

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Willow Glen Trestle over Los Gatos Creek

Other names/site number: _____

Name of related multiple property listing: _____



(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: On former Western Pacific Railroad alignment, approximately 1/4 mile north of the intersection of Coe Avenue and Leona Court

City or town: San Jose

State: CA

County: Santa Clara

Not For Publication:

Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___A ___B ___C ___D

<p>_____ Signature of certifying official/Title:</p> <p>_____ State or Federal agency/bureau or Tribal Government</p>	<p>_____ Date</p>
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Willow Glen Trestle
Name of Property

Santa Clara California
County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
- ___ determined eligible for the National Register
- ___ determined not eligible for the National Register
- ___ removed from the National Register
- ___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

Site

Structure

Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	<u>1</u>	structures
_____	_____	objects
<u>1</u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation: rail-related

Current Functions

(Enter categories from instructions.)

Outdoor Recreation: Hiking Trail
Work in Progress (Rehabilitation Proposed)

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

Engineering Structure
Early-20th Century Railroad Trestle

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Wood

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

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

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

Narrative Description

A description of the Willow Glen Trestle as an engineering structure appears below.

Trestle Substructure

The two abutments and thirteen bents compose the trestle substructure. The east abutment consists of 7 piles supporting a 14 x 14-inch pile cap as in a typical bent; with five 14 x 16-inch transverse timbers stacked immediately behind. Typically, piles are 14 inches in diameter.

The west abutment is of similar design, but consists of 5 piles supporting the 14 x 14-inch pile cap. Several transverse timbers stacked behind the piles are visible.

A typical bent consists of six 14-inch diameter timber piles supporting a 14 x 14-inch by 18-foot long timber bent cap. Pile numbers differ at various bents, as additional piles would be installed to repair bents over the lifetime of the trestle. Six piles support a typical bent. However, two bents have five piles; two bents have seven piles; and one bent has eight piles supporting the pile cap. A typical bent also contains 4 x 10-inch wood diagonal sway bracing ("X-bracing") to provide lateral stability to a typical bent.

Trestle Superstructure

The trestle superstructure consists of the system of railroad ties and outriggers supported by longitudinal stringers. The railroad ties are 8 x 8-inch by 10-foot long timber members spaced at approximately 13.5 inches on center. The outriggers are 4 x 8-inch by 18-foot long timber members nailed to the railroad ties at a spacing of one outrigger for four railroad ties. The purpose of the outriggers is for attachment of the bridge deck railing. The original deck railing has been removed and replaced with a more recent safety rail consisting of two steel cables spanning between vertical wood members mounted to the ends of the outriggers. A newer metal safety grate has been installed on both the east and west ends of the outriggers, originally placed at either side of the rails for repair access to the trestle. The rails have been removed.

Two longitudinal stringers arranged symmetrically about the trestle's centerline support the system of ties and outriggers. The stringers consist of four 8x20-inch timber members bolted together. Typically, the stringers are 30 feet long with spliced connections 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.

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Transportation
Commerce

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

Period of Significance

1922 – 1965

Significant Dates

1922: Trestle Completed
1965: Decline of Regional Industry

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Unknown

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Willow Glen Trestle is eligible for inclusion on the National Register of Historic Places at the local level of significance under Criterion A in the areas of transportation and commerce for its association with the commercial and industrial development of West San Jose and for the controlled residential development of the Willow Glen community. The Period of Significance for the Willow Glen Trestle spans from 1922, the date construction of the Western Pacific Railroad's beltline to San Jose was completed, to 1965, the date when commerce served by the Willow Glen Trestle declined substantially.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

National Register Criterion A: Association with Significant Event

Introduction: The Willow Glen Trestle and the Development of San Jose

The Willow Glen Trestle affected the development of the City of San Jose and the hamlet of Willow Glen in two ways. First, the City of San Jose was unhappy with the Southern Pacific Railroad because of its monopoly on freight traffic moving through the city and because the Railroad's alignment down Fourth Street had become a traffic headache for San Jose businesses and residents. The City granted a franchise to the Western Pacific Railroad to build a beltline from Niles, California (near Fremont) to San Jose, and in turn delayed granting the Southern Pacific Railroad its new franchise, which expired in 1918, until the Southern Pacific Railroad agreed to move its alignment off of Fourth Street and pay the high costs of constructing grade separations.

By inviting the Western Pacific Railroad into San Jose, the City created a competitive environment with the established Southern Pacific Railroad and improved San Jose's bargaining position for getting the Southern Pacific to move its existing Fourth Street alignment. San Jose essentially played both the Southern Pacific and Western Pacific railroads against each other to get Southern Pacific's Fourth Street alignment moved, bring the Western Pacific in to make freight rates more competitive (by breaking the Southern Pacific's monopoly) and to have the Southern Pacific railroad pay for its grade crossings within the City.

Second, San Jose financier and Western Pacific Railroad board member T.S. Montgomery, a man of considerable worth and influence at this time, promised the residents of the unincorporated hamlet of Willow Glen that their community would remain residential. Montgomery could make such a bold statement because his real estate development company had exclusive rights to the property around the proposed Western Pacific alignment. Montgomery would become an active voice in the local press, urging the City of San Jose to

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

bring his Western Pacific Railroad into town to break the Southern Pacific's freight monopoly and increase competition for freight traffic. Montgomery pledged to keep Willow Glen residential, a promise he kept as we see in the extant residential properties in Willow Glen today that date to the 1920s and to the presence of a single industrial siding serving one industry in Willow Glen. Willow Glen retains its rich residential character today because of the promises kept by T.S. Montgomery before the arrival of his Western Pacific Railroad.

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

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

Leverage was provided by the Western Pacific Railroad, which obtained permission to construct a beltline from Niles, California and into the City of San Jose (**Figure 1 – Continuation Sheets**), via its southern boundary. This proposed alignment would enter west San Jose from the south and west by passing through what at the time was called, "The Willows," a leafy and exclusive hamlet where many of the area's wealthier people resided. The City granted the Western Pacific permission in 1917, but campaigned for both the Southern Pacific and Western Pacific to share a single union station.

While wrangling over which railroad would receive the franchise, residents of the Willows learned of the Western Pacific's plans to construct its Niles-to-San Jose beltline through their hamlet. Newspaper articles demonstrate that residents feared the same traffic snarls that were occurring along the existing Southern Pacific Railroad's alignment along Fourth Street in San Jose. On August 30, 1917 the *San Jose Evening News* published an announcement from Willow Glen Improvement Club president Paul F. Clark stating "Believing that the running of the line of the Western Pacific through the Willows will spoil the best resident districts of the City."¹ The citizens of the Willows filed a petition to incorporate, which would force the Western Pacific to be granted a franchise to run tracks through their residential community.

The Willow Glen Improvement Association hired noteworthy attorneys L.D. Bohnett and Charles Allen to explore legal options. Both Bohnett and Allen lived in neighboring Palm Haven, a community also destined to lose its exclusive residential quality if a rail line was constructed. However, Willow Glen's first attempt at incorporation did not receive enough votes. The next day, the *Evening News* published an article quoting an elated T.S. Montgomery following the failed Willows incorporation effort. Montgomery assured residents that no industrial development would occur in the Willows, stating, "No, this (the proposed West San

¹ "Meeting to Object to R.R. in Willows," *San Jose Evening News*, 8/30/1917.

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

Jose beltline) will only be a single track, and hardly a train a day will pass over it. And besides we will improve the Willows wherever we have property.”²

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

Following World War I, control of the two railroads was returned to their respective Boards of Directors. Construction of the Western Pacific’s beltline to west San Jose was completed by August 1922. Construction of the Willow Glen Trestle was complete in the summer of 1922 (**Figure 2 – Continuation Sheets**). In August 1922, rail traffic on the new beltline finally passed through the Willows, crossed Los Gatos Creek on the Willow Glen Trestle and entered the cannery rich industrial section of west San Jose.³ All freight traffic leading to the west San Jose industrial area would cross the Willow Glen Trestle first (**Figure 3 – Continuation Sheets**).⁴

An examination of **Figure 3**, a circa-1958 shippers map of the Western Pacific Railroad’s industrial clients shows the extent of industrial development in west San Jose serviced by the Willow Glen Trestle, with numerous industrial spurs and sidings leading from the beltline to a variety of industries with names provided on the map. This map also shows that only one industrial siding leading to a single industry, Willow Glen Lumber Company, was constructed in Willow Glen. T.S. Montgomery had kept his promise to keep Willow Glen residential.

The Railroad Wars Continue: Willow Glen Incorporates

Following World War I, the Southern Pacific Railroad still required a franchise from the City of San Jose. The two organizations continued to fight over the cost of grade separations along the Southern Pacific’s proposed right-of-way. The City hired William Hudson, an engineer from the St. Louis firm of Harland Bartholomew & Associates to devise a plan for the new alignment. Hudson proposed eight grade separations and an elevated alignment to the Fourth Street station that would be shared by both the Southern Pacific and Western Pacific railroads. Thus, the Southern Pacific would operate its trains on the Western Pacific alignment through the Willows. Once again, residents feared the noise and congestion of numerous freight trains running through their neighborhood.⁵ Wrangling between the Southern Pacific and the City of San Jose over the proposed new alignment would continue well into the 1920s.

² “Hardly a Train Per Day in Willows is W.P. Man’s Belief,” *The San Jose Evening News*, 12/1/1917, p. 1.

³ Holmes, *Prune Country Railroading*. Huntington Beach, CA: Shade Tree Books, 1985 p. 143.

⁴ Western Pacific west San Jose Shippers Map, circa-1958 (www.wplives.com, accessed 10/9/15).

⁵ “New West Side Line Culminates Years of Effort.” Undated newspaper article, California Room Archives, Martin Luther King Library, San Jose, California.

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

The Southern Pacific responded to the Hudson report in May 1926 with an offer of five grade separations, which would relieve the congestion caused by increased rail traffic. The City of San Jose refused the offer. In May of 1927, the City agreed to grant a franchise to the Southern Pacific Railroad under three primary conditions: 1) the railroad would finance four grade separations; 2) the railroad would pay for removal of its Fourth Street tracks and finance street repair and 3) the Southern Pacific would use the Western Pacific's tracks through Willow Glen. Residents of unincorporated Willow Glen cringed once again. Editorials ran in local newspapers announcing concern for the City's proposal.⁶ Unlike the first attempt in 1917, residents voted to incorporate the City of Willow Glen on September 7, 1927 to keep the Southern Pacific out.⁷ A map of Willow Glen shortly after incorporation appears on the Continuation Sheets (**Figure 4 – Continuation Sheets**).

However, the Southern Pacific was not through its negotiations for a new San Jose franchise. The next position by the railroad was to pay for grade separations, removal of the Fourth Street tracks and accompanying street restoration, and the agreement to not carry the right-of-way through the affluent neighboring community of Palm Haven. In January 1928, the Southern Pacific agreed with the City's request to run their tracks along the Western Pacific alignment. However, the newly formed City of Willow Glen blocked the plan.⁸ The power of incorporation had paid off because it now gave Willow Glen residents the option of not granting a franchise to the Southern Pacific Railroad. Willow Glen's incorporation, along with controlled residential development by T.S. Montgomery's real estate development company would allow Willow Glen to remain residential – an essential character of this area today, which contains both numerous grand historic residences, as well as subdivisions of modest historic homes constructed by T.S. Montgomery's Standard Realty Company.

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

The Western Pacific's construction of its San Jose beltline, of which the Willow Glen Trestle is an extant supporting resource, created two development patterns in San Jose and Willow Glen. First, the completed beltline fostered substantial industrial development, particularly the canning and fruit processing industries that had another shipping alternative to the Southern Pacific Railroad. Second, T.S. Montgomery and the Western Pacific's leaders fulfilled their promises with Willow Glen residents to keep Willow Glen residential. Industry was carefully concentrated north of Los Gatos Creek (**Figure 3 – Continuation sheets**), maintaining Willow Glen's unique feel as an enclave separate from, yet in close proximity to San Jose.

San Jose financier Thomas S. (T.S.) Montgomery largely controlled the development of west San Jose and Willow Glen through land purchases and his connections to big business. As one of

⁶ "Let's Not Call Names," *The San Jose Evening News*, 8/2/1927, page 8.

⁷ "Incorporations of Willows Carries; Vote 686 to 364" *San Jose Mercury Herald*, 9/9/1927, page 1.

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

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

San Jose's leading businessman, Montgomery had the pedigree, along with ample financial holdings and political clout to obtain real estate around the Western Pacific's alignment. He also had the business connections to develop industry along his new Western Pacific Railroad beltline to San Jose. Montgomery's resume of business accomplishments and his personal financial holdings positioned him to be a major player in San Jose real estate development.

Montgomery became President of the Garden City Bank in 1914. Montgomery was Board president of the California Prune and Apricot Growers, Inc., and was said to have controlled over 80% of California's entire prune and apricot acreage by 1919. By 1922, 30 packing houses were owned and operated by the California Prune and Apricot Growers, located mostly in San Jose. Montgomery's new west San Jose beltline would serve many of these packers, including 40 canning facilities.⁹

Montgomery developed the Twohy Building in downtown San Jose for the California Prune and Apricot Grower's new offices in 1918.¹⁰ Located at 210 South First Street and designed by noteworthy architect William Binder, the Twohy Building is listed on the National Register of Historic Places. By the time of the Western Pacific Railroad's construction of the San Jose beltline, Montgomery had completed numerous large development projects that have left their mark on San Jose's cityscape. Two additional examples are the Garden City Bank Building, the first skyscraper in San Jose (1909 - demolished), and the extant Montgomery Hotel (1911).¹¹ Montgomery used his enormous financial resources to purchase land in Willow Glen and west San Jose around the Western Pacific Railroad's right-of-way.

Thomas S. Montgomery controlled land development in Willow Glen through the Standard Realty Company, a real estate development firm owned by the Western Pacific Railroad. T.S. Montgomery was the sole agent for the Standard Realty Company, which was the only real estate firm purchasing and selling property along the Western Pacific's new beltline through Willow Glen. If one views the Santa Clara County block and lot books for the years following construction of the Western Pacific Railroad's Niles to San Jose beltline, Montgomery's Standard Realty Company is listed as holding numerous plots of land straddling the future Western Pacific's alignment (**Figure 5 – Continuation Sheets**). An example of the many enclaves of historic residential buildings is the Ramona Avenue Subdivision, located south of the Willow Glen Trestle, which the Standard Realty Company developed in the 1920s. The homes of this development are extant (**Figures 6 and 7 – Continuation Sheets**).

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

The Western Pacific Railroad's circa 1958 Shippers Map also reveals a list of numerous industrial enterprises that were the Western Pacific Railroad's clients at that time. This list is a

⁹ Eugene T. Sawyer, History of Santa Clara County California. San Francisco, CA: Historic Record Company, 1922, p. 135.

¹⁰ "Prune and Apricot Growers Move Into Their Own Building," *California Fruit News*, March 30, 1918.

¹¹ National Register of Historic Places Registration Form: Twohy Building, 210 South First Street, San Jose, 2003.

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

testament to the amount of business generated by the construction of the San Jose beltline. Industries included the various packing houses and processing facilities for the California Prune and Apricot Growers, Inc., Standard Oil Company, various lumber yards, petroleum and other industries (**Figure 3 – Continuation Sheets**).

To compete with the Southern Pacific for fruit growers' freight traffic, the Western Pacific offered an overnight Less-than-Carload (LCL) service to local fruit producers in 1922. Before arrival of the Western Pacific, the Southern Pacific had a monopoly on rail shipment of all produce grown and processed in the Santa Clara Valley. This allowed them to set shipping rates, often charging growers a full car load, even if the grower could not produce enough product to fill a refrigerated car. The policy essentially left out the small independent grower. Western Pacific's policy of allowing a partially filled car (or Less-than-Carload) allowed the small farmer the opportunity to get his product to market at rates similar to the major producers. This helped small and local farmers survive, particularly after the arrival of the Great Depression.¹²

An example of extant west San Jose industrial development controlled by the T.S. Montgomery is the Growers Packing and Warehousing Association building located at 991 Lonus Street (formerly 661 Sunol Street). In 1920 T.S. Montgomery, as President of the Garden City Bank, signed a deed granting the property to the Western Pacific Railroad. In 1922, the Western Pacific Railroad sold the property to the Growers Packing and Warehousing Association, a facility associated with Montgomery's California Prune and Apricot Growers, Inc. The building later became the Hamlin Packing Company, remains extant today and is occupied by Western Roofing Supply Company (**Figure 8 – Continuation Sheets**).¹³

The Western Pacific Railroad Prospers

The Western Pacific Railroad constructed considerable infrastructure in west San Jose, north of the Willow Glen Trestle, to service its new beltline. Shortly after completion of the beltline in 1922, the Western Pacific was busy servicing its new freight customers. The Western Pacific opened its west San Jose freight station, located at Bush Street and The Alameda on May 1, 1922.¹⁴ The new freight station was 325 feet long, with two tracks on the building's west side that could accommodate eight cars. A 1925 report provides a glimpse into the quick success of the Western Pacific's new beltline:

Western Pacific, although in operation for only a few years in San Jose, has with remarkable quickness made direct contact with the city's industrial and commercial districts and will undoubtedly prove to be an important factor in the city's growth.¹⁵

¹² Arbuckle, p. 112.

¹³ Santa Clara County Deeds, Book 522, Page 384.

¹⁴ Holmes, p. 140.

¹⁵ Quoted in Holmes, p. 143.

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

In the 1930s, the Western Pacific Railroad continued to grow. A connection with the Great Northern Railway at Bieber, California gave it access to the Pacific Northwest. The railroad's land holdings along the Niles to San Jose right-of-way brought more industry to the Western Pacific's beltline. In 1953, the Western Pacific Railroad served a new Ford Motor Company plant in what would become Milpitas, California. To handle the heavy traffic, the Western Pacific constructed a vast rail yard in Milpitas; the yard was as large as the Southern Pacific's in San Jose.¹⁶ These successes made the Western Pacific a major player in the region's rail traffic. Its construction of the Niles to west San Jose beltline was the beginning of decades of success for the railroad and aided in the region's industrial development.

Summary History of the Western Pacific Railroad's Niles-to-San Jose Beltline

Led by Denver & Rio Grande Railway financier George Gould, the Western Pacific Railway was formed in 1903. Intending to create the fourth transcontinental railroad, the financially strapped Western Pacific completed its Feather River Route from Salt Lake City, Utah to Oakland, California in 1909 (**Figure 9 – Continuation Sheets**). In 1913, members of the San Jose Chamber of Commerce escorted top Western Pacific officials on a tour to San Jose, in hopes of luring another railroad to compete with the Southern Pacific's monopoly on freight in the region. However, the Western Pacific went bankrupt in 1915, putting a temporary halt to its expansion plans.

The entity reformed as the Western Pacific Railroad in 1916 and was granted a 50-year franchise by the City of San Jose on August 16, 1917. As part of the agreement, the Western Pacific Railroad would construct a beltline from Niles, California, skirt around San Jose's eastern and southern borders, pass through Willow Glen and access San Jose from the southwest. Construction of the beltline from Niles Junction (presently Fremont), California to west San Jose began immediately. With the United States' entry into World War I in 1918, the government seized control of the railroads. Construction resumed in 1920 and the beltline was completed in 1922. Described as a great fishhook, the beltline made a great curve around the south and west of San Jose, went through the Willows community, crossed Los Gatos Creek on the subject Willow Glen Trestle and proceeded into west San Jose. The west San Jose beltline terminated at the Western Pacific's new freight station on The Alameda (shown on **Figure 3 – Continuation Sheets**) just west of the Southern Pacific's west San Jose Station and was completed on May 1, 1922.¹⁷

Background: The Southern Pacific Railroad's Freight Monopoly

With the joining of the Union Pacific and Central Pacific rails at Promontory, Utah, the first transcontinental railroad was completed in 1864. Seeing the enormous financial potential of linking San Francisco and San Jose by rail, newly arrived San Francisco blacksmith Peter

¹⁶ Arbuckle, p. 113.

¹⁷ Holmes, p. 65.

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

Donahue sought to develop a railroad. Peter Donahue met his brother and boilermaker, James Donahue and the brothers built the city's first foundry, the Union Iron Works. The venture proved to be quite successful, bringing Peter Donahue great wealth. In 1863 he formed the San Francisco and San Jose Railroad to bring transcontinental rail traffic into San Jose. Tracks were completed from San Francisco to San Jose's San Pedro Street Station in 1864.

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

In response to the Big Four's bold moves, Peter Donahue sought for and received Congressional support for a new railroad linking Topeka, Kansas to San Francisco. The new railroad – the Southern Pacific – would utilize the right-of-way of Donahue's San Francisco and San Jose Railroad and run from San Francisco through San Jose; and on over the Rockies to Kansas. Groundbreaking for the Southern Pacific Railroad began on April 21, 1868. To maintain control of California rail traffic, the Central Pacific was forced to buy out the newly approved Southern Pacific right-of-way in 1870. This purchase gave the Central Pacific's Big Four monopoly control of all coastal rail traffic between San Francisco and Los Angeles, including all rail traffic through San Jose.¹⁸

By 1907 the railroad's Fourth Street alignment was in heavy use and the Southern Pacific Railroad expanded their San Jose facilities considerably, with construction of the large rail yards at College Park on San Pedro Street, the Market Street Station and an additional line to Mayfield. By 1918, the Southern Pacific's franchise with the City of San Jose for its Fourth Street right-of-way was reaching its 50-year limit and the railroad sought to build a new line into western San Jose.¹⁹ A tense legal battle, as described above, would ensue between the City of San Jose, the Southern Pacific Railroad and the citizens of a then-unincorporated and exclusive residential district known as The Willows.²⁰

¹⁸ Arbuckle, Clyde. Clyde Arbuckle's History of San Jose. San Jose, CA: Smith & McKay Printing Co., 1985, p. 105.

¹⁹ "Local Business Men Believe the Western Pacific May Compete with the S.P. Here", *The San Jose Evening News*, 9/20/1913, p. 5.

²⁰ Arbuckle, p. 110.

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

Background: The Exclusive Hamlet of Willow Glen

Settlers arrived at “The Willows” seeking to take advantage of the area’s fertile soils and Mediterranean climate. By 1880 orchards sprang up throughout the region, attracting immigrants from the eastern United States. Soon the Santa Clara Valley would become one of the largest nut and fruit production centers in the country, earning the name “Valley of Heart’s Delight.” By the 1920s, San Jose boasted dozens of canneries, with a concentration of them located in west San Jose, such as Herschel’s Canning (becomes Contadina), the California Fruit Company (becomes CalPak and then Del Monte Canning Company), and the San Jose Canning Company.²¹

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

Background: Summary History of San Jose Industrial Growth

By 1876, San Jose had become a leading fruit shipping center, due to the vast quantities of fruit grown, dried and processed in the Santa Clara Valley. “The Valley of Heart’s Delight” was also producing about three-quarters of all prunes grown in California. Prune production soared in the 1920s and 1930s, with 116,900 tons produced in 1920 and a peak of 285,700 tons in 1930. Apricots were also a leading product, with 10,000 tons produced in 1920 and 37,455 tons in 1934.²²

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

Following a slow growth in successful fruit cooperatives statewide, the California Prune and Apricot Growers, Inc. was formed in 1917 in an effort to stabilize prices, standardize quality and control the sale of product to the market. The organization capitalized at \$2,500,000 and filed articles of incorporation in San Jose on February 21, 1917.²³ San Jose financier Thomas S.

²¹ Willow Glen Neighborhood Association. Touring Historic Willow Glen. San Jose, CA: BR Printers, 2007, p. 5.

²² Hensley, Harry C. *Merchandising Policies of the California Prune and Apricot Growers Association, Special Report No. 36, Farm Credit Administration* (1939).

²³ Arbuckle, p. 160.

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

(T.S.) Montgomery was the first chairman of the Board of Directors. T.S. Montgomery would play a key role with the development of the Western Pacific Railroad's west San Jose beltline as he had close ties and financial stakes both with this powerful fruit cooperative and the Western Pacific Railroad.

A self-made man in real estate and finance, Montgomery was president of the Garden City Bank in San Jose, Chamber of Commerce Board member, prosperous property owner and board president of the California Prune and Apricot Growers, Inc. With his huge financial holdings and ties to the vast fruit production industry, Montgomery saw the great financial rewards to be reaped if he could bring another railroad to west San Jose to compete with the Southern Pacific's often ruthless control of the Santa Clara Valley's fruit shipping prices. Montgomery was on the Board of Directors for the Western Pacific Railroad following its reincorporation in 1916 and remained on the Board of Directors throughout the construction of the Western Pacific's west San Jose spur.²⁴

Fruit and nut production began to decline steadily after World War II, as San Jose received an enormous population growth. In 1930 the population of San Jose was under 60,000; by 1960 San Jose's population was over 200,000 people. This enormous population growth led to the conversion of agricultural land to residential development. During the 1950s and 1960s, San Jose's city management adopted an aggressive annexation policy that converted farmland to the sprawling metropolis that presently characterizes San Jose.²⁵ The huge push for suburbanization led to a shift in labor for the region, with manufacturing and trade replacing agriculture as the leading sources of employment.

The rapid decline of the canning and fruit processing industries affected the Western Pacific Railroad's freight traffic considerably. The railroad discontinued its Less-than-Carload service by 1950. By 1965, the freight station located north of the Willow Glen Trestle closed.²⁶

Period of Significance

The Period of Significance is 1922 to 1965, and spans the initial construction date of the Willow Glen Trestle until 1965 when the San Jose region had converted nearly all of its agricultural land to suburbanization.

Historic Integrity

The Willow Glen Trestle is in largely original condition, with the exception of structural repairs to various bents that is typical for a pile-bent trestle. The primary integrity impacts have occurred to the trestle deck, which retains its original ties, but no longer retains the rails or rail tie

²⁴ Western Pacific Railroad Annual Reports (1917 – 1923). Also: "T.S. Montgomery is Director Western Pacific Company," *San Jose Mercury Herald*, 8/7/1917, p. 1.

²⁵ Dominguez, RoseAnne. The Decline of Santa Clara County's Fruit and Canning Industry (1967-1987), 1992, p. 36.

²⁶ Holmes, p. 143.

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

plates, which have been removed. Comparison of the existing structure with the 1955 historic photograph (**Figure 2 – Continuation Sheets**) indicates that the original outriggers used to mount a safety rail remain, but the period safety rail has been removed and replaced with a steel cable system. A metal walkway has been installed onto the deck, which is likely not original. An integrity analysis appears below.

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

Integrity Conclusion

The Trestle communicates sufficient historic integrity to support Criterion A, with all timber elements of the superstructure and substructure extant. Deck modifications, including removal of the rails, rail tie plates and replacement of the deck safety rail have compromised some integrity of design, materials and feeling.

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Dominguez, RoseAnne. The Decline of Santa Clara County's Fruit and Canning Industry (1967-1987). Masters thesis prepared for San Jose State University, 1992.

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Petaluma & Santa Rosa Railroad Trestle, Petaluma, California, Historic Structure Report. PAST Consultants, LLC, 2007.

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Willow Glen Trestle
Name of Property

Santa Clara California
County and State

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“T.S. Montgomery is Director Western Pacific Company,” *San Jose Mercury Herald*, 8/7/1917.

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Circa-1930 Western Pacific Railroad system map after completion of the Niles-to-San Jose beltline. (Courtesy: <http://cluster3.lib.berkeley.edu/EART/maps/wpacific.jpg>, accessed 1/12/16).

Western Pacific West San Jose Beltline Map and Shippers List, 1958. www.wplives.com.

Willow Glen Neighborhood Association. Touring Historic Willow Glen. San Jose, CA: BR Printers.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property _____ N/A _____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 37.314909 Longitude: -121.903679

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

3. Zone: Easting: Northing:

4. Zone: Easting : Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The Willow Glen Trestle spans Los Gatos Creek between Coe Avenue and Lonus Street and is located on the former right-of-way of the Western Pacific Railroad, approximately 1/4 mile north of the intersection of Coe Avenue and Leona Court, in San Jose, California. The boundary of the property encompasses the trestle itself and the lateral distance from the

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

centerline of the trestle to the outer edge of the trestle north and south abutments.

Boundary Justification (Explain why the boundaries were selected.)

The boundary of the subject resource encompasses the entire trestle structure along the former Western Pacific Railroad alignment and the lateral distance that encompasses the outer limits of the trestle substructure.

11. Form Prepared By

name/title: Seth A. Bergstein, Principal
organization: PAST Consultants, LLC
street & number: PO Box 721
city or town: Pacific Grove state: CA zip code: 93950
e-mail seth@pastconsultants.com
telephone: 415-515-6224
date: October 15, 2015

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

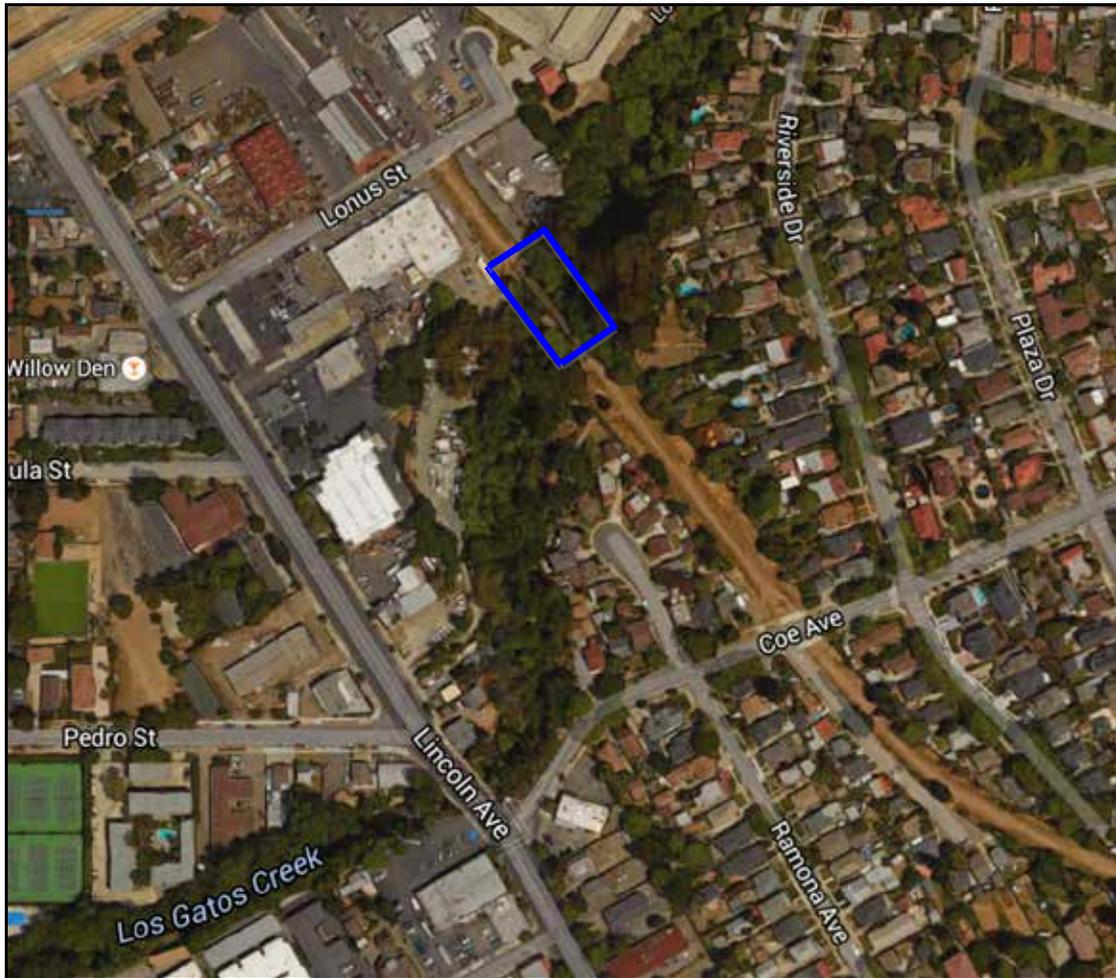
Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Willow Glen Trestle
Name of Property

Santa Clara California
County and State

Location Map

Aerial photograph of Willow Glen Trestle project site, with the trestle boundary outlined in blue.



Willow Glen Trestle
Name of Property

Santa Clara California
County and State

Photo Location Plan



Willow Glen Trestle
Name of Property

Santa Clara California
County and State

Photo Log

Name of Property: Willow Glen Trestle

City or Vicinity: Approximately ¼ mile north of the intersection of Coe Avenue and Leona Court

County: Santa Clara

State: California

Photographer: Larry Ames

Date Photographed: Sept. 15, 2015

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 11. Northeast elevation, looking southwest.

2 of 11. Southwest elevation, looking north.

3 of 11. Southwest elevation, looking east.

4 of 11. Deck view from northwest abutment, looking southeast.

5 of 11. Deck view from southeast abutment, looking northwest.

6 of 11. Below-deck view of northwest abutment, looking northwest.

7 of 11. Below-deck view of southeast abutment, looking southeast.

8 of 11. Additional Below-deck view of southeast abutment, looking southeast.

9 of 11. Bent 7, looking west.

10 of 11. Bent 8, looking west.

11 of 11. Bent 8, looking east.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Willow Glen Trestle
Name of Property
Santa Clara California
County and State
Name of multiple listing (if applicable)

Section number 8 Page 1

Additional Documentation: Maps and Photographs

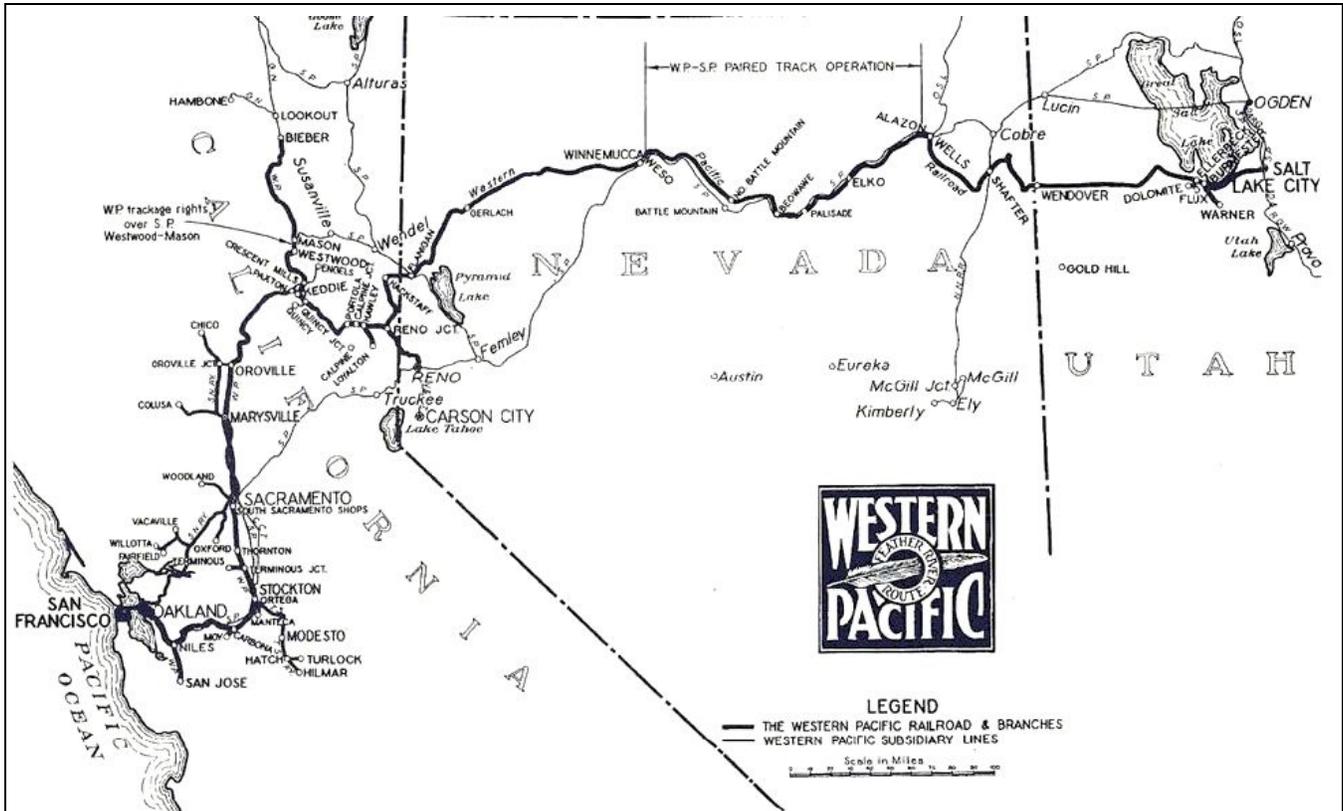


Figure 1. Circa-1930 Western Pacific Railroad system map after completion of the Niles-to-San Jose beltline. (Courtesy: <http://cluster3.lib.berkeley.edu/EART/maps/wpacific.jpg>, accessed 1/7/16).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Willow Glen Trestle
Name of Property
Santa Clara California
County and State
Name of multiple listing (if applicable)

Section number 8 Page 2



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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Willow Glen Trestle
Name of Property
Santa Clara California
County and State
Name of multiple listing (if applicable)

Section number 8 Page 3

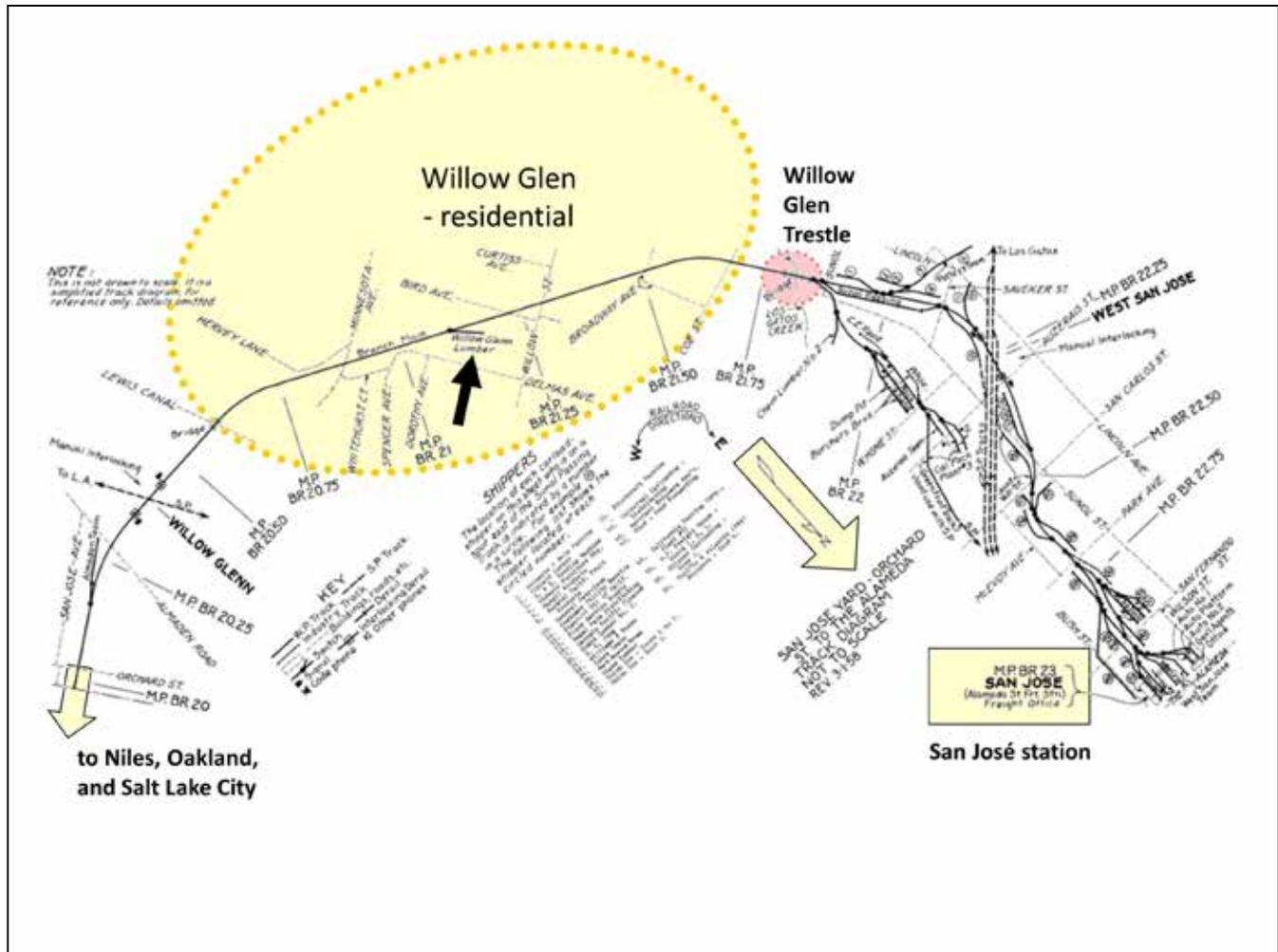


Figure 3. Annotated circa-1958 Western Pacific Railroad shippers map showing extent of development north of the Willow Glen Trestle. The Willow Glen Trestle’s location is circled in pink, with industrial development located on numerous spur tracks and sidings off the beltline shown to the right (north) of the Trestle. The only industrial siding located within Willow Glen is a short siding to Willow Glen lumber, shown with a black arrow (Courtesy: Feather River Railroad Archives, <http://www.wplives.com/diagrams/yards/YD006.html>, accessed 10/9/15).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Willow Glen Trestle
Name of Property
Santa Clara California
County and State
Name of multiple listing (if applicable)

Section number 8 Page 1

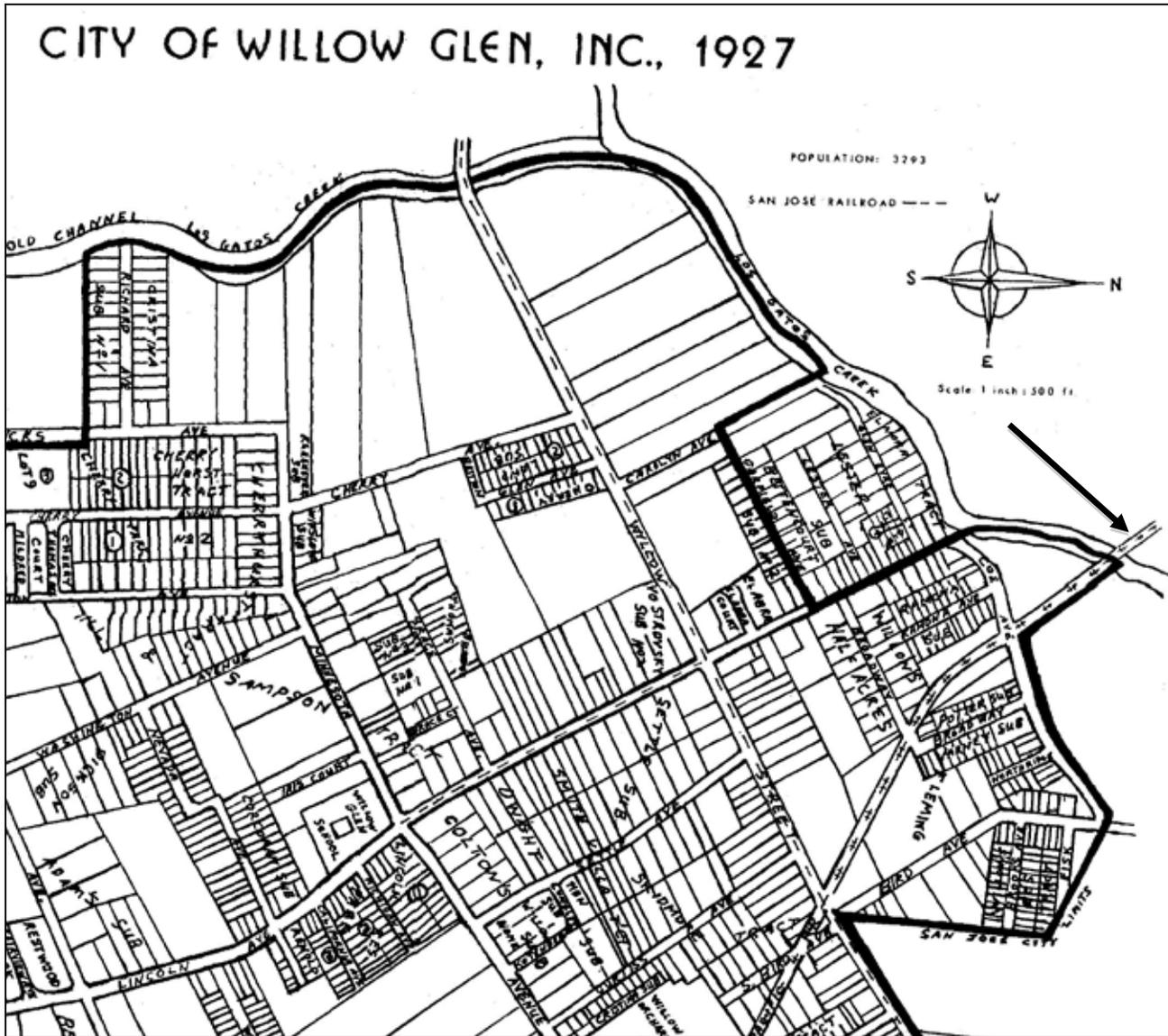


Figure 4. Detail of 1927 map of Willow Glen shortly after incorporation. The Western Pacific’s alignment over the Willow Glen Trestle is shown with a black arrow (Courtesy: <http://www.wgbackfence.net/map1927.tif>, accessed 10/1/15).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Willow Glen Trestle
Name of Property
Santa Clara California
County and State
Name of multiple listing (if applicable)

Section number 8 Page 2

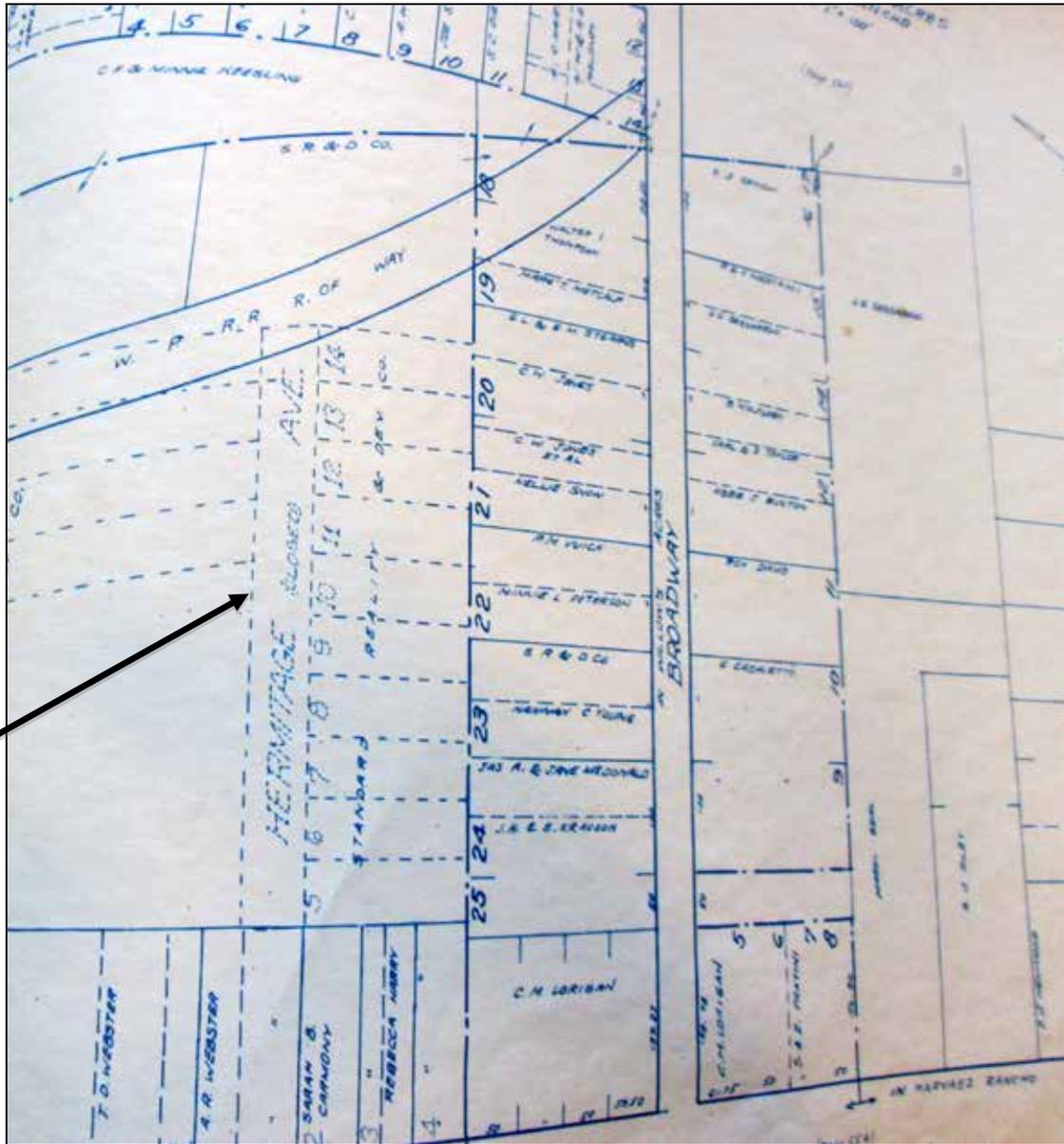


Figure 5. Detail of 1924 Block and Lot Book showing the Western Pacific Railroad alignment through Willow Glen. Ramona Avenue (arrow) was developed as a residential subdivision in the 1920s by T.S. Montgomery’s Standard Realty Company (Courtesy: 1924 Santa Clara County Assessor’s Block and Lot maps, archives of the California Room, Martin Luther King Library).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Willow Glen Trestle
Name of Property
Santa Clara California
County and State
Name of multiple listing (if applicable)

Section number 8 Page 3



Figures 6 and 7. Two images of extant historic homes lining Ramona Avenue and financed by T.S. Montgomery's Standard Realty Company. Top: 1012 Ramona Avenue. Bottom: 1036 Ramona Avenue.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Willow Glen Trestle

Name of Property
Santa Clara California

County and State

Name of multiple listing (if applicable)

Section number 8 Page 4



Figure 8. Hamlin Packing Company building located at 991 Lonus Street as it appears today.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Willow Glen Trestle
Name of Property
Santa Clara California
County and State
Name of multiple listing (if applicable)

Section number 8 Page 5

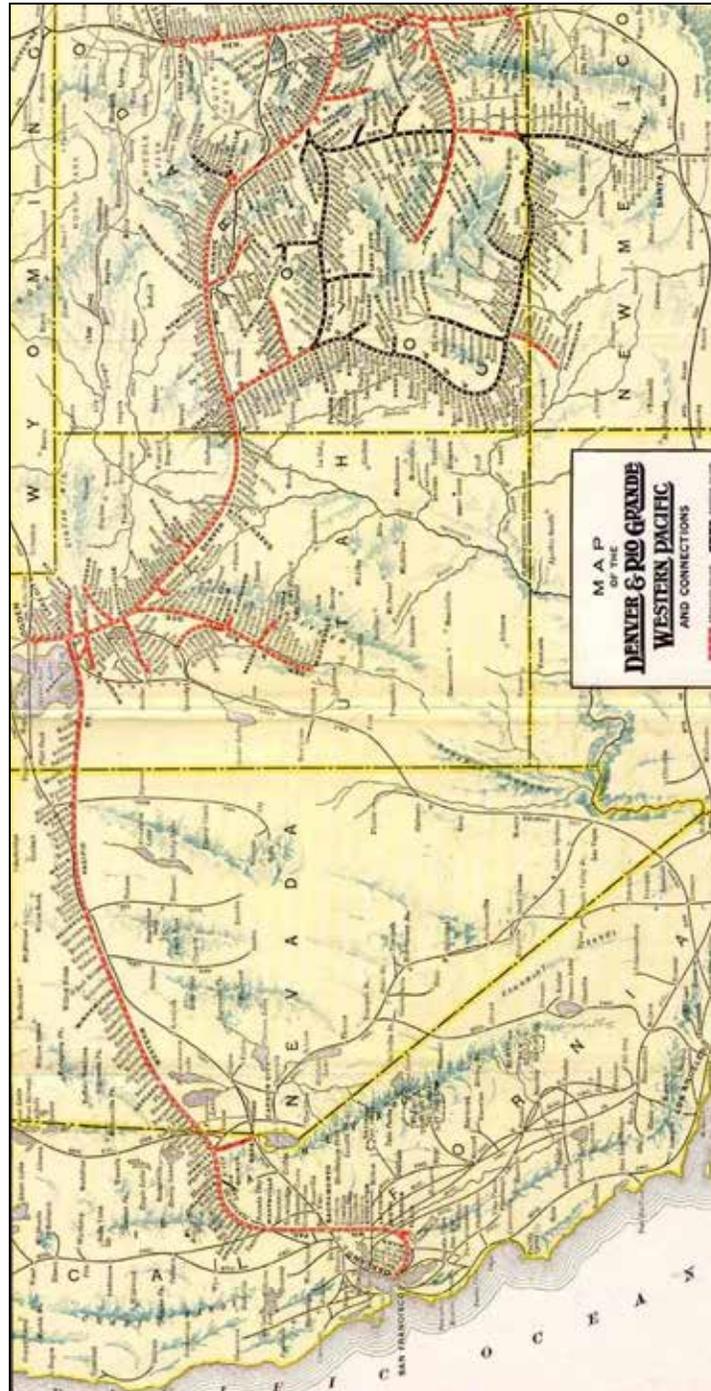


Figure 9. Circa-1914 map of the Denver and Rio Grande Western Railroad and Western Pacific Railroad before construction of the San Jose beltline.

(https://commons.wikimedia.org/wiki/File:1930_D%26RGW_WP.jpg, accessed 1/7/15).