HISTORICAL EVALUATION OF THE LOS GATOS CREEK TRESTLE SAN JOSE, CALIFORNIA

Prepared for:

City of San Jose

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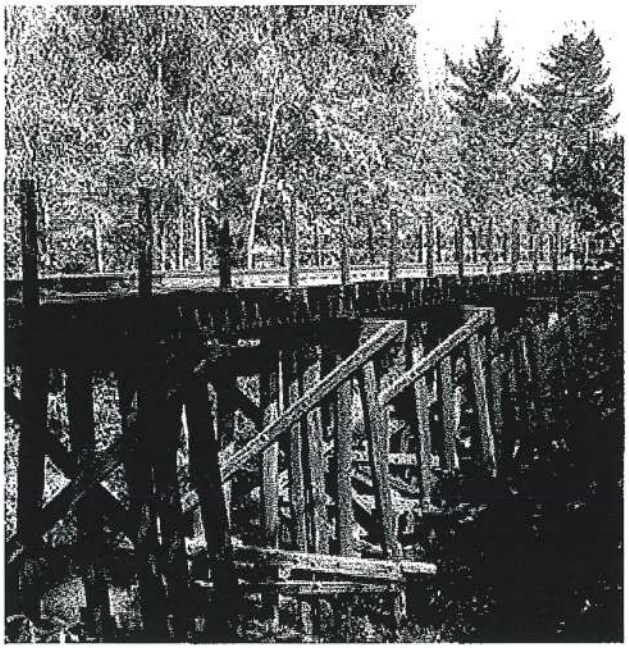
A. INTRODUCTION

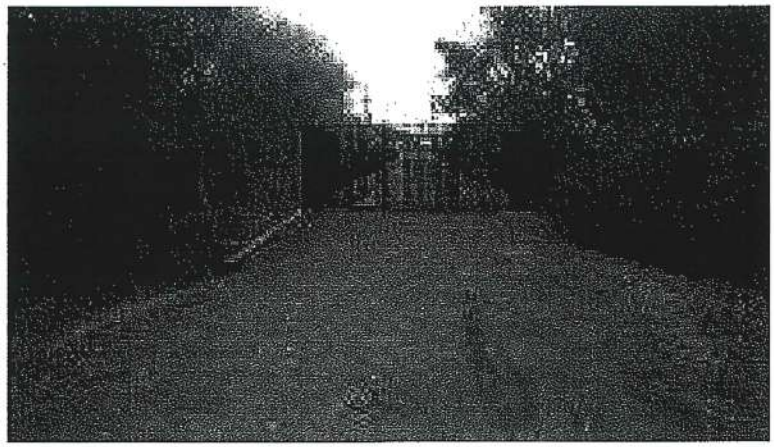
This historic evaluation report was prepared by Mikesell Historical Consulting Services (MHC) for the City of San Jose. The purpose of this study is to evaluate the potential eligibility of the Los Gatos Creek Trestle as an "historical resource," as that term is used in the California Environmental Quality Act, or CEQA. This report concludes that the trestle does not constitute a historical resource, for reasons outlined below.

B. DESCRIPTION OF THE RESOURCE

The Los Gatos Creek Trestle exists along the former right of way for the Western Pacific Railroad in the San Jose community of Willow Glen. The right of way is now maintained as the Los Gatos Creek Trail by the City of San Jose. The Los Gatos Creek Trestle crosses Los Gatos Creek between Coe and Lonus streets, very near the I-280 crossing of Lincoln Boulevard in the Willow Glen neighborhood.



Elevation view , Los Gatos Creek Trestle; photograph by Larry Ames.



Deck view from southern approach, Los Gatos Creek Trestle

The Los Gatos Creek Trestle is 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. The trestle was constructed by the Western Pacific Railroad in 1922 but the tracks have been removed from the structure which is now owned by the City of San Jose. The 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 9.5 degrees. The structure construction is generally in conformance with past and current editions of the AREMA (American Railway Engineering and Maintenance of Way Association) Manual for Railway Engineering for pile bent trestles.

The deck of the superstructure is composed of three components. The first component, 4-inch by 8-inch by 18-foot long ties that are spaced at 5 feet on center, have a metal grate and hand rails attached. [In recent months, the City of San Jose has installed safety metal fencing across the entrances to the deck.) Between these ties are 8-inch by 8-inch by 10-foot long ties that are generally spaced at approximately 13.5 inches on center. The 18 foot long 4-inch by 8-inch ties are typically nailed to an 8-inch by 8-inch tie. Also, there is one 8-inch by 8-inch by 18-foot member at each abutment

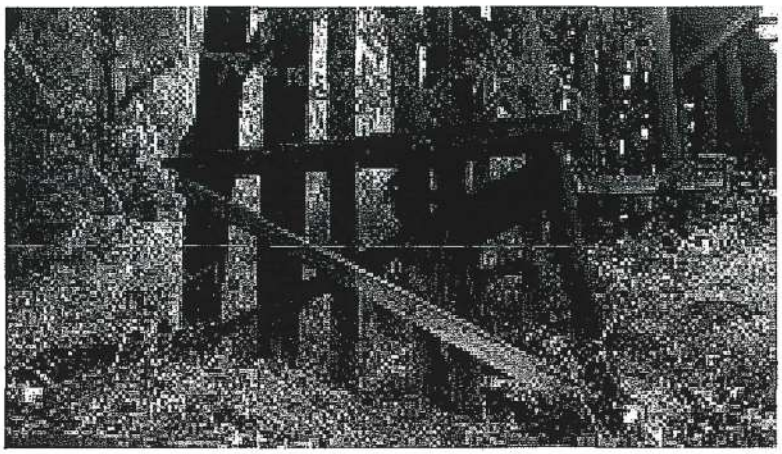
There are two longitudinal beams that are symmetric about the longitudinal centerline of the trestle. The beams are comprised of four 8-inch wide by 20-inch deep stringers that are bolted together. Each individual timber is about 30 feet in length and the splices are staggered 15 feet longitudinally. Typically, there are two stringers that are continuous at each bent cap location and two that are spliced over the cap. The bolt connection made at each pile cap is consistent with the AREMA Manual for Railway Engineering.

The various bents are made of timber piles in the substructure. A bent includes a series of piles, and is usually identified by the number of piles, e.g. a five-pile bent or a six-pile bent. This bridge is somewhat unusual in that there are different numbers of piles in different bents. In most of the bents, there are six piles. The number ranges, however, from five in two bents, seven in two bents, and eight in one bent.[1]

[1] The technical data on the trestle is derived in large part from CH2M HILL, "Field Inspection Report, Three Creeks Trail Railroad Trestle at Los Gatos Creek," June 7, 2012

In general, one could characterize the substructure as comprising six-pile bents, noting that the number of piles sometimes varies.

The manner in which the number of bents varies suggests strongly that the bridge was modified with the use of paired piles, or soldier piles, to take the stress from deteriorated piles. In every case in which there are more than six piles, the additional piles are paired with heavily deteriorated piles. This doubling of piles is illustrated below.



Pile bents showing doubled piles, from Los Gatos Creek bed

The bents are vertical in the center and battered on the edges. In its bridge inspection manual, the AREMA describes the function of vertical and battered bents: "The center vertical posts used in each bent are known as 'plumb posts,' and take the vertical loads. The outside inclined posts, are known as 'batter posts,; the tops being tilted toward the center of the bent and serving the purpose of giving increased stability, are installed adjacent to the plumb posts. The batter of these outside posts may vary between 1-1/2 and 3 inches per foot. Sway bracing provides additional lateral stability by the use of planks extending diagonally across the bent, through bolted to the ends of the cap and sill and also to the posts or piles. A similar brace, but placed with the opposite direction in slope, is installed on the opposite side of the bent such that the two braces cross in the middle."[2]

C. REGULATORY CONTEXT

In general, this report is designed to establish whether the Los Gatos Creek Trestle constitutes a "historical resource" as that term is used in the guidelines to the CEQA. CEQA Guidelines define a historical resource at 15064.5:

> For purposes of this section, the term "historical resources" shall include the following:
>
> A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical

[2] American Railway Engineering and Maintenance of Way Association, *Practical Guide to Railway Engineering*, 2003, 8-21.

Resources (Public Resource Code SS 5024.1, Title 14 CCR, Section 4850 et seq.).

A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852) including the following:

Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

Is associated with the lives of persons important in our past;

Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

The Los Gatos Creek Trestle does not meet the mandatory sections of this definition.[3] It is not listed in the California Register of Historical Resources (or the National Register of Historic Places, which

[3] Court decisions have drawn a distinction between those findings which are mandatory, such as formal listing in the California Register, and discretionary findings, which can include a finding developed specifically for a specific project.

automatically results in a California Register listing); nor is it listed as a San Jose Designated Historic City Landmark.[4] The CEQA guidelines clearly state, however, that: "The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1."

The purpose of this report is to determine whether the Los Gatos Creek Trestle is an "historical resource" as defined in the CEQA guidelines and PRC 5020.1 or 5024.5. Specifically, this report will determine whether the trestle meets the criteria for listing in the National Register of Historic Places or the California Register of Historical Resources.

National Register Eligibility Criteria

The eligibility criteria for the National Register are quoted in full below.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of significant persons in or past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded or may be likely to yield, information important in history or prehistory.

Criteria Considerations

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

[4] A record search was conducted at the Northwest Information Center in October 2014.

B. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or

D. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

G. A property achieving significance within the past 50 years if it is of exceptional importance.

California Register of Historical Resources Eligibility Criteria

The criteria for the California Register of Historical Resources are quoted in full below:

- 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 (Criterion 1).
- Associated with the lives of persons important to local, California or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

D. RESEARCH STRATEGY

The research strategy in evaluating this trestle is enriched by the fact that community members have made very useful suggestions, either through a court case that tested the adequacy of a previous evaluation or through the CEQA Scoping Process for the current Environmental Impact Report (EIR).[5] The comments made before the court proceeding as well as the comments from the Scoping Meeting raised a wide array of issues. These may be summarized in five categories, summarized below and discussed and analyzed separately.

Rarity of the trestle

One issue raised during the court hearing was the rarity of the trestle. At various points during the legal proceedings leading to preparation of an EIR for this project, different parties have raised the possibility

[5] Los Gatos Creek Trestle was the subject of a court case, Friends of the Willow Glen Trestle vs. City of San Jose, City Council of San Jose, decided in Superior Court, County of Santa Clara, on July 28, 2014. As a result of this decision, the City of San Jose initiated preparation of an Environmental Impact Report. A Scoping Meeting was held in the Willow Glen neighborhood on October 21, 2014.

that the Los Gatos Creek Trestle is a rare example of a bridge type. In a July 16, 2013 letter, the California Trolley and Railroad Corporation stated that "the trestle is a classic 90 year-old structure, which once were common and are now almost non-existent."[6] In a letter of December 18, 2013, one commentator does not specifically state that the bridge is rare or unusual, but challenges the conclusion of the Ward Hill "Short Form" that it is a "typical" trestle. Among other questions, she asks: "How does his [Hill's] evaluation of 'typical' compare to accounts in railroad histories and Western Pacific Railroad documents?"[7] Elsewhere, Susan Landry makes a more limited case for rarity for this bridge, contending it is the only timber trestle still in place on the Western Pacific Railway in Willow Glen.[8] The question of rarity is best analyzed under National Register Criterion C or California Register Criterion 3.

Relationship to Canning Industry in San Jose

A second issue mentioned repeatedly was the relationship between the trestle and the canning industry in San Jose. This issue was raised in several comments from the Scoping Meeting. One comment read: "Please research the railroad history & the impact to the economy of Willow Glen and SJ. Also the impact of the Trestle to the canneries & their successful transport of fruit and vegetables." Another comment asked "How many canneries were served by this trestle? What portion of their business went over the trestle?" Another comment noted: "The products of the large Del Monte cannery, for decades, crossed the Los Gatos Creek on that very Trestle!" Still another commented on how the trestle "ties in with the agricultural/canning/marketing past of SJ." This type of analysis is most consistent with National Register Criterion A or California Register Criterion 1.

Grade Separation Movement

Still another issue that arose in the court case and in Scoping Comments is that of the grade separation movement. In the court proceeding but not in the Scoping Meeting, comments were made about the close association with a political movement to provide for safer interaction between automobiles and trucks, on the one hand, and railroad traffic on the other. The grade separation issue is best considered under National Register Criterion A and California Register Criterion 1.

History of the Community of Willow Glen

A fourth issue, raised in many comments, was the importance of the trestle to the history of the community of Willow Glen, with specific reference to the relationship between the Western Pacific Railroad line and the brief incorporation of Willow Glen as an independent city in the late 1920s and the 1930s. This issue is appropriately considered under National Register Criterion A and California Register Criterion 1.

History of the Western Pacific Railroad

A final research topic raised in some comments had to do with the importance of this trestle to the Western Pacific Railroad. This issue is appropriately considered under National Register Criterion A and California Register Criterion 1.

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[6] Writ, Friends of Willow Glen Trestle, 10.
[7] Jean Dresden to City of San Jose, July 16, 2013.
[8] Writ, Friends of Willow Glen Trestle, 12.

E. HISTORIC CONTEXT

The Los Gatos Creek Trestle was built by the Western Pacific Railway in 1922 as part of the San Jose Branch, which connected the City of San Jose and vicinity with the Western Pacific Railroad main line at Niles Canyon in Alameda County.

General History of Western Pacific Railroad

The Western Pacific Railroad[9] has sometimes been called the railroad that was built too late.[10] The chief backer of the line was George Gould, son of the legendary railroader Jay Gould, who felt his access to the California market was stymied by the Southern Pacific Railroad. Under the brief ownership of Edward Harriman in the early 20th century, the Southern Pacific Railroad had taken a much more aggressive stance toward Gould's holdings.[11] Gould was particularly concerned about ensuring access to the Port of Oakland, which the Harriman-owned Southern Pacific threatened to deny.

The Western Pacific Railroad was incorporated in 1903 and surveys of the line began almost immediately. The general alignment was to go from Salt Lake City to Oakland. The exact alignment, however, was fraught with difficulties, chiefly because the Southern Pacific already controlled the obvious railroad routes through Utah, Nevada, and California. The eastern end of the route – from Salt Lake City to Reno – was relatively easy to construct, although it was complicated by the need to cross the line of the Southern Pacific at various spots through the Humboldt River valley. The western end of the line, however, required heroic engineering and construction accomplishments. The line entered the Central Valley of California via the Feather River Canyon, a line that extended from Oroville in Butte County to a connection with an old Nevada- California-Oregon Railway (NCO) line, through what is commonly called the Beckwourth Pass. The Western Pacific line through the Feather River Canyon creates one of the most scenic railroad alignments in the United States and is the subject of many books.[12] The Feather River route also includes some of the most dramatic and significant railroad tunnels and bridges in the United States, which are commonly called out in national studies on railroad structures.[13]

In the San Francisco Bay Area, the Western Pacific Railroad found itself forced to wiggle around the lines of the Southern Pacific, which controlled all of the obvious passes and bridge sites. One key site was Niles Canyon, which connects the flatlands around the Bay in modern Fremont with the San Ramon

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[9] The line was called the Western Pacific Railway when it was incorporated. The line went into receivership in 1915 and emerged as the Western Pacific Railroad. The latter name will be used except in quotations from historic sources.

[10] Spencer Crump, *Western Pacific: The Railroad that was Built Too Late,* Railway History Quarterly, Jan. 1963. It will be noted that there was an early San Francisco Bay Area railroad called the Western Pacific, which was absorbed into the Central Pacific in the 1870s. The early 20th century line of the same name has no corporate or operational relationship to that pioneer line.

[11] Richard Orsi, *Sunset Limited: The Southern Pacific Railroad and the Development of the American West, 1850-1930,* University of California Press, 2005; David F. Myrick, *Railroads of Nevada and Eastern California: The Northern Roads*; Donald L. Hofsommer, *The Southern Pacific, 1901-1985,* Texas A&M Press, 1986.

[12] See, for example, Ken Rattenne, *The Feather River Route: A Geographical Tour, Son Francisco to Keddie,* Two Volumes, 1980.

[13] There are relatively few books on railroad bridges, relative to those on highway bridges. Two good examples that feature the Feather River bridges are: Brian Solomon, *North American Railroad Bridges,* Voyageur Press, 2008, and Robert J. Cook, *The Beauty of Railroad Bridges,* Golden West Books, 1987.

Valley. The Niles Canyon alignment was first used in the 1860s by a pioneer line, also called the Western Pacific, but which has no corporate relationship with the early 20th century line. The old Western Pacific built through the canyon in 1865 but went bankrupt and was purchased by the Central Pacific.[14] The other difficult crossing the Western Pacific had to endure was the Altamont Pass, separating the Port of Stockton and the Central Valley from the San Ramon Valley and the Niles Canyon connector.

The old Niles Canyon route proved to be less useful than a more direct route between Oakland and Sacramento pioneered by the California Pacific Railroad, which extended from Oakland to Sacramento via a ferry crossing at Vallejo. The California Pacific alignment would prove to be the principal route for the Southern Pacific, relegating the Niles Canyon route to a secondary service. Nonetheless, the Southern Pacific still controlled and was using and upgrading the Niles Canyon alignment when the Western Pacific Railroad began to build its way through the Bay Area in 1909. The Western Pacific 1909 alignment proved to be superior to that of the older Western Pacific. The 1909 line of the Western Pacific is now used by Union Pacific freight trains as well as the busy Altamont Commuter Express passenger service.

The Western Pacific Railroad was never successful financially and the company went bankrupt in 1935. It was reorganized and continued in independent operation until it was purchased by the Union Pacific Railroad in the 1960s. When the Union Pacific purchased the Southern Pacific in the 1990s, Class 1 railroad service in Northern California was consolidated into a single carrier.

Western Pacific San Jose Branch Line

In the early 20th century, the Western Pacific Railroad purchased or built short lines or branches to increase its freight revenue. This issue was broached in a 1915 report of the California Railroad Commission, Rate Department, "Report on Western Pacific Railway," April 1, 1915. [15] The author of the report notes that the newly-built line, if it were to succeed, would need to move into additional markets through the purchase of existing short lines or through construction of branches. The report analyzed various commodities that might add to the profitability of the line and discussed various planned or contemplated extensions from the main line from Oakland to the Feather River Canyon.

The Western Pacific did build many such lines. One extension was made using the old NCO tracks to connect with Reno, Nevada.[16] Another acquisition was the Boca and Loyalton in the Sierra Valley.[17] Another line, built in 1917, connected with the Toole Valley in Utah.[18] Still another line extended from Stockton south to Turlock. In 1918, when the railroad was under federal control, it reported that it was operating 87 miles of branch lines in California, Nevada, and Utah.[19]

The 1915 Railroad Commission report discussed the possibility of a relatively short branch line from Niles Canyon to the San Jose area. "It goes without saying that the Western Pacific Railway should be

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[14] Henry Luna, *Niles Canyon Railways,* Arcadia Press, 2005.
[15] California Railroad Commission, Rate Department, "Report on Western Pacific Railway," April 1, 1915
[16] Myrick, 338.
[17] Western Pacific Railroad, First Annual Report, 1916, 6.
[18] Western Pacific Railroad, Second Annual Report, 1917, 6.
[19] Western Pacific railroad, Third Annual Report, 1918, 6. The importance of "feeder" lines is discussed in detail by Crump, who argues that the absence of such feeder lines was ultimately the undoing of the late-arriving transcontinental line.

constructed south of Niles to San Jose at which point very large terminal facilities should be purchased so as to encourage construction of packing houses and industries on the rails of the new line."[20]

In 1917, the Western Pacific Railroad was reorganized from receivership and its funding was more dependable. It began to contemplate some expansion, including the branch line to San Jose. American entry into World War I, however, put the line into federal control and delayed any such construction.[21] The work began on the San Jose Branch in 1921 and was completed in 1922. The 1921 Annual Report for the railroad expressed optimism that the San Jose Branch would help increase freight traffic. "The outlook is for better freight traffic in 1922 than in 1921. The extension of the Western Pacific line into San Jose and the Santa Clara Valley and a number of minor extensions which together are of substantial importance have recently been completed and should contribute to 1922 revenue."[22]

As discussed later, many commentators, including the staff of the California Railroad Commission, felt that it was most logical for the Western Pacific to use existing Southern Pacific tracks to get from Niles Canyon to downtown San Jose. At this point, however, the Southern Pacific and Western Pacific were unwilling to engage in any discussions about shared trackage or any other type of cooperation. Instead, the Western Pacific chose a great looping approach to San Jose in what many have called a huge fishhook, with a north-south shaft and a hook that turned to the west. It entered the city at the northeast, roughly paralleling Coyote Creek in a north-south direction. It passed near the modern San Jose Municipal Golf Course, crossing Santa Clara Street near where U.S. 101 now crosses Santa Clara. The line turned west near the corner of Senter and Phelan. It looped west into the community of Willow Glen, crossing the Guadalupe River and Los Gatos Creek, before heading due north into old San Jose. It terminated at stops at The Alameda and Sunol Street.

The Western Pacific acquired the Sacramento Northern electric line in an attempt to broaden its market. In 1982, the Western Pacific was acquired by the Union Pacific Railroad. The Union Pacific continues to use most of the Western Pacific "fishhook" though San Jose. The hook through Willow Glen was abandoned in recent years and the track removed in about 2010.[23] The Los Gatos Creek Trestle was left in place but all track removed on either side of it. [24]

Packing Industry in San Jose

One of the main reasons the Western Pacific Railroad decided to build a line from Niles Canyon to San Jose was to take advantage of the fast growing fruit packing business there. Although fruit had been dried for decades before the coming of the Western Pacific Railroad, the Western Pacific did enter the city at a time in which the business was growing rapidly.

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[20] California Railroad Commission, Rate Department, "Report on Western Pacific Railway," April 1, 1915, 16.
[21] San Jose businessman T. S. Montgomery was a member of the board for the Western Pacific Railway and no doubt helped convince management of the line to build the San Jose Branch.
[22] Western Pacific Railroad, Sixth Annual Report, 1921, 6. The Western Pacific San Jose Branch included two major terminals: a passenger depot at 27th and Santa Clara, near the Five Wounds Church and a freight terminal at The Alameda and Bush, near Diridon Station. There was briefly an independent community of East San Jose, which included the passenger depot near Five Wounds.
[23] Holmes, 162 shows a map of the lines still in use and the parts through Willow Glen that were abandoned.
[24]Camp Dresser & McKee, "Removal Action Plan Workshop Willow Glen Right of Way Minnesota Avenue to Lonus Street, San Jose California, November 8, 2010.

There was a bumper crop of fruit in the Santa Clara County region during the 1870s, leading local farmers and businessmen to search for ways to preserve the crop long enough to be shipped outside the local market. Fruit drying and canning would emerge as the preferred method. Santa Clara County entrepreneurs would make great innovations in the business of fruit packing.[25]

These experiments led to the organization of the San Jose Fruit Packing Company in 1875, which would become a major part of the California Packing Company, or Calpak, which would in turn become the modern Del Monte Corporation. Experimentation included both fruit drying (especially useful for the huge apricot and plum crops) and fruit canning, favored for peaches. The innovations concerned the horticulture as well as industrial methods, especially as they pertained to automation in the drying and canning operations.

This industry was successful but still growing by the time the Western Pacific Railroad completed its branch to San Jose. The Calpak company was organized in 1916 and it first marketed its Del Monte brand in 1917. Calpak had small and large factories throughout the region by 1922. The Muirson Label company, which was responsible for many colorful fruit can and box labels, was also in operation prior to 1922.[26]

This industry had grown around the railroad network of the Southern Pacific Railroad long before the Western Pacific Railroad built to San Jose in 1922.[27] The Southern Pacific controlled a tangle of freight lines through San Jose from lines it developed and especially the line it acquired when it took control of the South Pacific Coast Railroad. The Southern Pacific got control of the South Pacific Coast in 1887 and converted it to standard gauge through dual-tracking in 1904.[28]

The 1932 Sanborn Fire Insurance Maps offer a glimpse of how canners and railroads interacted at the height of the canning industry.[29] Three facts are clear. First, packers are everywhere in the city. Second, there was a critical mass of packing and railroad resources at the huge Calpak Plant No. 3 at San Carlos and Los Gatos Creek, and at Plant No. 51 at Bush and San Fernando. Plant No. 3 was served directly only by the Southern Pacific but the Western Pacific tracks were nearby. Plant No. 51 was served only by the

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[25] The history of fruit packing in the region, oriented toward extant resources, is told in two very interesting places. One is a website, "Cannery Life: Del Monte in the Santa Clara Valley." http://www.historysanjose.org/cannerylife/canned-topics/del-monte-brand.html A second is a text for a tour of cannery sites in San Jose, prepared for the Society for Industrial Archaeology, May-June, 2008. See also: Robert James Claus, "Fruit and Vegetable Canning Industry in the Santa Clara Valley," MA Thesis, San Jose State, August 1966. Among the sites served by the Western Pacific was Del Monte No. 3 plant, a huge facility on Auzerais Street, not far from the Western Pacific freight terminal on The Alameda.

[26] SIA walking tour guide. See also another website history, "Label Legacy," dealing with the Muirson label, at http://www.historysanjose.org/labellegacy/places/rancho_el_potrero.html

[27] The most useful general history of railroad development in San Jose is: Norman W. Holmes, *Prune Country Railroading: Steel Trails to San Jose,* Huntington Beach, CA, 1985. Holmes maintains that one marketing device thqt helped the Western Pacific grow was to accept less than car loads (LCL), which allowed shipments to move faster than the Southern Pacific, which insisted on full cars.

[28] Bruce A. MacGregor and Richard Truesdale, *South Pacific Coast*, Pruett Publishing Company, 1982.

[29] The California Room at the Martin Luther King, Jr. Library in downtown San Jose has a wonderfully intact paper copy of the 1932 Sanborn maps for San Jose.

Southern Pacific Railroad. Third, while the Southern Pacific tracks appear to have offered more direct access, a packer could get a car to the Western Pacific through track linkages.

The Annual Reports of the Western Pacific Railroad suggest that the Western Pacific was an active but not dominant shipper of produce from the Santa Clara Valley. The report does not isolate tonnage by point of origin. It does, however, differentiate as to the type of tonnage. One category, particularly apropos for the San Jose area, was "dried fruit." In 1921, before the San Jose Branch was built, the Western Pacific shipped 7,626 tons of dried fruit. In 1922, when the San Jose branch was active, that figure jumped to 24,360, nearly a four-fold increase, almost certainly attributable to tapping the San Jose market. Between 1922 and 1930, that figure remained consistent: 20,560 in 1923, 23,602 in 1924, 34,321 in 1925, 37,220 in 1926, 44,781 in 1927, 36,157 in 1928, 28,875 in 1929, and 29,605 in 1930.[30] Again, these figures are not specific to Santa Clara County and may have been influenced by shipping elsewhere, such as Butte County, where dried fruit was also important.

Was the Western Pacific dominant in shipping dried fruit? One way to measure this is to compare the Western Pacific tonnage figure with the amount shipped by the Southern Pacific. In 1921, the Southern Pacific shipped 515,584 tons of dried fruit, compared with 7,626 tons for Western Pacific.[31] In 1922, the Southern Pacific figure was 568,501, compared with 24,360 for the Western Pacific. Similar figures were maintained throughout the 1920s: 517,431 in 1923 (20,560 for the Western Pacific); 634,261 in 1924 (23,602 for the Western Pacific); 649,339 in 1925 (34,321 for the Western Pacific); 651,729 in 1926 (37,220 for the Western Pacific); 699,002 in 1927 (44,781 for the Western Pacific); 629,711 in 1928 (36,157 for the Western Pacific); 387,107 in 1929 (28,875 for the Western Pacific); and 399,610 in 1930 (29,605 for the Western Pacific). Neither the Western Pacific nor the Southern Pacific Annual Reports break down shipping by point of origin. Dried fruit was selected as a good indicator of activity in San Jose because of the dominance of Santa Clara County in the production of dried apricots and prunes. In this key measure, the Southern Pacific between 1921 and 1930 shipped between 10 and 20 times as much dried fruit as the Western Pacific.

The Timber Trestle in Bridge Engineering

The timber trestle has been a mainstay of railroad bridge design since the earliest years of American railroad construction and operation, and remains so today. Simply stated, the timber trestle is by far the most common railroad bridge type, particularly in reference to smaller branch lines, such as the San Jose Branch of the Western Pacific Railroad.

A sense of the place of the timber trestle in standard railroad operation is gained from a 1917 publication by Wilcott C. Foster, entitled *A Treatise on Wooden Trestle Bridges According to the Present Practice on American Railroads.*[32] This was written a few years before the Los Gatos Creek Trestle was constructed and is useful in assessing how and why this bridge type was selected for this crossing.

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[30] Annual Reports, Western Pacific railroad 1921-1930. Available online from the Western Pacific Railroad Museum.

[31] Southern Pacific Company, Annual Reports, 1921-1930. On file at the California Railroad Museum Library.

[32] Wilcott C. Foster, *A Treatise on Wooden Trestle Bridges According to the Present Practice on American Railroads,* 1917 Edition.

Foster begins his discussion by estimating how many timber trestles may have been in place at that time. He writes:

> The amount of Timber Trestling in this country is very large, but few probably realizing its extent unless they have thoroughly studied the subject. At the present time there are about 2400 miles of single-track railway-trestle in the United States, of which we can consider about one quarter as only temporary, to be replaced by embankment. Of the remaining 1800 miles, at least 800 miles will be maintained in wood.[33]

Foster approximates the number of timber trestles, calculated on the basis of an average distribution across the country, to be more than 700,000 nationwide. Foster goes on to express his opinion as to why the timber trestle was such a common part of the American railroad landscape. "The great extent to which timber trestling has been adopted in this country is one of the principal factors in the economy of construction and rapidity of completion which have been characteristic of American railroad construction."[34] The timber trestle, in short, allowed a line to be built quickly and inexpensively with the hope that, as revenue increased for the new line, the wooden bridges could be replaced by steel bridges or embankments.

To a surprising degree, timber trestles appear to be nearly as common today as they were in 1917. The AREMA publishes a *Practical Guide to Railway Engineering,* an encyclopedic guide to all aspects of railroad engineering, which includes a chapter on timber structures. The author of this chapter comments on the common nature of timber trestles: "While the advent of economical steel construction has more or less eliminated timber from new mainline structures of any size, the lower initial cost and ease of construction still makes timber construction attractive for many light density lines. Additionally, because of the relative ease of repair, many significant older timber structures remain in service today. In all of North America, timber trestles are the preponderant type of structure still found on branch lines, short lines and at temporary crossings."[35] This analysis suggests two things. First, railroads keep older timber trestles in service "because of the relative ease of repair." Second, it suggests that for branch lines or short lines, the timber trestle is preferred, even for new construction.

The common presence of timber trestles was also noted in a recent study of railroad bridge safety prepared by the General Accounting Office, or GAO. In this 2007 report on railroad bridge safety, the GAO cited a 1999 survey by the Federal Railroad Administration that found there are 61,000 bridges on Class I railroad lines.[36] Of these, 36 percent are made of timber, making wood the most common bridge material for railroad bridges; the other materials are steel (32 percent), masonry (20 percent) and unidentified materials for the remainder. If these figures are accurate, there are 19,520 timber bridges in use by Class I railroads in the United States. There are also 15,000 bridges owned by Class II and III lines, of which more than 5,000 are timber. Relying upon this large-scale data, it is reasonable to expect that there are more than 24,000 timber bridges in use by railroads today. That number would not include the Los Gatos Creek Bridge, which is not in current railroad use.

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[33] Foster, 1.

[34] Foster, 4.

[35] American Railway Engineering and Maintenance of Way Association, or AREMA, *Practical Guide to Railway Engineering*, 2007. Chapter 8-11.

[36] General Accounting Office, "Railroad Bridges and Tunnels: Federal Role in Providing Safety Oversight and Freight Infrastructure Investment Could Be Better Targeted," GAO 07-770, 2007, 6.

One of the key conclusions of the GAO report is that neither the federal government nor the states have systems in place for inspecting railroad bridges or even for knowing how many railroad bridges are in place. This is in stark contrast to the situation with highway bridges, where both the states and the federal government maintain very accurate lists of such bridges as well as the results of regular safety maintenance inspections. As a result, it is far more difficult to draw conclusions about the actual percentages associated with any one bridge type, including the timber trestle. The conclusions of the GAO and the AREMA, however, are that the trestle is the most common type of bridge, especially on branch lines or on Class II or III lines.

It is nearly impossible to test the conclusions of the GAO and AREMA commentators because there is no current public data on railroad bridge types. It is possible, however, to see how different bridge types were distributed in California as recently as 1970 by inspecting the records of the Southern Pacific Railroad in the library and archives of the California Railroad Museum. The Railroad Museum has a wonderful collection of bridge logs from the Southern Pacific, going back to the early years of the 20th century. For present purposes, however, the more recent data is most useful, as the more recent the data, the more likely it is to approximate circumstances today. The 1970 bridge log covers only the Southern Pacific Sacramento Division, which included Central California outside the Bay Area, as well as portions of Nevada. The table below shows the distribution of five bridge types on 753 miles of Southern Pacific Railroad. The ODT refers to open deck timber trestle, similar to the Los Gatos Creek Trestle. BDT refers to a ballasted deck trestle, similar to the Los Gatos Creek structure but with a closed box deck that held ballast. Concrete and steel bridges are self-explanatory. Culverts can be concrete or stone, although most appear to have been concrete. These figures indicate that as recently as 1970, timber trestles represented a huge part of the Southern Pacific bridge population. If one discounts the culverts, there were 755 true bridges on these 753 miles of track. Of these, 619 were timber trestles, either open or ballasted decks, or roughly 82 percent of all bridges in that part of the Southern Pacific system.

BRIDGES IN SOUTHERN PACIFIC SACRAMENTO BRANCH, 1970 INSPECTION REPORT

Name of Line	Miles	ODT	BDT	Concrete	Steel	Culvert
Woodland to Tehama	108	1	121	0	4	208
Roseville to Castle Rock	192	9	229	6	45	788
Sacramento to Rocklin	23	2	13	4	13	85
Rocklin to Colfax	31	2	14	1	13	99
Colfax to Norden	51	0	4	1	13	422
Norden to Eder	5	0	4	0	0	57
Eder to Reno	45	1	64	1	11	298
Polk to Elvas	4	0	0	0	0	15
Citrus Heights	2	2	0	0	0	3
Woodland to Knights Landing	17	4	2	1	1	3
Mattheson Branch	10	0	1	1	1	97
Oroville	25	2	0	0	2	15
Placerville line	60	21	2	3	4	295
Stirling Branch	30	10	1	0	2	147
Walnut Grove Branch	33	15	2	0	4	55
Yuba City	44	4	0	1	0	26

Colusa Branch	73	80	9	0	4	127
TOTALS	753	153	466	19	117	2740

Another interesting point from the 1970 bridge inspection report is that timber trestles were not a product only of the early years of railroad construction. To get a sense of when these bridges were located, records were inspected for 79 timber trestles on about 80 miles of track on the Woodland to Tehama line. Of these, 18 (23 percent) were built between 1900 and 1909, 2 (3 percent) between 1911 and 1920; 24 (30 percent) between 1921 and 1930; 28 (35 percent) between 1931 and 1940; and 7 (9 percent) after 1940. These figures are consistent with the observations of the AREMA guidelines that timber trestles are still commonly used in branch lines; by 1970 the Woodland to Tehama Branch had diminished in utility and has since been largely taken over by a short line operator.[37]

The Development of the Community of Willow Gle

Willow Glen has arguably a more complicated relationship with San Jose City Hall than any other neighborhood within San Jose. Willow Glen began life as a named but unincorporated community at the southern edge of San Jose. It became a separate incorporated city in 1927, in large part because of disagreement with the City of San Jose about where the Southern Pacific Railroad should built its north-south alignment. Nine years later, it allowed itself to be annexed to the City of San Jose but has held on to a spirit of independence, born of its brief life as a separate city.

The Willow Glen community is south and a little west of downtown San Jose. It was first settled in the 1860s as an agricultural community but was increasingly converted to suburban and urban uses in the early 20th century.[38] Community leaders attempted to incorporate in 1917 but that effort failed. They tried again in 1927 and the effort was successful. In 1936, the people of the City of Willow Glen voted to be annexed into the City of San Jose and the community has been part of San Jose since that time.

The actions of the Southern Pacific and Western Pacific played a part in the decision to incorporate in 1927 and, in the view of some, to unincorporate in 1936. The problem with the Southern Pacific was also a source of disagreement between the people of Willow Glen and the city government of San Jose. The Southern Pacific had an active line that ran down 4th Street in downtown San Jose, which caused traffic congestion in the downtown area. The city council of San Jose sought to force the Southern Pacific to move the line west, which would have resulted in a bifurcation of the Willow Glen community.[39] The Southern Pacific had actually acquired a right of way through the area but

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[37] It is extremely difficult to establish the number of existing timber trestles in San Jose and Santa Clara County because there are no available public records and because an on-site survey would require fouling the tracks, generally regarded as trespassing. San Jose historian Jean Dresden maintains that there are eight existing trestles in the county, four of which are on the old Western Pacific alignment. Because she does not identify her sources, however, this estimate estimate cannot be verified.

[38] There are numerous histories of this community. Darrell Alvin Hoff, "A Study of the Community of Willow Glen, San Jose, California," M.A. San Jose State University, 1995; John Rivizza, "Splendid Isolation: A Brief History of the City of Willow Glen, 1927-1936," 1994; Bob Garratana, *Old Willow Glen,* 1977;

[39] Hoff, 88.

construction was delayed by American entry into World War I and governmental takeover of the railroad system.

At the same time, the Western Pacific Railroad sought approval from the Railroad Commission to build into San Jose via a circuitous "fishhook" alignment discussed earlier. The people of Willow Glen complained mightily to the Commission. As discussed below under "Grade Separations," the engineer for the Railroad Commission observed that Willow Glen people were opposed to any entry of the Western Pacific Railroad into San Jose, especially into the Willow Glen neighborhood.

Likely in response to both railroad alignments (Southern Pacific and Western Pacific), local leaders petitioned the County Board of Supervisors to schedule an incorporation vote. The vote was taken in November 1917 but failed 273-155.[40]

The ire of the community was tested again in 1927. As one historian notes: "On July 22, 1927, the Southern Pacific, in conjunction with the San Jose City Council and City Manager, announced a plan for the removal of the 4th Street Railway station and tracks and the re-routing of a new railway. The new route would run from downtown San Jose along the Alameda, across Los Gatos Creek, around the Palm Haven district and across Willow Street through the Willow Glen district."[41] Another election was held in November 1927 and this time the vote passed.

Willow Glen would remain an independent city for only nine years, annexing itself to San Jose in 1936. During those years, the Southern Pacific and City of San Jose managed to figure out how to get the trains off 4th Street without going through Willow Glen. The Southern Pacific moved its main depot to Cahill Street (the modern Diridon Station) and the north-south track that once went down 4th Street was moved to an alignment that just missed going through Willow Glen. That station and track realignment were completed in 1935. The next year, Willow Glen voted to annex itself to the city, giving it access to better sewers and other civic amenities.

Grade Separation as a Safety Issue in California and San Jose

Throughout the 20th century and into the 21st century, the State of California has wrestled with the question of how best to eliminate conflicts between automobile and truck traffic on the one hand and railroad traffic on the other. The origin of this conflict was clear: most train corridors were built before automobiles and trucks came into widespread use and, even among later-developed train lines such as the Western Pacific Railroad, railroad traffic had priority when railroad and vehicular traffic met at grade.

The conflict over vehicular-railroad traffic was especially heated during the early decades of the 20th century, as car and truck usage accelerated in California, faster than in any other state of the union. In 1916, the California Railroad Commission produced a report, "General Program on Investigation of the Grade Crossing Problem in California to be Undertaken by the Commission." [42] The report analyzed the extent of the problem. "The grade crossing conditions in California are worse than in any other state in the Union." California at that time had two percent of the trackage in the country but five percent of

[40] Rivizza, 5. Two prominent leaders of the Willow Glen incorporation effort were L.D. Bohnett and Paul Clark.
[41] Rivizza, 5.
[42] California Railroad Commission, "General Program on Investigation of the Grade Crossing Problem in California to be Undertaken by the Commission," January 1916.

accidents involving vehicles and railroads. And the problem was huge: in 1914, 4,900 Californians were killed or injured through a vehicle-train collision.[43] The Commission estimated the cost of providing grade separations and concluded it was so expensive that, "Plainly any movement to separate all grade crossings in the State is entirely out of the question." The Commission recommended a course of installing better signals, cutting down visual obstructions, and so forth, but pursuing grade separations "in extreme cases and only as a last resort."

The interface between vehicles and trains was both dangerous and annoying. Even where signals were installed, for example, vehicles might have to wait for long periods of time while a train or trains cleared the roadway. The grade separation movement reflected an attempt by the various communities within the state to convince the Railroad Commission that the situation in that community constituted an "extreme case" and deserved a "last resort" solution.

In some cases, the communities were successful. The problem in the City of Los Angeles, for example, was so dire that all parties, including the railroads, agreed that something needed to be done. The Railroad Commission was able to convince the railroads and the city to jointly sponsor a series of large bridges across the tracks, which ran along both sides of the Los Angeles River. This effort, financed equally by the city and the railroads, was one of the most ambitious grade separation programs anywhere in the United States. The joint railroad-city cooperative program also resulted in construction of Union Station in downtown Los Angeles.[44]

Not surprisingly, the people of San Jose and the emerging community of Willow Glen tried to make a case for being an "extreme case" deserving grade separations when the Western Pacific Railroad proposed to build through the area.

In late 1917, the Engineering Department of the California Railroad Commission prepared a lengthy report on grade crossing issues raised by the proposal of the Western Pacific Railroad to build an extension from Niles Canyon to San Jose.[45] The author, H.G. Butler, was the Assistant Chief Engineer for the California Railroad Commission. He made it clear that the Commission was put in a difficult position by the attitudes of the leaders of the Western Pacific and the Southern Pacific Railroad. The City of San Jose had asked the Commission to compel the Western Pacific to use existing Southern Pacific tracks between Niles Canyon and San Jose, and to compel the Western Pacific and Southern Pacific to build a Union Station to serve passengers from both lines. At one point, he notes: "if joint trackage is possible and desirable, and there is no question that it is desirable, the logical place to make connection between the two roads would be at Niles."[46] But he lamented that it was virtually impossible to achieve joint usage because the Southern Pacific had refused to allow use of its tracks by a competitor and because Western Pacific leadership had insisted that it simply would not go into San Jose except on its own tracks. He concluded: "On the whole, the practical difficulties in the way of bringing about a joint use of tracks seem to be insurmountable, as far as orders of the Commission are concerned."

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[43] 1916 report, page 2.

[44] The Los Angeles situation is detailed in: Stephen D. Mikesell, "The Los Angeles River Bridges: A Study of the Bridge as a Civic Monument," *Southern California Quarterly,* Winter 1986, pp. 365-386.

[45] California Railroad Commission, Engineering Department, "Application 3139. Subject: Report on Proposed Crossings of Western Pacific Railroad, Niles to San Jose." H.G. Butler, Assistant Chief Engineer, September 26. 1917.

[46] Page 4.

In the rest of the long report, Butler explores steps that can be taken to increase safety for the various places the Western Pacific would need to cross highways or other railroad lines, with a crossing-by-crossing analysis of the types of signals and sightlines improvements that would be required.

In his transmittal letter, Butler comments on objections raised by the residents of what was then the unincorporated community of Willow Glen, or Willow Glenn, as he spelled it. His conclusion was that there was nothing the Railroad Commission could do to mollify the residents of Willow Glen. "I have not commented on the protest of the people in the Willow Glenn district, as it appears that it is directed against the construction of any line rather than the manner in which this particular line is to be built. I do not believe that a separation of grades at all crossings in this district would remove the objections of these protestants, and a discussion of the matters seems to be outside the purpose of this report."[47] It seems clear that the residents were asking for construction of grade separation but Butler concluded that not even that would appease them.

The disagreement about the railroad traffic of the Western Pacific paled in comparison to a much more heated debate in 1925 over the proposal by the City of San Jose to move Southern Pacific Railroad tracks from 4th Street in San Jose to a route parallel and near to Lincoln Avenue, generally acknowledged as the "Main Street" of Willow Glen. It was the debate over the relocation of the Southern Pacific tracks to the Western Pacific alignment that convinced residents of the unincorporated community of Willow Glen to incorporate as a separate city.

F. APPLICATION OF THE CRITERIA FOR THE NATIONAL REGISTER AND CALIFORNIA REGISTER

The Criteria for the National Register and California Register are presented in Section C above. It will be observed that the criteria are nearly identical, with the four National Register criteria identified by letters A, B, C and D and the California Register criteria by numbers 1, 2, 3, and 4. In the analysis below, the National Register Criteria and California Register Criteria will be applied in groups of similar criteria (A and 1, B and 2, C and 3, D and 4).

National Register Criterion A, California Register Criterion 1

The majority of the topics identified during the Scoping Meeting for this project and during legal proceedings leading to the current EIR are best considered under the "association with events" criteria A and 1. These include association with the Western Pacific Railroad, association with the Santa Clara County fruit packing industry, association with the development of the community of Willow Glen, and association with the grade separation movement. These will be discussed separately below.

- *Association with the Western Pacific Railroad*

This trestle does not appear to be significantly associated with the history of the Western Pacific Railroad. As discussed in the Historic Context, the Western Pacific Railroad represented an ill-fated attempt by the Gould family to break the Harriman family's stranglehold on the West Coast, particularly the Bay Area of California. It was a daring investment that defied the most consolidated railroad line in the world at the time. The Western Pacific extended throughout the Western United

[47] Transmittal letter, 1917 report.

States and in specific communities played an extremely important role. In San Jose, however, the Western Pacific was a latecomer and its contribution never matched that of the long-established Southern Pacific.

The National Register of Historic Places has excellent guidance on how to apply National Register Criterion A. The Office of Historic Preservation, which has jurisdiction over the California Register, announces on its website that its California Register guidance is under review and not currently available. [48] Because the eligibility criterion 1 for the California Register is almost identical to that of National Register Criterion A, we can safely apply the National Register guidance as a guide to California Register eligibility as well.

National Register guidance in Bulletin 15 offers a three-step process for assessing significance under Criterion A:

- Determine the nature and origin of the property;
- Identify the historic context with which it is associated;
- Evaluate the property's history to determine whether it is associated with the historic context in any important way.[49]

As we have seen, the history of the Western Pacific was characterized by daring economic and engineering achievements because existing railroads, especially the Southern Pacific, had long before captured the easiest routes to various California markets. If one wished to point to the physical remains that best characterize the history of the Western Pacific, it would be the great pass through the Feather River Canyon, which still retains many aspects of its original 1906 design.

The Branch Line to San Jose reflects the history of the Western Pacific in that it followed a convoluted alignment to avoid or reduce interaction with existing Southern Pacific operations. The Western Pacific had just emerged from bankruptcy before it began construction into San Jose. While it had enough funds to expand, the Western Pacific was famous for economizing in construction. Norman Holmes in his study of railroading in *Prune Country Railroading*, argues that the Western Pacific was unusually penurious in building the San Jose line, noting that "because of WP's financial condition, trackage was constructed as inexpensively as possible, using 75 lb. rail, untreated pine ties, no tie plates and little or no ballast."[50] The San Jose Branch was one of the last "feeder" lines built by the Western Pacific; later expansion was achieved chiefly through acquisition of short lines.

The historic context for the Western Pacific, even the Western Pacific San Jose Branch, does not suggest that this timber trestle is associated with this development "in any important way." The trestle, like other trestles and bridges along the San Jose Branch, helped the branch to operate but only as part of a coordinated transportation network.

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[48] www.ohp.parks.ca.gov states that: "Because Technical Assistance Bulletin 7, California Register, is now under review for updates and revisions, there are no manuals for nominating California Register properties."

[49] National Register Bulletin 15, 12.

[50] Norman W. Holmes, *Prune Country Railroading: Steel Trails to San Jose,* Huntington Beach, CA, 1985, 141. 75 lb. rails are not used today.

A railroad bridge certainly may represent an important part of the history and operations of a railroad line. The Western Pacific Railroad is often highlighted in the history of railroad bridge design, recognizing the beauty and daring of its bridges in the Feather River Canyon.[51] Bridges associated with other railroad lines have been listed in the National Register of Historic Places, including the Southern Pacific's I Street Bridge in Sacramento and the Benicia-Martinez Bridge. The National Register eligibility for a bridge like the 1911 I Street Bridge in Sacramento emphasizes both its importance in engineering as well as it pivotal role in carrying the Southern Pacific main line over the Sacramento River.[52]

In assessing the importance of a bridge to the history of a specific line, engineering and transportation considerations often coincide as the difficulty of the bridge design equates to the difficulty and importance of the crossing. The grand feather river bridges of the Western Pacific are greatly admired for their daring engineering as well as their role in bringing the line through that difficult Sierra Nevada crossing.

By contrast, simple timber trestles are reconized almost never for their engineering or transportation significance.[53] The Western Pacific San Jose Branch had to cross several relatively small creeks between Niles Canyon and The Alameda in San Jose. These crossings were relatively simple; hence, the use of timber trestles, the least cost solution to a simple crossing.

On balance, the Los Gatos Creek Trestle is best seen as a minor element on a small branch line of the Western Pacific. There is little reason to conclude that this structure's contribution to the Western Pacific Railroad is significant, as significance is measured under National Register Criterion A.

- *Association with the Santa Clara County Fruit Industry*

This trestle does not appear to be significantly associated with the Santa Clara County fruit packing industry. It is beyond dispute that the fruit packing industry was important to the economy and social network of Santa Clara County for more than half a century, between the late 1870s and American involvement in World War II. This trestle, however, is only tangentially related to that industry and does not meet the guidelines for how Criterion A of the National Register should be applied.

It will be recalled that the National Park Service calls for a three-step process in applying Criterion A to a specific property: to identify the nature of the property, to identify the historic context with which it is associated, and to evaluate whether that property "is associated with the historic context in any important way." Some who commented during the Scoping Session for the EIR concerning this trestle argued that the trestle is important for its association with the canning industry in San Jose and elsewhere in Santa Clara County, drawing attention to the indisputable importance of the packing industry to the region.

The National Register guidelines differentiate, however, between the importance of the historical development and the importance of the association between a historic property and that historical development. Few would dispute the notion that the packing industry was a key economic force in

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[51] The importance of the Feather River Route bridges is noted in many national surveys, including Richard Cook, *The Beauty of Railroad Bridges in North America, Then and Now*. Golden West Books, 1987 and Brian Solomon, *North American Railroad Bridges*, Voygeur Press, 2007.

[52] 1981 National Register nomination for I Street Bridge.

[53] The author of this report, with 30 years in working with historic bridges, is unaware of a single timber trestle to be listed in the National Register or California Register.

Santa Clara County from the 1870s through the 1950s. It is legitimate to ask, however, whether this trestle is associated with that development "in any important way."

Drying and canning fruit was an industry that required the involvement of a long chain of participants, from the growers who provided the produce to the wagons, trains, and trucks that carried the finished product to market. At the heart of the industry,.however, were the physical plants where the canning and drying took place. Those plants were importantly associated with this industry.

The historical record indicates that there were dozens of such plants in the county, with the biggest collection being in San Jose. These sprawling industrial plants did not fare well once the industry failed in the 1960s. However, there are some physical remnants that were directly and importantly associated with this resource. In 2008, the Society for Industrial Archaeology (SIA) held its annual meeting in San Jose and presented several "walking tours," one of which was entitled "Cannery Life." The tour included several cannery sites for which almost nothing is left and several others where there are some physical remains. There is also a list of properties that have been designated Historic City Landmarks by the City of San Jose, some of which are mentioned in the SIA walking tour. These two sources do not offer a complete listing of properties that were directly related to this industry but they do suggest that at least a few such resources still exist. These include the CalPak District Manager's Office at 734 The Alameda (HL05-154); Pickle Factory Plant No. 39 at 621 N. Eighth Street (HL92-79); Bayside Canning Company at 1290 Hope Street (HL92-69); American Can Company Factory at 190 Martha Street (HL-92-94); and the Stevens Ranch Fruit Barn, moved to History Park in 1979. The SIA tour suggests that remnant pieces can still be found from Calpak No. 3, the biggest cannery in the area located on Auzerais Avenue, not far from the Western Pacific's freight depot on the Alameda, and of Calpak No. 51, also a very substantial operation.[54]

It is important to note that even the CalPak No. 3 on Auzerais Avenue was not exclusively dependent upon the Western Pacific Railroad for shipping its product. In its "Cannery Life" website, the San Jose History Home includes copies of a series of Sanborn Fire Insurance maps for this plant, from 1901, 1917, 1929, and 1941.[55] The plant was already a very large operation in 1901 and 1917, long before the Western Pacific Railroad built to San Jose in the 1920s. In 1910 and 1917, CalPak No. 3 was served directly by the Southern Pacific or one of its subsidiaries. Even in 1929 and 1941, the plant was served directly by tracks of the Southern Pacific, not the Western Pacific. CalPak No. 3 existed long before the Los Gatos Creek Trestle was built.

On balance, it is difficult to conclude that the Los Gatos Creek Trestle is related to the Santa Clara County canning industry in any important way. The industry is represented by many types of resources that were directly linked to it, including packing plants and canneries. Even if the discussion is restricted to the transportation of canned and dried products, it is problematic to argue this timber trestle is significantly associated with this industry. The Western Pacific San Jose Branch is one piece of dozens of transportation networks that served that industry and all indications are that the traffic of the Western Pacific was dwarfed by that of the Southern Pacific and its subsidiaries. In addition, the Los Gatos Creek Trestle is just one structural element of that branch line. The association of the

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[5454] This discussion does not ensure that all of the resources mentioned in the SIA tour or designated as a San Jose Landmark still exist and retain integrity.

[55] http://www.historysanjose.org/cannerylife/

trestle with that industry is so secondary that it does not appear to meet the National Register Criterion A guidelines.

- *Association with the early history of the Willow Glen community*

As discussed in the Historic Context, the community of Willow Glen was briefly an independent and incorporated city. The impetus for incorporation is generally interpreted as being a three-way struggle among the citizens of the Willow Glen neighborhood, the City Council of San Jose, and the Southern Pacific Railroad over the alignment of the Southern Pacific's major north-south track. The track passed down 4th Street in downtown San Jose, causing great traffic congestion among San Jose motorists. Under state law, the Southern Pacific had a franchise from San Jose to operate within city limits. That franchise expired in the early years of the 20th century and San Jose leaders sought to use the need for a new franchise as leverage to force the Southern Pacific to move its tracks to the west, and to consolidate its passenger service in the area now served by Diridon Station. In 1927, the Southern Pacific and city leaders in San Jose announced agreement on a western alignment that would have included a diagonal passage through Willow Glen. This agreement caused Willow Glen activists to ask for an incorporation vote. Historian Bob Garratana summarizes this situation: "But in 1927 residents rallied themselves for a common cause. The Southern Pacific Railroad, whose contract had expired years earlier, was planning to bisect this quiet community by rerouting its tracks from 4th Street down Willow through a portion of Willow Glen. The battle cry was 'Let's keep the railroad out of our bedrooms.'"[56]

It is also true that there was an earlier unsuccessful attempt at incorporation that was spurred by Willow Glen residents' concern about the Southern Pacific realignment as well as the entry of the Western Pacific into the neighborhood. A previously cited report by an engineer for the California Railroad Commission makes clear that Willow Glen residents had objected to any form of the alignment passing through their neighborhood. He wrote: "I have not commented on the protest of the people in the Willow Glenn district, as it appears that it is directed against the construction of any line rather than the manner in which this particular line is to be built. I do not believe that a separation of grades at all crossings in this district would remove the objections of these protestants, and a discussion of the matter seems to be outside the purpose of this report."[57]

In analyzing the relationship between the Los Gatos Creek Trestle and this chapter of Willow Glen history, there are two good reasons to conclude the two are not associated "in any important way." First, the historical record is clear that was it the proposed realignment of the Southern Pacific's 4th Street track, not the building of the Western Pacific line, which precipitated the incorporation of

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[56] Bob Garratana, *Old Willow Glen,* 1977. 110. It will be observed that the City of San Jose and the Southern Pacific Railroad were simultaneously pursuing two alignments to avoid the 4th Street corridor, generally called the east and west alignments. According to Jean Dresden, San Jose historian, the east alignment was suggested by the planning firm of Harland Bartholomew Associates, and would have required joint SP and WP use of the WP alignment through Willow Glen. The west alignment affected only a small corner of Willow Glen; a variation of it was actually built. These east and west alignments are discussed in an August 2, 1927 editorial in San Jose *Evening News*, provided to this author by Jean Dresden.

[57] California Railroad Commission, Engineering Department, "Application 3139. Subject: Report on Proposed Crossings of Western Pacific Railroad, Niles to San Jose." H.G. Butler, Assistant Chief Engineer, September 26. 1917. Transmittal letter.

Willow Glen. To commemorate that relationship, one would better look to the 1935 alignment of the Southern Pacific Railroad, the physical manifestation of the long debate over where and how to realign that track. Diridon Station, for example, is a stately and important example of a resource that was built specifically for that purpose. There are also numerous grade separations around Diridon Station which grew out of the same agreement for realigning the track, reflecting the concern by the leaders of San Jose not simply to move gridlock from 4th Street to the new alignment near Cahill Street.

Second, the incorporation movement was not only about stopping the railroad; it resulted in the creation of a small city that was self-governing for nine years. A resource that is importantly associated with this early history of Willow Glen should take into account that the city actually governed the neighborhood for nine years: maintaining streets, arranging for police services, handling garbage, and so forth. It is likely there exists within the neighborhood a building that more closely reflects how the city functioned: a city hall, a fire department building, a police station, or something of the sort.

It is beyond the scope of the present study to inventory any and all buildings directly associated with the brief period of self-government. The point to be made is that a building directly associated with *self-government would reflect that period of neighborhood history in a direct manner.* The association of this 1922 timber trestle with the 1927-1936 period of self-government is distant at best.

- *Association with the grade separation movement*

As discussed in the Historic Context, there has been a persistent movement in California and throughout the United States to provide better separation of automobile and train traffic. This movement involves both safety and traffic flow issues. As noted in the Historic Context, a 1916 study by the California Railroad Commission found that there were 4,900 deaths or injuries in 1914 in California associated with railroad-auto interface.[58] Cities throughout the state scrambled to find a way to provide some type of relief, with grade separation being the most effective but also the most expensive option.

The long dispute between the residents of Willow Glen and the City of San Jose was precipitated by an effort in San Jose to eliminate its greatest auto-railroad choke point on 4th Street downtown. The preferred solution in 1927 involved moving the congestion point from downtown San Jose to streets in Willow Glen, something that was not well-received in Willow Glen. Ultimately, the railroad and the City of San Jose found an alignment that moved the trains off 4th Street but also bypassed Willow Glen, no doubt moving the point of congestion to points north and west of Willow Glen. The solution did, however, result in various grade separations near Diridon Station, at Julian, Alameda, Park, San Carlos, Bird, Delmas, Provost, and Willow. Many of those grade separations are still in use.[59]

The Los Gatos Creek Trestle is particularly unrepresentative of this problem in that it carried a railroad over a waterway and is not directly associated with either the problem or the solution. There are bridges

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[58] California Railroad Commission, "General Program on Investigation of the Grade Crossing Problem in California to be Undertaken by the Commission," January 1916.

[59] California Department of Transportation, Bridge Inventory indicates that the San Carlos Grade separation 037c-195) was built in 1932 and is still in use, as it the facility at Julian (37c-207, 1935); at Taylor (37c-278, 1935); Delmas (37C-704, 1935) and Almaden (37c-264, 1936).

that have been listed in the National Register of Historic Places on the basis of solving the grade crossing problem; the aforementioned Los Angeles River bridges, built in the 1920s and early 1930s, were listed for that reason as well as the architecture of the bridges. Another Northern California example is the Sierra Boulevard Overhead structure in Roseville over the Union Pacific tracks. It is worth noting that the solution to a grade crossing problem ordinarily involves a highway bridge or a highway underpass rather than a railroad bridge because it is usually more cost effective to raise or sink a highway than to raise or sink a railroad. The aforementioned railroad underpasses around the 1935 realigned Southern Pacific tracks are directly associated with the grade separation movement in San Jose and Santa Clara County. The Los Gatos Creek Trestle is not, and it does not qualify for listing in the National Register or California Register for a potential association with this historic theme.

National Register Criterion B, California Register Criterion 2

There is no indication that the Los Gatos Creek Trestle is associated with a person important to our history. Neither was there a suggestion made during the Scoping for the current EIR that such an association exists. It is concluded the trestle does not meet either National Register Criterion B or California Register Criterion 2.

National Register Criterion C, California Register Criterion 3

- Rarity or importance as an example of a timber trestle bridge

National Register Criterion C includes four possible ways in which a property may qualify: embodies distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction. Of these, only the first has been mentioned as a potential area of significance for the Los Gatos Creek Trestle. There has been no suggestion that the trestle was designed by a master bridge engineer.[60] No one has suggested that the trestle is of "high artistic value." And the fourth category applies to historic districts and no one has suggested that this isolated trestle is part of a potential historic district. In applying National Register Criterion C to this trestle, the appropriate guidance from the National Register bulletin is that applying to "distinctive characteristics of a type, period, or method of construction."

In discussing the distinctive characteristics and the type, period or method of construction, Bulletin 15 offers the following guidance: "A structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history. For properties that represent the variation, evolution, or transition of construction types, it must be demonstrated that the variation, etc., was an important phase of the architectural development of the area or community in that it had an impact as evidenced by later buildings."[61] It will be observed that the language of this guidance is clearly directed toward architectural values and properties; the National Register guidance often must be interpreted to apply to engineering features.

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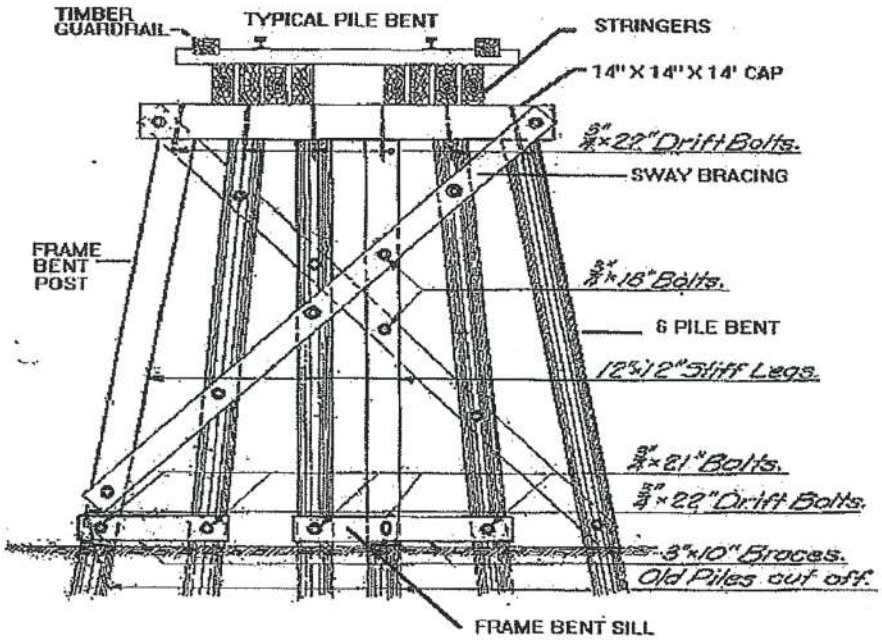
[60] Unfortunately, despite repeated efforts, the author of this report was not able to locate original plans for this bridge. The City of San Jose was not given any such plans when it assumed ownership from the Union Pacific Railroad. The author inspected all citations to "Technical Drawings" in the vast Western Pacific Railroad holdings of the California State Railroad Museum library. While there are some bridge plans in that collection, there is no bridge plan for this trestle.

[61] Bulletin 15, 18.

Using this guidance, the type and period of construction are easily identified. The bridge type is an open deck, pile-supported timber trestle. The "open deck" part of the type description refers to a deck in which there is no ballast; the opposite is a "ballast deck." The "pile-supported" part of the type description refers to the use of bents made of timber piles in the substructure. As noted earlier, this bridge is somewhat unusual in that there are different numbers of piles in different bents, but in general, one could characterize the substructure as comprising six-pile bents, noting that the number of piles sometimes varies.

The AREMA inspection manual includes an illustration of a typical 6-pile bent, braced in the manner of the Los Gatos Creek Trestle described earlier. This illustration fits the bents of the Los Gatos Creek Trestle very closely, except that in some instances there are more or fewer than six piles.



From American Railway Engineering and Maintenance of Way Association, *Practical Guide to Railway Engineering*, 2003.

In assessing whether the Los Gatos Creek Trestle represents "an important example (within its context) of building practices of a particular time in history," the structure must be seen as both a typical and an atypical example of its type. It is typical in that it was originally constructed in a manner called forth in all historic as well as contemporary analyses of the timber trestle structural type. It is atypical in that it has been repaired and maintained in ways that have detracted from its ability to convey the typical appearance of such a structure.

One point that must be recalled is that a timber trestle is a very common resource type. The historic context documents that timber trestles are found in the thousands in California. Historic preservationists have long recognized the difficulty involved in evaluating resource types for which there are many examples. As noted earlier, it is extremely difficult to document the number of remaining timber trestles in San Jose or anywhere else, owing to the absence of an official governmental register of railroad bridge and because field survey would require fouling the track, generally regarded as trespassing. San Jose historian, Jean Dresden, documents the existence of eight timber trestles in Santa Clara County, four of which are on the Western Pacific San Jose Branch. Because she does not list her sources, however, that contention cannot be verifdied; there may be eight or even more of such bridges in the county.

Fortunately, the National Register program at the National Park Service does offer some guidance for dealing with common resource types, in "Evaluating Common Resources for National Register of Historic

Places Eligibility: A National Register White Paper."[62] This "White Paper" recognizes that certain resource types are "ubiquitous, and, therefore, difficult to evaluate." In dealing with ubiquitous resources, this White Paper places special emphasis on recognizing types and sub-types of the common resources as a way of differentiating significant from insignificant examples. By identifying sub-types, it may be possible to "reduce the number of properties or groups of properties that constitute a basis for comparison."

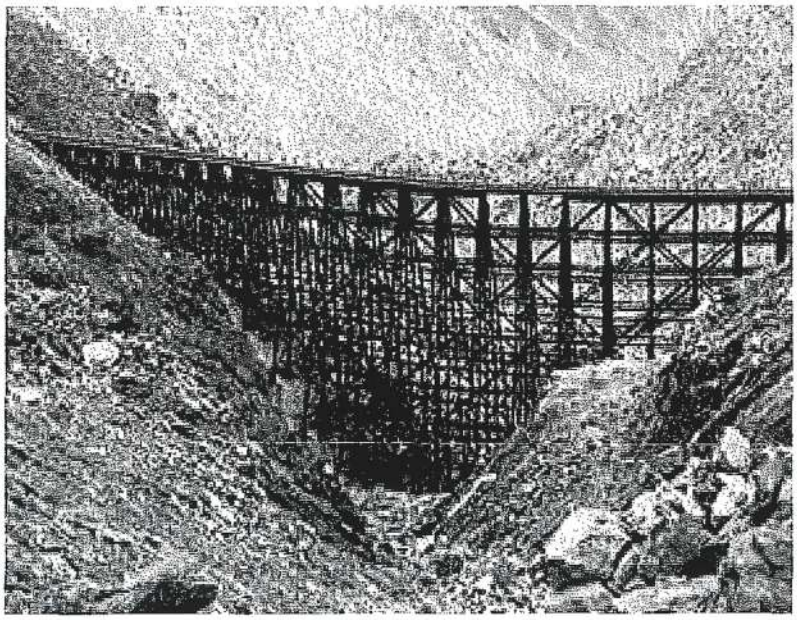
As discussed in an earlier section of this report, the only distinction made by bridge inspectors for the Southern Pacific Sacramento Department was between open deck and ballast deck timber trestles. This distinction concerns only the deck supports; the timber trestle types are otherwise nearly identical. In his thoughtful analysis of railroad bridge types, *The Beauty of Railroad Bridges,* Richard J. Cook suggests another sub-type in timber trestles: the framed trestle, which was built around four-legged frames, usually of squared timbers. The framed trestle form was used for very tall bridges and provided the most dramatic and daring crossings.

Cook includes photographs of only a few of the most dramatic examples of different bridge types (stone bridges, steel trusses, concrete arches, timber trestles, and so forth). Every timber trestle illustrated in his book is a framed trestle, most of them being very tall and dramatic. Well-known timber trestles in California are also dominated by framed trestles. Two very notable examples, both owned by California State Parks, are framed timber trestles. One is the Pudding Creek Trestle, near Ft. Bragg on the Mendocino Coast. Another is the Carrizo Gorge, or Goat Canyon, Trestle in Anza-Borrega State Park in the desert of San Diego County.

Pudding Creek Trestle

[62] Barbara Wyatt, "Evaluating Common Resources for National Register of Historic Places Eligibility: A National Register White Paper," 4-9-09.

Goat Canyon Trestle



Following the logic of the White Paper on Common Resources, one may conclude that there are, in fact, specific sub-types of the timber trestle bridge type that can be seen as significant. The tall framed trestles, for example, achieved great engineering significance and incredible beauty. The far more common pile-bent trestles are so common as to make it unlikely that any one would be significant under National Register Criterion C on the basis of its design alone. A trestle might also be significant for historical associations, as with the Southern Pacific trestle on the coast in Orange County, California that gained great celebrity as the gateway to The Trestles, a surfing spot listed in the National Register for its role in the development of the California surf culture.[63] That type of significance, however, would better be judged under National Register Criterion A.

On balance, there is no evidence to suggest that the Los Gatos Creek Trestle achieved the kind of distinction needed to represent a significant example of a common property type. It does not appear to be significant under National Register Criterion C or California Register Criterion 3.[64]

G. OVERALL CONCLUSIONS REGARDING POTENTIAL HISTORICAL SIGNIFICANCE OF THE LOS GATOS CREEK TRESTLE

This report applies the eligibility criteria for the National Register of Historic Places and the California Register of *Historical Resources to the Los Gatos Creek Trestle, to determine whether it meets the* definition of a :historical resource," as that term is used in CEQA guidelines. This report concludes that

[63] *Lamentably, the trestle for which the site was named was recently replaced with a metal bridge.*

[64] This evaluation under National Register Criterion C and California Register Criterion 3 has focused on significance rather than integrity because, in the absence of significance, integrity is not a sufficient consideration to warrant eligibility. The integrity of the trestle is generally good with two major exceptions: the removal of tracks, and recnet installation of protective fencing at the track level.

the trestle does not meet the National Register or California Register eligibility criteria and is not a historical resource.

H. SIGNIFICANCE UNDER CITY OF SAN JOSE LANDMARKS PROGRAM

The City of San Jose, like most medium- to large-sized California cities, has adopted a landmark ordinance that enables the City to designate properties as historic landmarks. The legal basis for this program is found at San Jose Municipal Code, Chapter 13.48, Historic Preservation.

As with most municipal historic preservation programs, the City of San Jose assigns primary responsibility for designating landmarks to a Historic Landmarks Commission. An applicant for landmark designation is asked to complete a landmarks nomination form, which applies the basis for landmark designation to a specific property. The landmark commission is responsible for making a finding that the property in question meets the city criteria for landmark designation. This process, including the criteria, are quoted below.

> *13.48.110 Designation*
>
> H. Prior to recommending approval or modified approval, the historic landmarks commission shall find that said proposed landmark has special historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature, and that its designation as a landmark conforms with the goals and policies of the general plan. In making such findings, the commission may consider the following factors, among other relevant factors, with respect to the proposed landmark:
>
> 1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture;
> 2. Its location as a site of a significant historic event;
> 3. Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history;
> 4. Its exemplification of the cultural, economic, social or historic heritage of the city of San José;
> 5. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style;
> 6. Its embodiment of distinguishing characteristics of an architectural type or specimen;
> 7. Its identification as the work of an architect or master builder whose individual work has influenced the development of the city of San José;
> 8. Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.

It will be noted that the San Jose ordinance uses the term factors to describe the criteria for designation, rather than the term, "criteria," which is used in state and federal designation processes. These factors

are repeated nearly verbatim in the City of San Jose application form for historic landmark designation, as follows:

> BRIEF STATEMENT EXPLAINING WHY THE PROPOSED LANDMARK HAS SPECIAL HISTORICAL, ARCHITECTURAL, CULTURAL, AESTHETIC, OR ENGINEERING INTEREST OR VALUE OF AN HISTORICAL NATURE, AND HOW THE CHARACTERISTICS OF THE PROPOSED LANDMARK MEET WHICHEVER OF THE FOLLOWING THAT APPLY:
>
> 1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture;
> 2. Its location as a site of a significant historic event;
> 3. Its identification with a person or persons who significantly contributed to local, regional, state or national culture and history;
> 4. Its exemplification of the cultural, economic, social or historic heritage of the City of San Jose;
> 5. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style;
> 6. Its embodiment of distinguishing characteristics of an architectural type or specimen;
> 7. Its identification as the work of an architect or master builder whose individual work has influenced the development of the City of San Jose;
> 8. Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which is either unique or represents a significant architectural innovation.

The landmark designation process in San Jose requires a positive recommendation and finding by the Historic Landmarks Commission and approval by the City Council. There is a slightly different process for designating historic districts but it too requires a finding by the Commission and approval by the City Council.

Two general conclusions may be drawn about the landmark designation process and the factors used to establish significance. First, the eight factors take into account many of the same values embodied in the National Register criteria. Second, the ordinance assigns responsibility for applying these factors to the Historic Landmarks Commission and the City Council. On balance, it must be observed that there is no legal basis for any party other than the Historic Landmarks Commission and the City Council to apply *these "factors." The best that an outside party can propose is an opinion about how these factors* appear to apply to any given property, such as the Los Gatos Creek Trestle.

Relationship between the San Jose Landmarks factors and National Register Eligibility Criteria

While there are obvious differences between the San Jose factors and National Register eligibility criteria, it is also clear that there are important similarities. It will be recalled that there are four National Register criteria, labeled A, B, C, and D. Criterion A pertains to association with important events. Criterion B pertains to association with important persons. Criterion C pertains to significance in

design, generally architecture or engineering. And Criterion D relates to "information important to our history," and is most commonly applied to archaeological sites.

The City of San Jose factors 1 and 2 are closely related to National Register Criterion A, association with important events.

1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture;

2. Its location as a site of a significant historic event;

San Jose factor 4 also seems to relate to National Register Criterion A, which is often used to apply to the cultural history of groups, such as ethnic groups or religious groups.

4. Its exemplification of the cultural, economic, social or historic heritage of the city of San José;

San Jose factor 3 is very similar to National Register Criterion B, association with important people.

3. Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history;

San Jose factors 5, 6, 7, and 8 are similar to, although more expansive, than National Register Criterion C, which is geared toward significance in architecture or engineering.

5. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style;

6. Its embodiment of distinguishing characteristics of an architectural type or specimen;

7. Its identification as the work of an architect or master builder whose individual work has influenced the development of the city of San José;

8. Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.

Does the Los Gatos Creek Trestle meet the factors in San Jose Landmarks ordinance?

As discussed earlier, the scoping session for the EIR for this project brought forth numerous questions that relate to National Register Criterion A. These included: association with the Western Pacific Railroad; association with the Western Pacific San Jose Branch; association with the canning industry of San Jose; and association with the history of the Willow Glen neighborhood.

These historical associations also align with San Jose landmark factors 1, 2, and 4. The history of the Western Pacific Railroad is best assessed under factor 1 and 2 as is the history of the canning industry. The development of the Willow Glen neighborhood might best be assessed under factor 4.

Across the board, the logic in applying National Register Criterion A applies to factors 1, 2, and 4. The importance of the trestle to the canning industry of San Jose is the same, whether analyzed under Criterion A or factors 1 or 2. The facts regarding the role of this trestle in servicing the canning industry do not change and the basis for ineligibility under National Register Criterion A is the same as that for

San Jose factors 1 and 2. The same may be said of the relationship between this trestle and the development of the Western Pacific Railroad. This trestle was a minor element of the Western Pacific whether evaluated under National Register criteria or San Jose factors.

Similarly, the role of this trestle in the history of Willow Glen does not change, whether it is considered under National Register Criterion A or San Jose factor 4. The brief incorporation of Willow Glen as a city was sparked in part by disagreements between and among the Southern Pacific Railroad, the Western Pacific Railroad, the City of San Jose, and community leaders in the Willow Glen neighborhood. The Los Gatos Creek Trestle is not significantly associated with this aspect or other aspects of the history of this neighborhood.

The four design-related factors, San Jose factors 5 through 8, are far more explicit than National Register Criterion C and deserve detailed analysis. Factor 5 relates to a property portraying the "environment of a group of people in an era of history characterized by a distinctive architectural style." The Los Gatos Creek Trestle does not portray the environment of a group of San Jose people in that the trestle was designed by a corporation headquartered in San Francisco.

Factor 6 is closest in language to National Register Criterion C, and speaks to the "embodiment of distinguishing characteristics of an architectural type or specimen." The foregoing analysis of the potential significance of the trestle under National Register Criterion C applies directly to potential significance under Factor 6. The trestle is not important under Factor 6 for the reasons given in the foregoing discussion of National Register Criterion C.

Factor 7 relates to a property being the work of a noted architect or master builder. The trestle is not the work of a noted architect or master builder.

Factor 8 relates to a property being an example of innovative design: "Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique." As discussed in the foregoing analysis under National Register Criterion C, the Los Gatos Creek Trestle is a typical timber bent trestle, of a type built in the thousands throughout California. By the time it was built in the 1902s, trestles of this sort had already been built for at least half a century. Under this factor, the Los Gatos Creek Trestle is neither innovative nor unique.

General Conclusion Regarding Significance of the Los Gatos Creek Trestle under the Landmarks Program of the City of San Jose

As noted earlier, the Landmark designation process for the City of San Jose belongs to the City of San Jose and responsibility for its implementation is assigned to the Historic Landmarks Commission and the City Council.

It can be observed, however, that the factors to be considered for Landmark designation are fundamentally similar to the criteria for the National Register of Historic Places and California Register of Historical Resources. The logic that finds the Los Gatos Creek Trestle not eligible for the National Register or California Register strongly suggests that the trestle is also not eligible for designation under the Landmarks program of the City of San Jose.