

APPENDIX C3: PHOTOS



The Willow Glen Trestle in 1955.

Note: the trestle was mainly used for carrying freight: this photo showing a passenger car was from a special occasion.



The Willow Glen Trestle in spring of 1984, when the Los Gatos Creek Streamside Park Committee went on an onsite tour of the creek channel to seek out preferred alignments for the future trail.



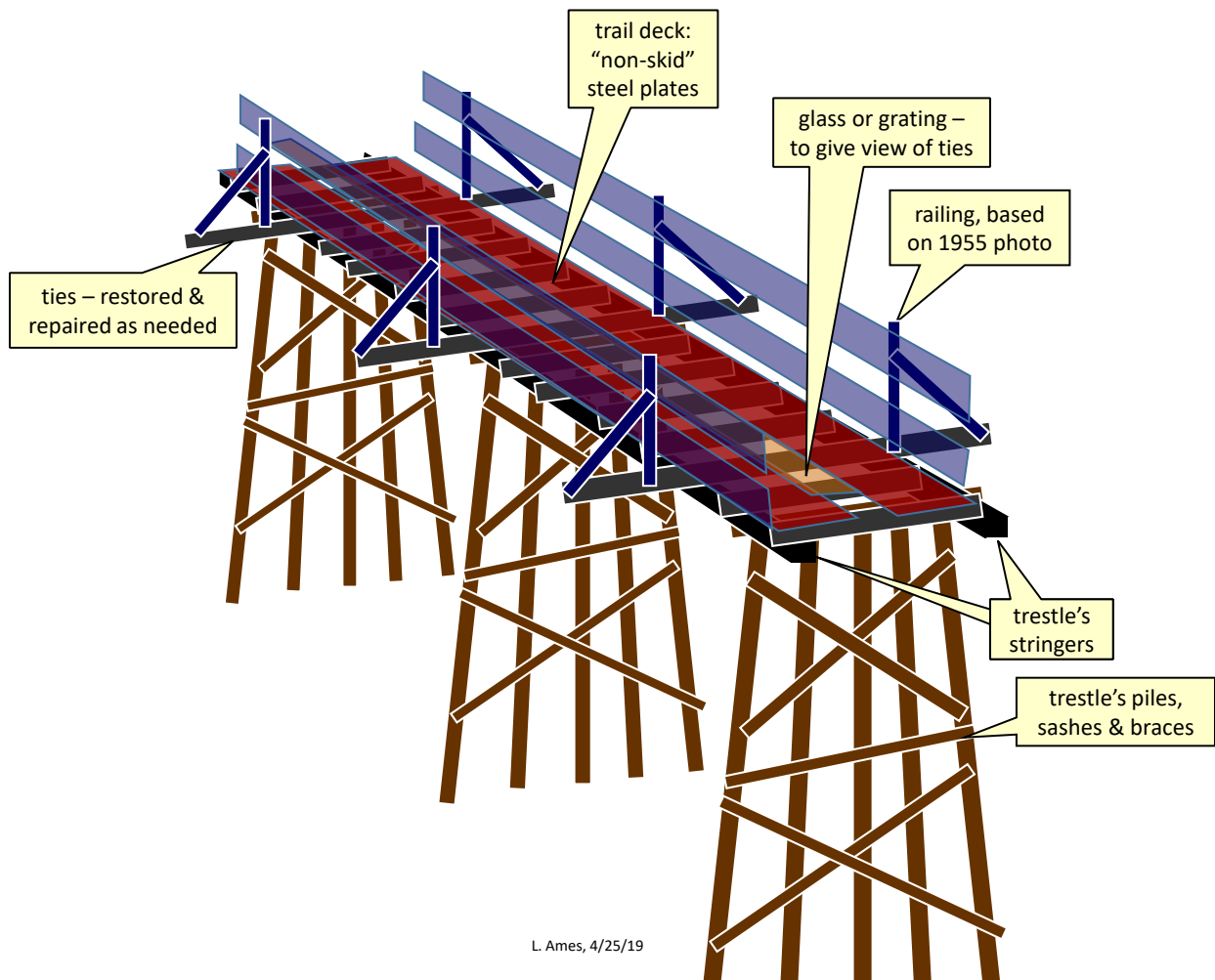
View of the Willow Glen Trestle from 2014, viewed from the southwestern side, the site of a proposed viewing area.



The Willow Glen Trestle across the Los Gatos Creek, viewed from the southwest, taken July 30, 2019. The Courts have granted the Willow Glen Trestle Conservancy an injunction which prevents the City from damaging the trestle itself, but that does not preclude the city's contractors from preparing to act: they have removed the nearby vegetation, created an accessway for heavy equipment, built a temporary dam and routed the creek through a 2-foot-diameter pipe, and "dewatered" the site. They are required to restore the creek to its natural channel by this Oct. 15th.



The Los Gatos Creek Trail by Camden Avenue in Campbell. The City of San Jose has bought a similar steel truss bridge, now in storage, that they seek to install in place of the Willow Glen Trestle.

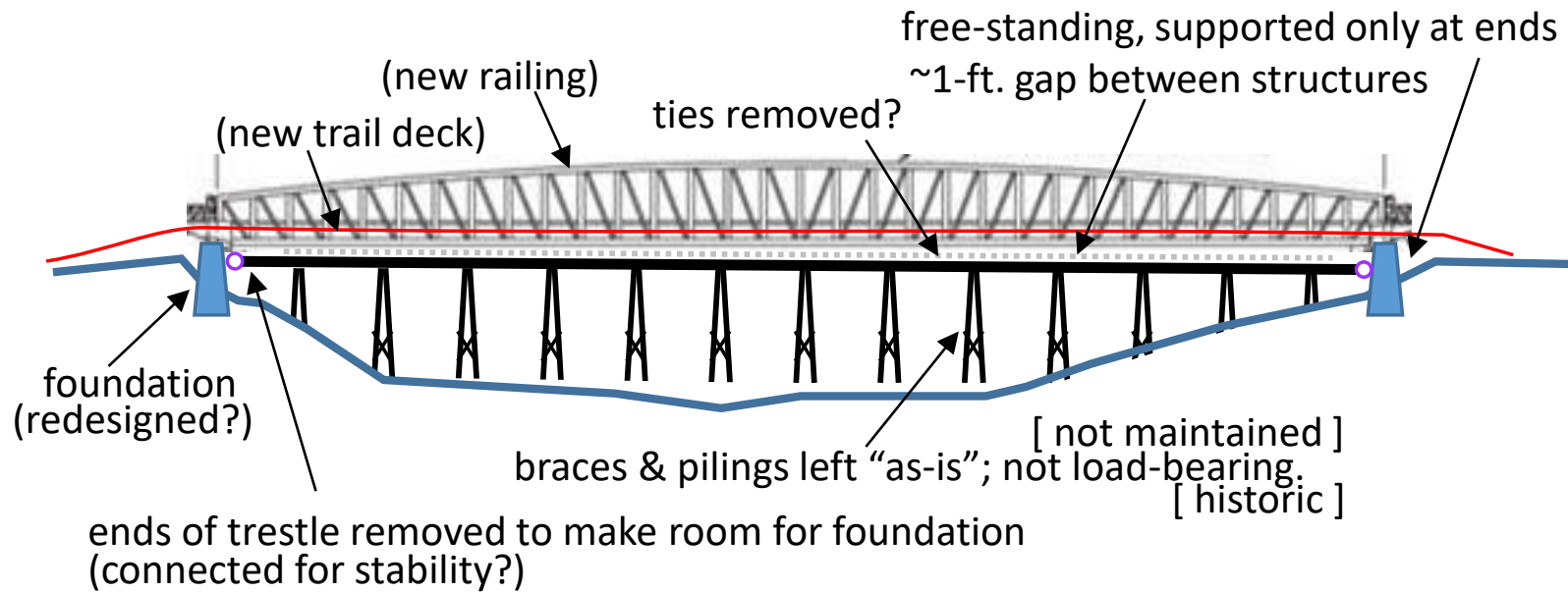


L. Ames, 4/25/19

The 2012 City-commissioned engineering report evaluated a “Trestle Restoration Alternative” that assumed concrete-slab trail decking that we calculate would weigh roughly 150 tons. To support such a weight in the case of an earthquake, the report recommends replacing nearly every bolt in the structure.

If, instead of the concrete, the trail decking were plate steel atop restored railroad ties, the supported weight is reduced by roughly 3/4ths.

As part of this project, we hope to engage some college civil engineer students to seismically evaluate this configuration to see if it looks like it would require less retrofitting and thus might be less expensive.



[All work is done outside of the creek channel → can work in the fall & winter.]

Another question that has been asked and would be nice to have answered:

If the city-purchased free-standing prefab steel-truss bridge *just has to be installed* at that site, is it necessary to first remove the trestle or could it just be left intact and in place? Without the need to carry the public or structurally support trail decking or anything else, could it be "just left standing"? The question to analyze: if the trestle abutments had to be removed to make way for the prefab bridge's foundation, would a free-standing and unburdened trestle be seismically safe and stable, or would the structure have to be tethered at the ends in some manner for stability? Again, perhaps a topic for a summer honors research study.



The Willow Glen Trestle remains standing and untouched.

The Los Gatos Creek is to be freed from its pipe by this fall.

The natural riparian (streamside) habitat will eventually recover, hopefully helped along with a revegetation and restoration effort.

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We are reminded of the inspiring words of Commissioner Alberto Bertoli on the State Historical Resources Commission:¹

“[The Willow Glen Trestle] has a visual quality. It is not something that would be built today, ... technology has evolved and it would be entirely different. However, it has an aesthetical uniqueness to the area, ...[and] having trails going through is actually quite appealing: instead of going through concrete or steel that has very little thing to do with the touch of the human person, this is something that represents something of the time when it was done – it represents that particular period, [that particular area] there.”

¹ Quarterly meeting of the State Historical Resources Commission, Oct. 27, 2017: see the video recording online at <http://cal-span.org/unipage/?site=cal-span&owner=CSHRC&date=2017-10-27>