The Willow Glen Trestle

contact us:
Friends of the Willow Glen Trestle:
info@WGTrestle.org
Gateway to Willow Glen, at the Junction of the 3 Creeks Trail and the Los Gatos Creek Trail

don't replace the trestle -- just update deck & railing
Location of the Willow Glen Trestle
Hidden in Plain Sight
cheaper to restore than to replace

Not a Technical Challenge

Bent 7 (Looking Ahead on Line)

trail deck is built on top of stringers

100 yr flood*

10 yr flood*

210' long
25' high

Replace Stringer to Cap Bolt, 1” ASTM A325

Bent 7 Pile Diameters

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Note: Spacing of piles at top and bottom are approximations obtained by using the spacing at the sash and the slope of the pile. These values may vary slightly.

Replace All Bracing Bolts, 1” ASTM A325

Replace Braces

Replace Both Sashes

Piling Repair

*note: flood-levels are from SJ’s Init. Study/Neg. Dec. for Reach 4 of the LG Crk Trail, (Coe to Auzerais), June 2004, p. 23.
Trains & Canneries were integral to the founding of Willow Glen
- suit regarding train crossings went all the way to the US Supreme Court
- The WG Trestle was built in 1921
  - just after end of the World War
  - design was not “typical” due to wartime shortages & desire to open quickly
  - minimal possible to carry the weight: trains always went “dead slow.”
- An unusual and rare trestle design to meet the needs of the times
  - still basically in original condition
The WG Trestle was a critical part of the Southern Pacific RR vs. Western Pacific RR rivalry: built by Western Pacific, it carried freight trains serving the canneries in the area but was not suitable for passenger trains → Southern Pacific had to build their own bridge and tracks, and WP was able to profitably serve the canneries in the meantime.

The proposed SP alignment and lack of grade separations was catalyst for founding of Town of Willow Glen: the issue ended up in State Supreme Court.
It’s Worth Saving SJ’s History

www.WGTrestle.org