MP focal plane and a 20X f/3.4 lens. The digital file for each photo is online at:

http://ohp.parks.ca.gov/pages/1067/files/ca_santa%20clara%20county_willow%20glen%20trestle_photos.pdf



CONTINUATION SHEET

Property Name: Willow Glen Trestle over the Los Gatos Creek

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Photo 1: CA_Santa Clara County_Willow Glen Trestle_0001.tif

Northeast elevation, camera facing southwest.

CONTINUATION SHEET

Property Name: _____ Willow Glen Trestle over the Los Gatos Creek _____

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Photo 2: CA_Santa Clara County_Willow Glen Trestle_0002.tif

Southwest elevation, camera facing north.

CONTINUATION SHEET

Property Name: _____ Willow Glen Trestle over the Los Gatos Creek _____

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Photo 3: CA_Santa Clara County_Willow Glen Trestle_0003.tif

Southwest elevation, camera facing east.

CONTINUATION SHEET

Property Name: _____ Willow Glen Trestle over the Los Gatos Creek _____

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Photo 4: CA_Santa Clara County_Willow Glen Trestle_0004.tif

Deck view from northwestern abutment, camera facing southeast.

CONTINUATION SHEET

Property Name: _____ Willow Glen Trestle over the Los Gatos Creek _____

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Photo 5: CA_Santa Clara County_Willow Glen Trestle_0005.tif

Deck view from southeastern abutment, camera facing northwest.

CONTINUATION SHEET

Property Name: Willow Glen Trestle over the Los Gatos Creek
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Photo 6: CA_Santa Clara County_Willow Glen Trestle_0006.tif

Below-deck view of northwest abutment, camera facing northwest.

CONTINUATION SHEET

Property Name: _____ Willow Glen Trestle over the Los Gatos Creek _____

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Photo 7: CA_Santa Clara County_Willow Glen Trestle_0007.tif

Below-deck view of southeast abutment, camera facing southeast.

CONTINUATION SHEET

Property Name: _____ Willow Glen Trestle over the Los Gatos Creek _____

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Photo 8: CA_Santa Clara County_Willow Glen Trestle_0008.tif

Below-deck view of southeast abutment, camera facing southeast.

CONTINUATION SHEET

Property Name: _____ Willow Glen Trestle over the Los Gatos Creek _____
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Photo 9: CA_Santa Clara County_Willow Glen Trestle_0009.tif

Bent 7, camera facing west.

CONTINUATION SHEET

Property Name: _____ Willow Glen Trestle over the Los Gatos Creek _____
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Photo 10: CA_Santa Clara County_Willow Glen Trestle_0010.tif

Bent 8, camera facing west.

CONTINUATION SHEET

Property Name: _____ Willow Glen Trestle over the Los Gatos Creek _____

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Photo 11: CA_Santa Clara County_Willow Glen Trestle_0011.tif

Bent 8, camera facing east.

CONTINUATION SHEET

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Form B, item B10:

Narrative Statement of Significance

The Willow Glen Trestle is eligible under California Register Criterion 1 at the local level for its association with the commercial and industrial development of West San Jose; and for the continued residential development of the exclusive enclave of Willow Glen. It is one of the few artifacts of the Western Pacific Railroad remaining in the Willow Glen district of San José: once a common bridge alternative for railroad construction in the early 20th Century, the subject engineering structure is only one of three extant pile bent trestle bridges in Santa Clara County.

California Register Criterion 1:

"Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States."

The Southern Pacific Railroad Comes to San José

With the joining of the Union Pacific and Central Pacific rails at Promontory, Utah, the first transcontinental railroad was completed in 1864. Seeing the enormous financial potential of linking San Francisco and San Jose by rail, newly arrived San Francisco blacksmith Peter Donahue sought to develop a railroad. Peter Donahue met his brother and boilermaker, James Donahue and the brothers built the city's first foundry, the Union Iron Works. The venture proved to be quite successful, bringing Peter Donahue great wealth. In 1863 he formed the San Francisco and San Jose Railroad to bring transcontinental rail traffic into San Jose. Tracks were completed from San Francisco to San Jose's San Pedro Street Station in 1864.

In 1865 Donahue formed the Western Pacific Railroad to connect the Big Four's Central Pacific Railroad's Sacramento terminus to San Jose. With the support of the Central Pacific's chief engineer Theodore Judah, land grants were obtained from Congress to complete the new rail line. However, Judah's death from Yellow Fever in Panama changed the course of the fledgling railroad. Without Judah, the Central Pacific broke its agreement with the Western Pacific and purchased the holdings of the San Francisco and Marysville Railroad. This acquisition provided the Central Pacific with a shorter route from Vallejo to Oakland than what was planned for the Western Pacific. The Central Pacific now controlled the Western Pacific's right-of-way from Niles to Sacramento and completed the line in 1869. The only remaining obstacle to complete control of all rail traffic to and from the San Francisco Bay Area was Donahue's original San Francisco and San Jose Railroad.

In response to the Big Four's bold moves, Peter Donahue sought for and received Congressional support for a new railroad linking Topeka, Kansas to San Francisco. The new railroad – the Southern Pacific – would utilize the right-of-way of Donahue's San Francisco and San Jose Railroad and run from San Francisco through San Jose; and on over the Rockies to Kansas. Groundbreaking for the Southern Pacific Railroad began on April 21, 1868. To

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maintain control of California rail traffic, the Central Pacific was forced to buy out the newly approved Southern Pacific right-of-way in 1870. This purchase gave the Central Pacific's Big Four control of all coastal rail traffic between San Francisco and Los Angeles.¹

By 1907, the Southern Pacific Railroad expanded their San Jose facilities considerably, with construction of the large rail yards at College Park on San Pedro Street, the Market Street Station and an additional line to Mayfield. By 1918, the Southern Pacific's franchise with the City of San Jose for its Fourth Street right-of-way was reaching its 50-year limit and the railroad sought to build a new line into western San Jose.² A tense legal battle would ensue between the City of San Jose, the Southern Pacific Railroad and the citizens of a then-unincorporated and exclusive residential district known as The Willows.³

The Exclusive Hamlet of Willow Glen

Settlers arrived at "The Willows" seeking to take advantage of the area's fertile soils and Mediterranean climate. By 1880 orchards sprang up throughout the region, attracting immigrants from the eastern United States. Soon the Willows and the larger Santa Clara Valley would become one of the largest nut and fruit production centers in the country, earning the name "Valley of Heart's Delight." By the 1920s, San Jose boasted dozens of canneries, with a concentration of them located near The Willows and in West San Jose, such as Herschel's Canning (becomes Contadina), the California Fruit Company (becomes CalPak and then Del Monte Canning Company), and the San Jose Canning Company.⁴

However, The Willows developed a reputation as an exclusive residential area, with numerous grand houses constructed in the late 1800s. By 1891 the Willows also had their own school district, a post office, a church and a growing business district on Lincoln Avenue. Along with the neighboring residential enclave of Palm Haven, the Willows attracted the affluent business elite of San Jose who had their homes constructed either in the Willows or in Palm Haven. It was this desire to maintain exclusivity that led to the turf wars between the Southern Pacific Railroad, the Western Pacific Railroad, the City of San Jose and what would become City of Willow Glen.

The Western Pacific Railroad

Led by Denver & Rio Grande Railway financier George Gould, the Western Pacific Railway was formed in 1903. Intending to create the fourth transcontinental railroad, the financially strapped Western Pacific completed its Feather River Route from Salt Lake City, Utah to Oakland, California in 1909. In 1913, members of the San Jose Chamber of Commerce escorted top Western Pacific officials on a tour to San Jose, in hopes of luring another

¹ Arbuckle, Clyde. Clyde Arbuckle's History of San Jose. San Jose, CA: Smith & McKay Printing Co., 1985, p. 105

² "Local Business Men Believe the Western Pacific May Compete with the S.P. Here", *The San Jose Evening News*, 9/20/1913, page 5.

³ Arbuckle, p. 110.

⁴ Willow Glen Neighborhood Association. Touring Historic Willow Glen. San Jose, CA: BR Printers, 2007, p. 5

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railroad to compete with the Southern Pacific's monopoly on freight in the region. However, the Western Pacific went bankrupt in 1915, putting a temporary halt to its expansion plans.

The entity reformed as the Western Pacific Railroad in 1916 and was granted a 50-year franchise by the City of San Jose on August 16, 1917. As part of the agreement, the spur line would share track with the Southern Pacific at key locations in San Jose. The company began construction of a spur line from Niles Junction (presently Fremont), California to West San Jose. With the United States' entry into World War I in 1918, the government seized control of the railroads. Construction resumed in 1920 and the spur line was completed in 1922. Described as a great fishhook, the line made a great curve around the south and west of San Jose, went through the Willows community, crossed Los Gatos Creek on the subject Willow Glen Trestle and proceeded into West San José (**Figure 1 – below**). The line crossed the Southern Pacific tracks at two locations and two interlocking plants were constructed to handle switching between the two competing railroads. During this time, interlocking plants needed to be constructed by the competing railroad (in this case, the Western Pacific) to switch rail traffic between the two rail lines. The West San Jose Spur terminated at the Western Pacific's new freight station on The Alameda just west of the Southern Pacific's West San Jose Station and was completed on May 1, 1922.⁵

The Valley of Heart's Delight

By 1876, San Jose had become a leading fruit shipping center, due to the vast quantities of fruit grown, dried and processed in the Santa Clara Valley. "The Valley of Heart's Delight" was also producing about three-quarters of all prunes grown in California. Prune production soared in the 1920s and 1930s, with 116,900 tons produced in 1920 and a peak of 285,700 tons in 1930. Apricots were also a leading product, with 10,000 tons produced in 1920 and 37,455 tons in 1934.⁶

To deal with competition and the sheer quantity of product, growers organized cooperatives to serve the needs of the various fruit growing specialties. In 1900, prune growers formed the California Cured Fruit Association, which grew to over 4,000 members. However, the association's exclusivity, which left apricot and peach growers out of the picture, folded in 1903.

Following a slow growth in successful fruit cooperatives statewide, the California Prune and Apricot Growers, Inc. was formed in 1917 in an effort to stabilize prices, standardize quality and control the sale of product to the market. The organization capitalized at \$2,500,000 and filed articles of incorporation in San Jose on February 21, 1917.⁷ San Jose financier Thomas S. (T.S.) Montgomery was the first chairman of the Board of Directors. T.S. Montgomery would play a key role with the development of the Western Pacific Railroad's West San Jose spur

⁵ Holmes, Norman W. Prune Country Railroad. Huntington Beach, CA: Shade Tree Books, 1985.

⁶ Hensley, Harry C. *Merchandising Policies of the California Prune and Apricot Growers Association, Special Report No. 36, Farm Credit Administration (1939)*.

⁷ Arbuckle, p. 160.

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as he had close ties and financial stakes both with this powerful fruit cooperative and the Western Pacific Railroad.

A self-made man in real estate and finance, Montgomery was president of the Garden City Bank in San Jose, Chamber of Commerce Board member, prosperous property owner and board president of the California Prune and Apricot Growers, Inc. With his huge financial holdings and ties to the vast fruit production industry, Montgomery saw the great financial rewards to be reaped if he could bring another railroad to West San Jose to compete with the Southern Pacific's often ruthless control of the Santa Clara Valley's fruit shipping prices. Montgomery was on the Board of Directors for the Western Pacific Railroad following its reincorporation in 1916 and remained on the Board of Directors throughout the construction of the Western Pacific's West San Jose spur.⁸

The Railroad Wars: Southern Pacific, Western Pacific and the City of San José

With its 50-year franchise for its Fourth Street right-of-way soon to expire with the City of San Jose in 1918, the Southern Pacific Railroad, applied for and obtained permission from the California State Railroad Commission to construct a west side spur line, known as the West Side Relocation Project in 1906. At this time the Southern Pacific's frequent and lengthy freight trains were creating massive traffic delays around their Fourth Street railroad alignment. The City of San Jose was looking for leverage against the railroad giant.

Leverage was provided by the Western Pacific Railroad, which obtained permission to construct a spur line through the Willows and into West San Jose. The City granted the Western Pacific permission in 1917, but campaigned for both the Southern Pacific and Western Pacific share a single union station. While wrangling over which railroad would construct the West San Jose spur continued, residents of the Willows learned of the Western Pacific's plans to construct the spur line through their hamlet. Newspaper articles demonstrate that residents feared the same traffic snarls that were occurring along the existing Southern Pacific alignment along Fourth Street in San Jose. On August 30, 1917 the *San Jose Evening News* published an announcement from Willow Glen Improvement Club president Paul F. Clark stating "Believing that the running of the line of the Western Pacific through the Willows will spoil the best resident districts of the City."⁹ The citizens of the Willows filed a petition to incorporate, which would force the Western Pacific to be granted a franchise to run tracks through their exclusive hamlet. The Willow Glen Improvement Association hired noteworthy attorneys L.D. Bohnett and Charles Allen to explore legal options. Both Bohnett and Allen lived in neighboring Palm Haven, a community also destined to lose its exclusive residential quality if the noise, traffic and commotion of a rail line was constructed. However, Willow Glen's first attempt at incorporation did not receive enough votes. The next day, the *Evening News* published an article quoting an elated T.S. Montgomery following the failed Willows

⁸ Western Pacific Railroad Annual Reports (1917 – 1923). Also: "T.S. Montgomery is Director Western Pacific Company," *San Jose Mercury Herald*, 8/7/1917, p. 1.

⁹ "Meeting to Object to R.R. in Willows," *San Jose Evening News*, 8/30/1917.

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incorporation effort. Montgomery assured residents that no industrial development would occur in the Willows, stating "No, this (the proposed West San Jose spur) will only be a spur track, and hardly a train a day will pass over it. And besides we will improve the Willows wherever we have property."¹⁰

Later in 1917, at a meeting with the State Railroad Commission and San Jose officials, the concept of a union station shared with the Southern Pacific and Western Pacific was rejected by T.S. Montgomery and the Western Pacific's Board of Directors. By the United States' entry into World War I in 1918, the fate over the Western Pacific's spur line remained uncertain, as the Federal government assumed control of the railroads for the war effort. The Southern Pacific's 50-year franchise with San Jose was set to expire in 1918.

Following World War I, control of the two railroads was returned to their respective Boards of Directors. Construction of the Western Pacific's spur line to West San Jose was completed by August 1922. Construction of the Willow Glen Trestle (**Figure 2 – below**) was complete in the summer of 1922. In August 1922, rail traffic on the new spur line finally passed through the Willows, crossed Los Gatos Creek on the Willow Glen Trestle and entered the cannery rich industrial section of West San Jose.¹¹

Willow Glen Incorporates

Following World War I, the Southern Pacific Railroad still needed a franchise from the City of San Jose. The two organizations fought for the cost of grade separations along the Southern Pacific's proposed right-of-way. The City hired William Hudson, an engineer from the St. Louis firm of Harland Bartholomew & Associates to devise a plan for the new alignment. Hudson proposes eight grade separations and an elevated alignment to the Fourth Street station that would be shared by both the Southern Pacific and Western Pacific railroads. Thus, the Southern Pacific would operate its trains on the Western Pacific alignment through the Willows. Once again, residents feared the noise and congestion of hundreds of freight trains running through their neighborhood.¹² Wrangling between the Southern Pacific and the City of San Jose over the proposed new alignment would continue well into the 1920s.

The Southern Pacific responded to the Hudson report in May 1926 with an offer of five grade separations, which would relieve the congestion caused by increased rail traffic. The City of San Jose refused the offer. In May of 1927, the City agreed to grant a franchise to the Southern Pacific Railroad under three primary conditions: 1) the railroad would finance four grade separations; 2) the railroad would pay for removal of its Fourth Street tracks and finance street repair and 3) the Southern Pacific would use the Western Pacific's tracks through Willow Glen. Residents of the unincorporated hamlet of Willow Glen cringed once again. Editorials ran in local

¹⁰ "Hardly a Train Per Day in Willows is W.P. Man's Belief," *The San Jose Evening News*, 12/1/1917, p. 1.

¹¹ Holmes, p. 143.

¹² "New West Side Line Culminates Years of Effort." Undated newspaper article, California Room Archives, Martin Luther King Library, San Jose, California.

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newspapers announcing concern for the City's proposal.¹³ Unlike the first attempt in 1917, residents voted to incorporate the City of Willow Glen on September 7, 1927 to keep the Southern Pacific out.¹⁴ A map of Willow Glen shortly after incorporation appears below (**Figure 3**).

However, the Southern Pacific was not through negotiations for a new San Jose franchise, which had expired in 1918. The next position by the railroad was to pay for grade separations, removal of the Fourth Street tracks and accompanying street restoration, and the agreement to not carry the right-of-way through the affluent neighboring community of Palm Haven. In January 1928, the Southern Pacific agreed with the City's request to run their tracks along the Western Pacific alignment. However, the newly formed City of Willow Glen blocked the plan.¹⁵ The power of incorporation had paid off.

The Western Pacific Railroad's Impact on Willow Glen's Residential Development

The Western Pacific's construction of the West San Jose spur, of which the Willow Glen Trestle is an extant supporting resource, created two development patterns in West San Jose. First, the completed West San Jose spur fostered substantial industrial development, particularly the canning and fruit processing industries that had another shipping alternative to the Southern Pacific Railroad. Second, T.S. Montgomery and the Western Pacific's leaders fulfilled their promises with Willow Glen residents to keep Willow Glen residential. Industry was carefully concentrated north of Los Gatos Creek, maintaining Willow Glen's unique feel as an enclave separate from, yet in close proximity to San Jose.

San Jose financier Thomas S. (T.S.) Montgomery largely controlled the development of West San Jose through land purchases and his connections to big business. He certainly had the pedigree, along with ample financial holdings and political clout to obtain real estate around the Western Pacific's alignment. He also had the business connections to develop industry along his new West San Jose spur. Montgomery's resume of business accomplishments and his personal financial holdings positioned him to be a major player in San Jose development.

Montgomery became President of the Garden City Bank in 1914. As mentioned previously, Montgomery was Board president of the California Prune and Apricot Growers, Inc., and was said to have controlled over 80% of California's entire prune and apricot acreage by 1919. By 1922, 30 packing houses were owned and operated by the California Prune and Apricot Growers, located mostly in San Jose. Montgomery's new West San Jose spur would serve many of these packers, including 40 canning facilities.¹⁶

¹³ "Let's Not Call Names," *The San Jose Evening News*, 8/2/1927, page 8.

¹⁴ "Incorporations of Willows Carries; Vote 686 to 364" *San Jose Mercury Herald*, 9/9/1927, page 1.

¹⁵ "60 Year Tangle on Tracks Is Told in Terse History" *The San Jose Evening News*, 4/18/1928.

¹⁶ Eugene T. Sawyer, History of Santa Clara County California. San Francisco, CA: Historic Record Company, 1922, p. 135.

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Montgomery developed the Twohy Building in downtown San Jose for the California Prune and Apricot Grower's new offices in 1918.¹⁷ Located at 210 South First Street and designed by noteworthy architect William Binder, the Twohy Building is listed on the National Register of Historic Places. By the time of the Western Pacific's construction of the West San Jose spur, Montgomery had completed numerous large development projects that have left their mark on San Jose's cityscape. Two additional examples are the Garden City Bank Building, the first skyscraper in San Jose (1909 - demolished), and the extant Montgomery Hotel (1911).¹⁸ Montgomery used his enormous financial resources to purchase land in Willow Glen and West San Jose around the Western Pacific's right-of-way.

Thomas S. Montgomery controlled land development in Willow Glen through the Standard Realty Company, a real estate development firm owned by the Western Pacific Railroad. T.S. Montgomery was the sole agent for the Standard Realty Company, which was the only real estate firm purchasing and selling property along the Western Pacific's new West San Jose Spur. If one views the Santa Clara County block and lot books for the years following construction of the Western Pacific Railroad's Niles to West San Jose Spur, Montgomery's Standard Realty Company is listed as holding numerous plots of land straddling the future Western Pacific's alignment (**Figure 4 – below**). An example of the many enclaves of historic residential buildings is the Ramona Subdivision, located adjacent to and south of the Willow Glen Trestle, which the Standard Realty Company developed in the 1920s. The homes of this development are extant (**Figures 5 and 6 – below**).

An examination of the Western Pacific Railroad's 1958 map and shipper list for its West San Jose spur shows that T.S. Montgomery kept his promise to keep industry out of Willow Glen. Only one feeder spur was constructed in Willow Glen (**Figure 7 – below**).¹⁹

The Western Pacific Railroad's Impact on West San Jose Industrial Development

The Western Pacific Railroad's 1958 map of its spur line also reveals a list of numerous industrial enterprises that were the Railroad's clients at that time. This list is a testament to the amount of business generated by the construction of the West San Jose spur. Industries included the various packing houses and processing facilities for the California Prune and Apricot Growers, Inc., Standard Oil Company, various lumber yards, petroleum and other industries (**Figure 7 – below**).

To compete with the Southern Pacific for fruit growers' freight traffic, the Western Pacific offered an overnight Less-than-Carload (LCL) service to local fruit producers in 1922. Before arrival of the Western Pacific, the Southern Pacific had a monopoly on rail shipment of all produce grown and processed in the Santa Clara Valley. This allowed them to set shipping rates, often charging growers a full car load, even if the grower could not produce enough product to fill a refrigerated rail car. The policy essentially left out the small independent

¹⁷ "Prune and Apricot Growers Move Into Their Own Building," *California Fruit News*, March 30, 1918

¹⁸ National Register of Historic Places Registration Form: Twohy Building, 210 South First Street, San Jose, 2003.

¹⁹ Western Pacific West San Jose Spur Map and Shippers List, 1958. www.wpplives.com.

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grower. Western Pacific's policy of allowing a partially filled car (or Less-than-Carload) allowed the small farmer the opportunity to get his product to market at rates similar to the major producers. This helped small and local farmers survive, particularly after the arrival of the Great Depression.²⁰

The completion of the West San Jose Spur led to substantial new industrial development, as packing houses, canneries and related industries located on the new Western Pacific Railroad's spur. The 1932 Sanborn Map of the area north of Lost Gatos Creek shows the additional development, ten years after the Western Pacific completed their West San Jose spur (**Figure 8 – below**). An example of extant West San Jose industrial development is the Growers Packing and Warehousing Association building located at 991 Lonus Street (formerly 661 Sunol Street). In 1920 T.S. Montgomery, as President of the Garden City Bank, signed a deed granting the property to the Western Pacific Railroad. In 1922, the Western Pacific Railroad sold the property to the Growers Packing and Warehousing Association, a facility associated with Montgomery's California Prune and Apricot Growers, Inc. The building later became the Hamlin Packing Company, remains extant today and is occupied by Western Roofing Supply Company (**Figure 9 – below**).²¹

The Western Pacific Railroad Prospers

In the 1930s, the Western Pacific Railroad continued to grow. A connection with the Great Northern Railway at Bieber, California gave it access to the Pacific Northwest. The railroad's land holdings along the Niles to San Jose right-of-way brought more industry to the Western Pacific's spur line. In 1953, the Western Pacific Railroad served a new Ford Motor Company plant in what would become Milpitas, California. To handle the heavy traffic, the Western Pacific constructed a vast rail yard in Milpitas; the yard was as large as the Southern Pacific's in San Jose.²² These successes made the Western Pacific a major player in the region's rail traffic. Its construction of the Niles to West San Jose spur line was the beginning of decades of success for the railroad and aided in the region's industrial development.

Additional detail:

The Willow Glen Trestle is now a rare extant example of what was once a common and relatively inexpensive bridge alternative for railroads that sought rapid methods of construction. The Willow Glen Trestle is a pile-bent engineering structure that was constructed in the early 20th Century and is the only such structure in Willow Glen and one of only three extant pile-bent trestle bridges remaining in all of Santa Clara County.

At 210.5 feet long and 25 feet tall at its highest point, the structure is longer and taller than typical pile-bent trestles. The subject trestle is of pile-bent construction, with timber abutments and 13 bents. The bents typically have 6 piles; however, several bents have additional piles installed. This is not surprising, as pile-bent bridges

²⁰ Arbuckle, p. 112.

²¹ Santa Clara County Deeds, Book 522, Page 384.

²² Arbuckle, p. 113.

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were intended to be an inexpensive and quick construction solution for railroads that sought to get their lines open as quickly as possible, in order to start earning revenue.

A good summary of the motivations and economic reasons for choosing to construct a pile-bent trestle appear in Wolcott Foster's *A Treatise on Wooden Trestles and Their Concrete Substitutes* (1913 – Fourth Edition):

Wooden trestles for the most part are, of course, built with the idea of their being only temporary expedients, to be replaced in times, as rapidly as the finances of the company may permit, by something more permanent. However, a well-built trestle of good material will last a long time, depending to a certain extent on climatic conditions. If properly designed and cared for they form an efficient portion of the roadway.²³

As explained by Foster, pile-bent trestle heights were rarely over 20 feet tall, as it was difficult to locate trees with enough structural strength along their entire length. The installation of additional piles to several bents in the Willow Glen Trestle was likely to support failing bents due to the somewhat taller nature of the subject trestle.

It is likely that engineering drawings were not produced for the Willow Glen Trestle. Typically, railroads constructed bridges using standard, or typical, sections modified for specific field conditions (**Figure 10 – below**). An examination of this image indicates that the Willow Glen Trestle applied a similar typical section, with the use of additional piles per bent for structural support of the 25-foot tall structure. An image of a typical bent for the Willow Glen Trestle is provided as **Photo 11 above**. Comparison of the typical section and a bent from the Willow Glen Trestle indicates the similarity between the two images, except that two sections of cross-bracing with a horizontal sash brace between the cross-bracing, in order to support the lateral loads to the taller-than-typical bents on the Willow Glen Trestle.

Regular repair and maintenance was common practice for timber trestle bridges, as they were subject to regular cycles of decay. Often, piles would deteriorate where the pile cap interfaces with the top of the pile, due to water infiltration. Often, pile tops had their deteriorated upper sections spliced away and wood shims installed to make up the missing section where it meets the bottom of the pile cap. This condition exists on several bents of the Willow Glen Trestle; however, its infrequency indicates that most of the piles are original to the structure.

Extant Pile-Bent Railroad Trestles in Santa Clara County

Research of existing railroad alignments coordinated with field survey work reveal that the Willow Glen Trestle is only one of three remaining pile-bent railroad trestles in Santa Clara County. The other remaining examples are:

²³ Wolcott C. Foster, *A Treatise on Wooden Trestles and Their Concrete Substitutes* (Fourth Edition, 1913), p. 3.

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- Western Pacific Trestle over Coyote Creek, near Story Road, San Jose, California (**Figure 11 – below**);
- Southern Pacific (now San Benito Railroad, LLC) pile-bent trestle over Pajaro River, near San Benito County line (**Figure 12 – below**).

Note: until recently, there had been one more trestle bridge, the Western Pacific West San Jose Spur pile-bent trestle over Silver Creek, San Jose, California. It was damaged in a fire on Aug. 17, 2016, and was promptly removed.

Of the two remaining examples, the Western Pacific trestle near Story Road (**Figure 11 – below**) retains a nearly comparable level of historic integrity as the subject Willow Glen Trestle, although some brace beams have been replaced with steel guard-rails. Also, as the Coyote Creek trestle was built in what then was outside of town, there probably was less community discussion or impact to the nearby neighborhoods. The Willow Glen Trestle and the Coyote Creek Trestle would mark the two ends of the planned Three Creeks Trail.

The Pajaro River trestle (**Figure 12 – below**) is on an active railroad line, far from urbanized areas and out at the County line, and is not accessible to the public.

The Willow Glen Trestle remains the best surviving example of a pile-bent trestle in Santa Clara County in terms of its remaining historic integrity and accessibility to the public, should the trestle be rehabilitated and incorporated into the existing recreational trail system.

Period of Significance

1922 to 1965 when the canning industry began to decline. The trestle was used until 1997 when the Del Monte Cannery stopped using the West San Jose spur.

Historic Integrity

The Willow Glen Trestle is in largely original condition, with the exception of structural repairs to various bents that is typical for a pile-bent trestle. The primary integrity impacts have occurred to the trestle deck, which retains its original ties, but no longer retains the rails, which were removed for conversion of the former Western Pacific Railroad's right-of-way to a recreation trail. Comparison of the existing structure with the 1955 historic photograph (**Figure 2 – below**) indicates that the original outriggers used to mount a safety rail remain, but the period safety rail has been removed and replaced with a steel and cable system. A metal walkway has

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been installed onto the deck, which is likely not original, but was likely installed during the Willow Glen Trestle's period of significance. An integrity analysis appears below.

- **Location.** The Willow Glen Trestle remains in its original location and has integrity of location.
- **Design.** While the deck modifications and rail removal have somewhat reduced the Trestle's integrity of design, the primary structural elements that characterize the Trestle as an engineering structure remain including the deck railroad ties and outriggers and all components of the substructure. It is the substructure, with its characteristic pile-bent construction, that communicates the greatest integrity of design as an engineering structure. The stringers that support the railroad ties and are the primary elements of the trestle's superstructure also remain.
- **Setting.** The Trestle's riparian setting and the Western Pacific's West San Jose spur's alignment remain intact, despite conversion to a recreational trail.
- **Materials.** The timber materials of the trestle's substructure remain intact including the pile caps, piles, and cross bracing. Original timber stringers remain extant on the trestle superstructure as well, all of which provide sufficient integrity of materials.
- **Workmanship.** Workmanship remains evident in the Trestle's timber superstructure and substructure to retain integrity of materials.
- **Feeling.** The Trestle retains sufficient integrity in its superstructure and substructure to maintain integrity of feeling as a rare engineering structure – a pile-bent railroad trestle.
- **Association.** The Trestle retains sufficient integrity in its superstructure and substructure to maintain integrity of association as a rare engineering structure – a pile-bent railroad trestle.

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Figures:



Figure 1. "Regional Map / San Jose California / Showing Topography & Relation of San Jose to the Bay Region", Harland Bartholomew, St. Louis, MO, 1926-27; on display at San José City Hall, 3rd Floor lobby. (Photographed 3/9/16.)

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Figure 2. Willow Glen Trestle looking northwest, showing a train crossing the bridge, in 1955
(Courtesy: Norman Holmes, *Prune Country Railroading*, Shade Tree Books, 1985).

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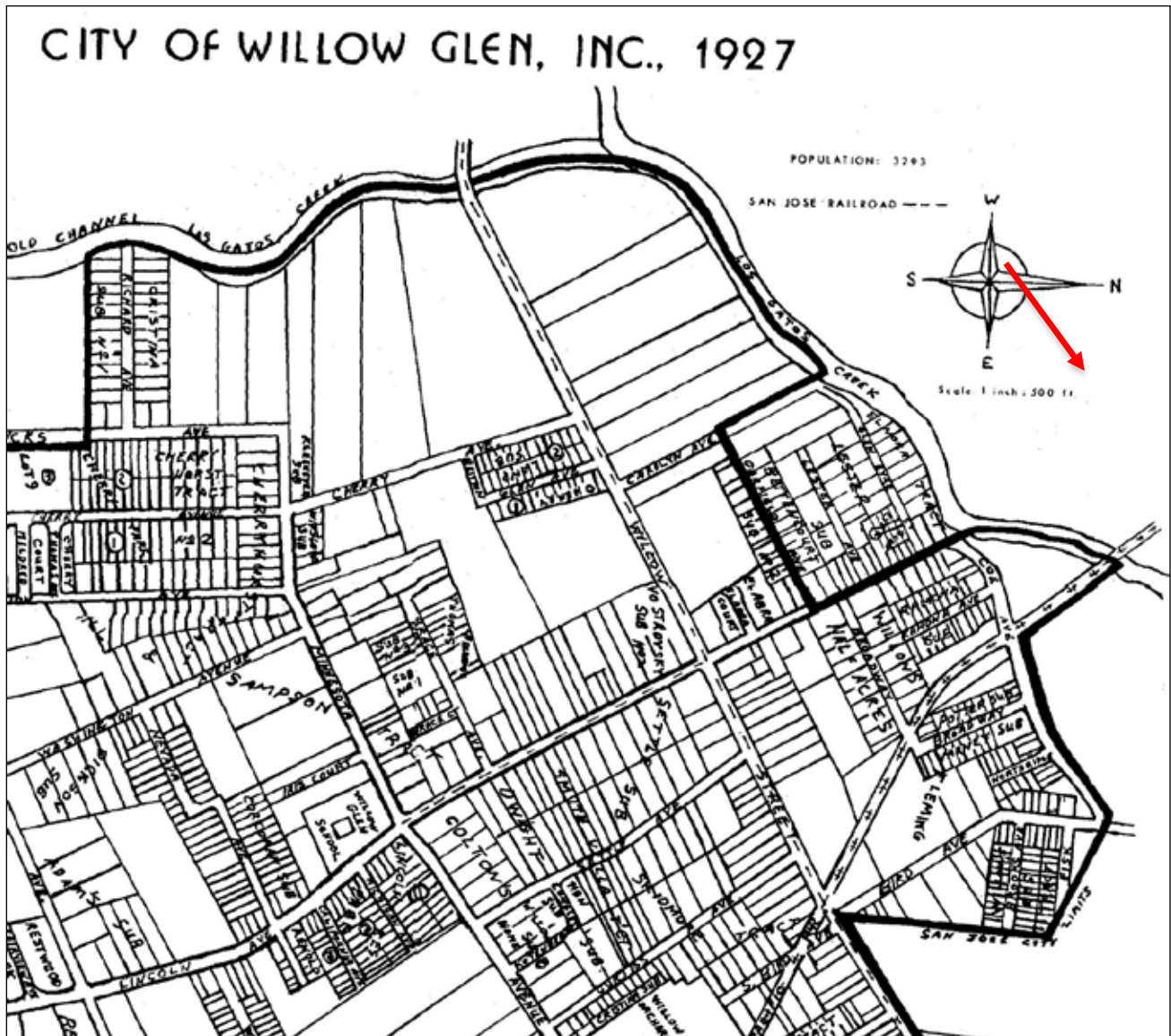


Figure 3. Detail of 1927 map of Willow Glen shortly after incorporation. The Willow Glen Trestle is shown with an arrow (Courtesy: <http://www.wgbackfence.net/map1927.tif> , accessed 10/1/15).

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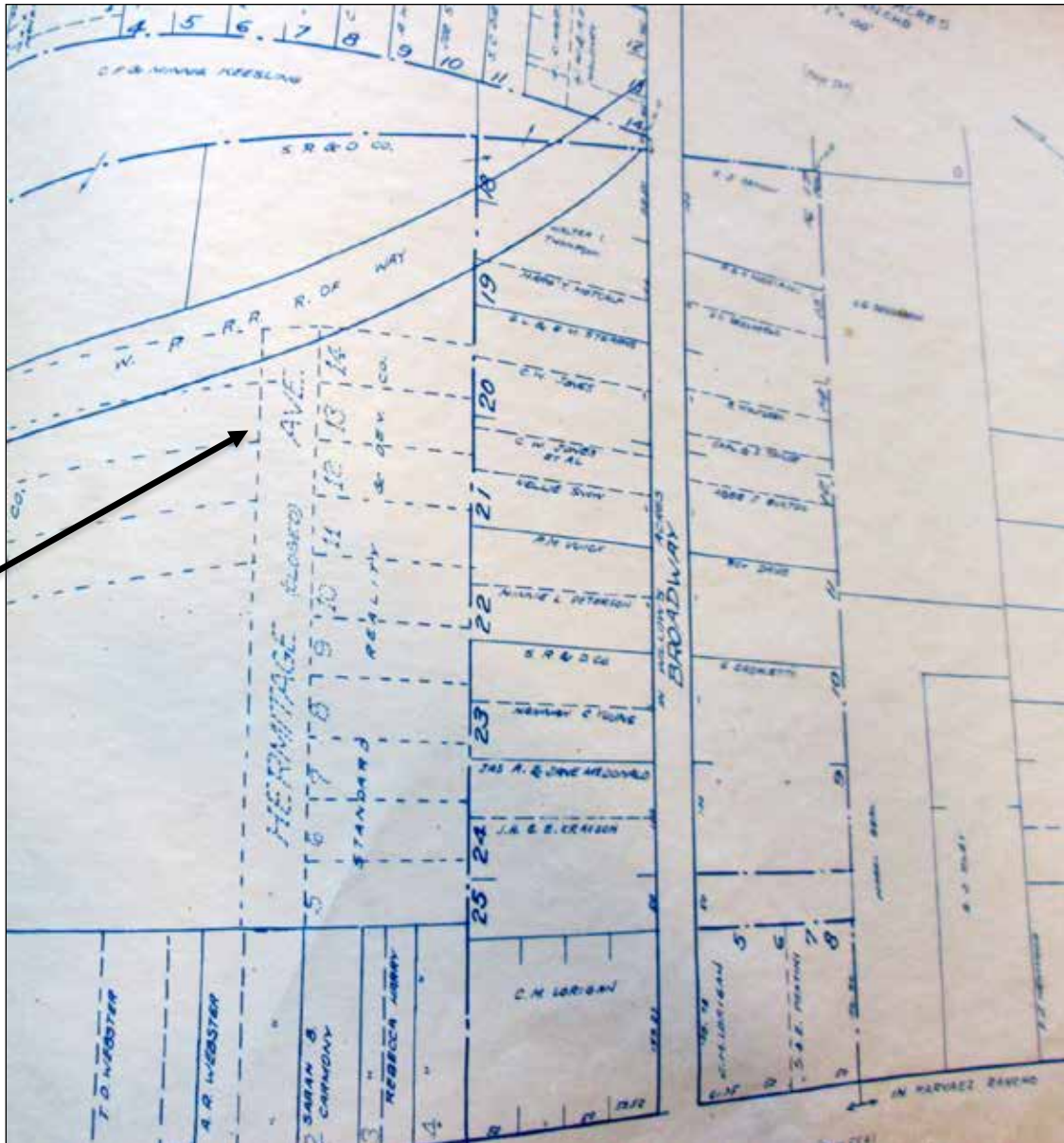


Figure 4. Detail of 1924 Block and Lot Book showing the Western Pacific Railroad alignment through Willow Glen. Ramona Avenue (now Ramona Court - arrow) was developed as a residential subdivision in the 1920s by T.S. Montgomery's Standard Realty Company (Courtesy: Santa Clara County Recorder's Office, Book S of Maps, page 13).

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Figures 5 and 6. Two images of extant historic homes lining Ramona Court and financed by T.S. Montgomery's Standard Realty Company. Top: 990 Ramona Court. Bottom: 994 Ramona Court.

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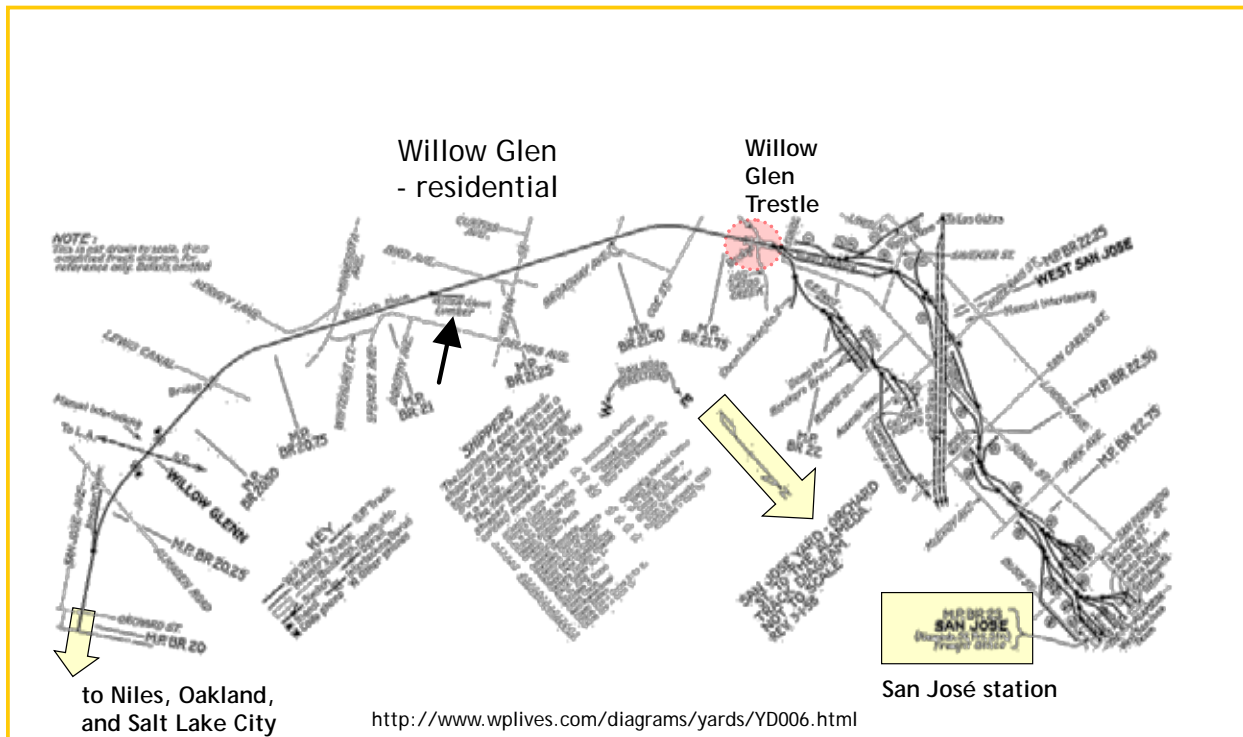


Figure 7. Annotated circa-1958 Western Pacific Railroad shippers map showing extent of development north of the Willow Glen Trestle. The Willow Glen Trestle's location is circled in pink, with industrial development located on numerous spur tracks and sidings off the beltline shown to the right (north) of the Trestle. The only industrial siding located within Willow Glen is a short siding to Willow Glen lumber, shown with a black arrow (Courtesy: Feather River Railroad Archives, <http://www.wplives.com/diagrams/yards/YD006.html> , accessed 10/9/15).

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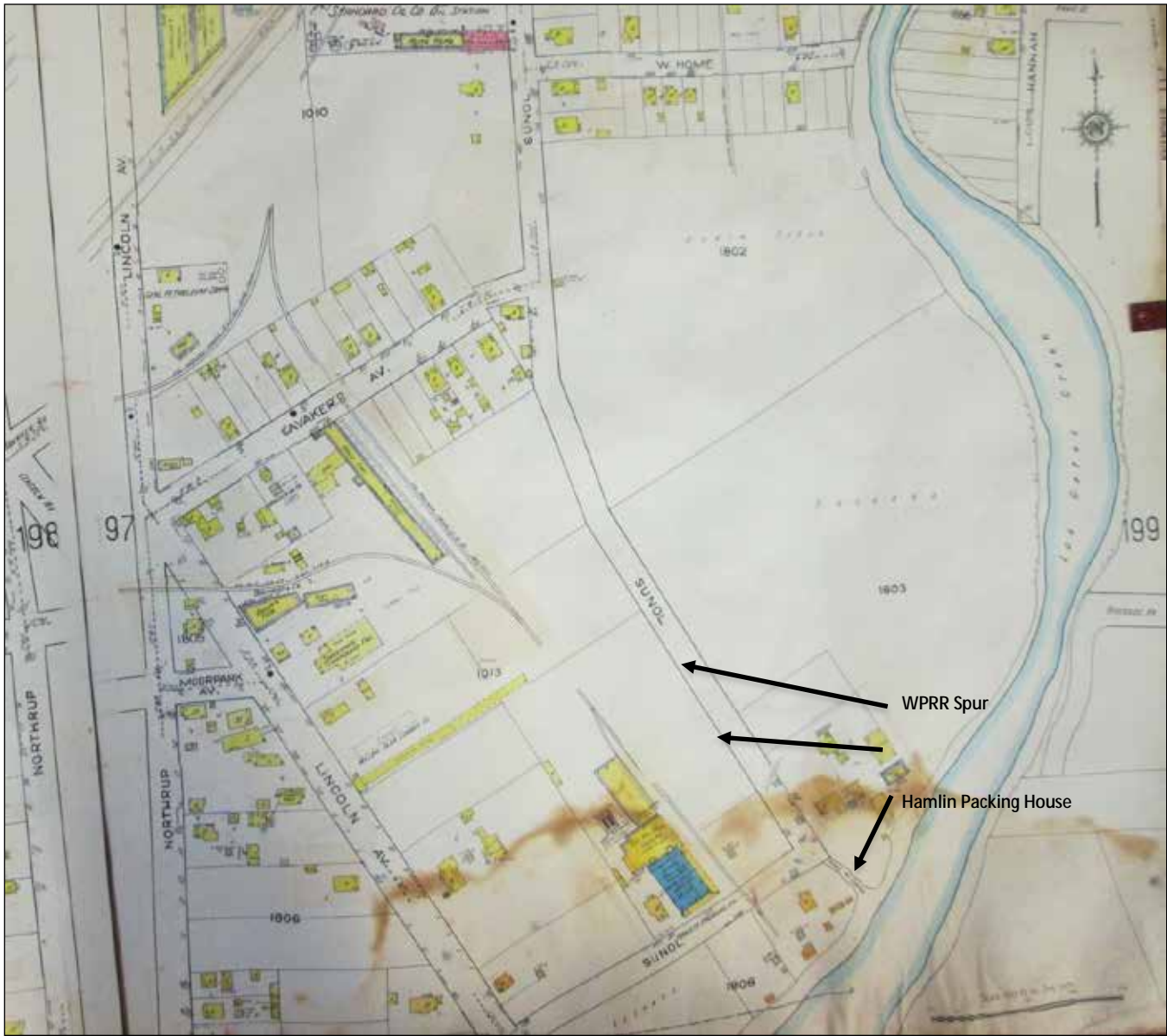


Figure 8. Photograph of 1932 Sanborn Map showing West San Jose industrial growth along the Western Pacific Railroad's spur. The Willow Glen Trestle and Hamlin Packing Company are shown with arrows.

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Figure 9. Hamlin Packing Company building located at 991 Lonus Street as it appears today.

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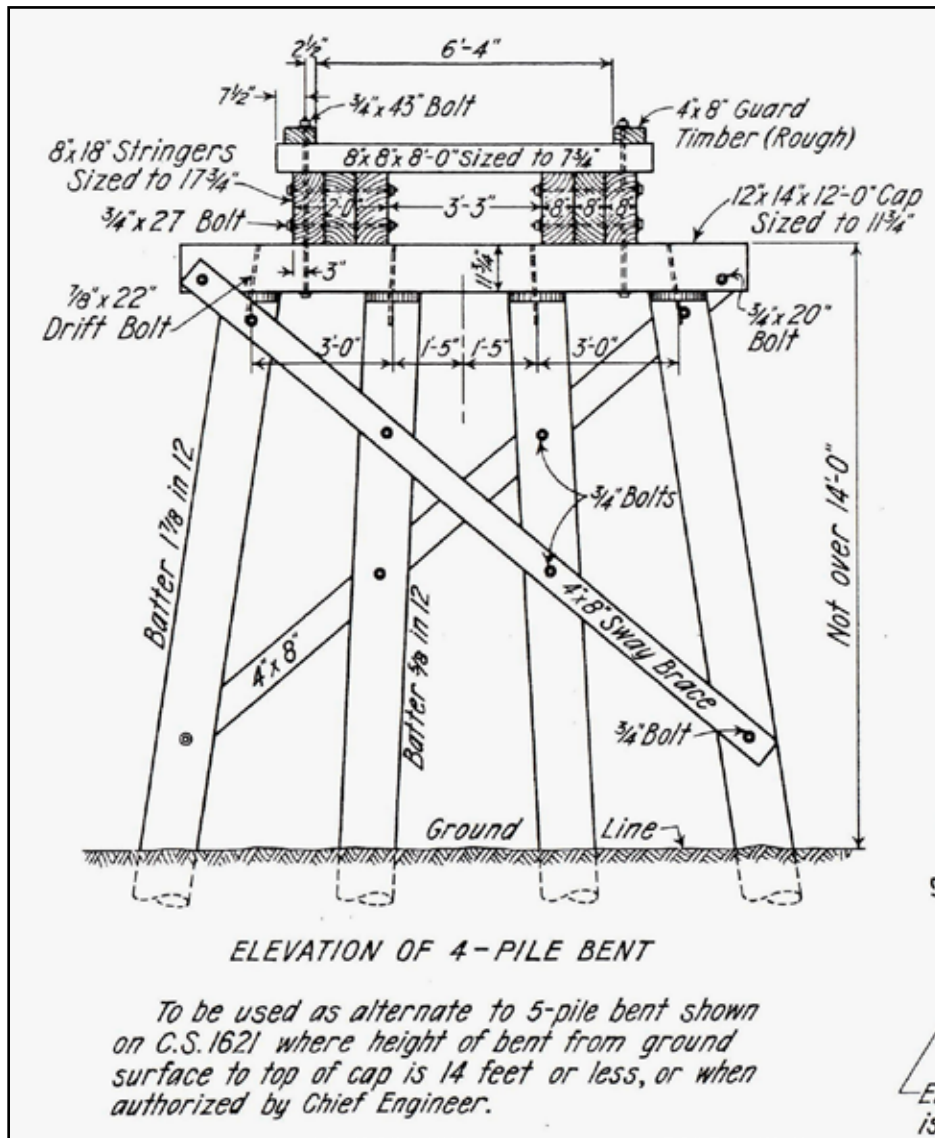


Figure 10. Typical structural bent for trestle construction. Although this is a 4-pile bent, the bottom note indicated on the drawing recommends the addition of a fifth pile based on the height of the structure (Courtesy: *Southern Pacific Railroad Typical Sections, taken from Petaluma & Santa Rosa Railroad Trestle, Petaluma, California, Historic Structure Report, by PAST CONSULTANTS, LLC - 2007*).

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Figure 11. Western Pacific Railroad pile-bent trestle bridge over Coyote Creek, near Story Road, San Jose, one of three extant pile-bent trestle bridges in Santa Clara County.

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Figure 12. Southern Pacific (now Union Pacific Railroad) pile-bent trestle over Pajaro River, near San Benito County line, and on active railroad line.

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