TREANORHL

COYOTE CREEK TRESTLE
STORY ROAD/KEYES STREET AND SENTER ROAD, SAN JOSE, CALIFORNIA
HISTORIC RESOURCES EVALUATION

FINAL

JULY 13, 2023

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1. INTRODUCTION

GHD has requested that TreanorHL evaluate the Coyote Creek Trestle in San Jose for its eligibility as a historic resource. The structure has not been identified on any national, state, county, or city historic resources inventory. The following report provides an evaluation of the structure's potential to be listed in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and as a local landmark.

2. SUMMARY OF FINDINGS

Upon completion of the survey and archival work, Coyote Creek Trestle property appears individually eligible for listing on the NRHP and CRHR under Criterion A/1 at the local level for its association with the industrial development of San Jose. The subject trestle is one of only two extant pile bent trestles in the Santa Clara County and the only one in San Jose. The period of significance is from 1922 when it was completed to c. 1965 when San Jose's and the County's fruit industry started to decline. Coyote Creek Trestle retains sufficient integrity to communicate its significance under Criterion A/1 for its defined period of significance. Coyote Creek Trestle also appears eligible as a San Jose City Landmark under criteria 1, 4 and 6 as a good example of an early 20th century pile bent timber trestle (a rare remaining structure type), constructed during the period of *Inter-War Period (1918-1945).*

3. METHODOLOGY

TreanorHL conducted a site visit on September 21, 2022 to evaluate the existing conditions, historic features, and architectural significance of the property. In order to evaluate the historic significance of the property in-person research was conducted at the San Jose Public Library. Available online research was completed including consultation of historical aerials and photographs, newspaper articles, the California State Railroad Museum, and Western Pacific Railroad History Online.

4. PROPERTY DESCRIPTION

Coyote Creek Trestle is located in central San Jose on the block bound by Sinclair Freeway to the north, McLaughlin Avenue to the east, Story Road/Keyes Street to the south, and S. 12th Street to the west. The Trestle is raised above Coyote Creek, a stream that is 62 miles long beginning at the junction of the East Fork Coyote Creek and Middle Fork Coyote Creek and flows north towards the San Francisco Bay.[1] Coyote Creek cuts through the western and southern end of the block. Currently, Coyote Creek Trestle is part of an unsanctioned footpath that begins on the block north of Story Road/Keyes Street and leads northeast to and under the Sinclair Freeway. The block is comprised of vegetation along Coyote Creek on the west, and commercial and industrial buildings on the east. The surrounding area is primarily residential to the west and primarily commercial to the east.

[1] United States Geological Survey, Coyote Creek, Feature ID: 255083, January 19, 1981.

Figure 1. Aerial view of the subject block, the Trestle pointed out with a yellow arrow (Google Earth, imagery date September 2021).

Figure 2. The Trestle is pointed out with a yellow arrow, Coyote Creek Trail in dashed yellow, and the unsanctioned trail in dashed white (Google Earth, imagery date August 2020).

Figure 3. A closer view of the Trestle (Google Earth, imagery date August 2020).

Constructed from 1921 to 1922, Coyote Creek Trestle is a single-track timber high-pile trestle approximately 250 feet in length.[2] While various types of wood bridges were utilized in U.S. railroad construction as early as the 1830s, most timber trestles for railroads were constructed in the U.S. between 1900 and 1950.[3] The Trestle is of pile-bent construction, which was commonly used for railroad tracks in areas with soft ground, over water, or over a ravine.[4] The estimated height for the Trestle is approximately 25 feet at its tallest point; pile trestles do not typically reach higher than 30 feet.[5] The piles might have been covered with tar and a layer of whitewash as was a common practice to delay erosion, however with minimal visible evidence remaining of such materials the extent of this type of treatment at the subject trestle is undetermined.[6]

The trestle's substructure is composed of eight spans and eight sets of six round piles, four vertical and two battered. Each set of piles has two, four, or six sway braces, depending on its height. At the highest point, piles have six sway braces—two on either side, staggered at the top, middle, and bottom sections. The two end piles have two sway braces. While most sway braces are wood, several are metal, indicating a possible repair after the trestle's initial construction. Depending on height, either one or two ledgers are attached to the piles. While most of the ledgers are wood, several are metal and appear to be later repairs.

[2] The Western Pacific Railroad Company, *Fifth Annual Report, 1920*, 5; Stephen D. Mikesell, *Los Gatos Creek Photodocumentation*, (Mikesell Historical Consulting, August 2015), 2; Google Earth; Foster, Wolcott C. *A Treatise on Wooden Trestle Bridges According to the Present Practice on American Railroads*. New York: John Wiley & Sons, 1897.
[3] Michael Ritter, *Timber Bridges: Design, Construction, Inspection, and Maintenance*, (Washington D.C.: U.S. Department of Agriculture), 1990, 1-7, 1-82-13.
[4] Wolcott, *A Treatise on Wooden Trestle Bridges*.
[5] Wolcott, *A Treatise on Wooden Trestle Bridges*.
[6] Wolcott, *A Treatise on Wooden Trestle Bridges*.

The superstructure is an open system, consisting of the deck, cap, stringers, ties, and rails. The superstructure is a variation of the plank deck type, where lumber planks are laid on top of the supporting beams, or stringers.[7] The piles are connected with a horizontal square cap on top which extends past the span. The ties rest on stringers, which are perpendicular to both the ties and the caps. Most of the ties are only as wide as the stringers, however every seventh tie extends past the stringers. On the extended ties sit metal poles which hold up metal cables that run the length of the trestle. The ties overlap approximately four feet into the land on the south entrance. The metal rails have since been removed.

A metal fence was installed on both ends of the structure to prevent public passage, however a portion of the fence has been cut and appears to allow for trespassing. A metal grate supported by steel beams sits to the side. On the north entrance, a metal fence sits only to the side. The trestle is raised above Coyote Creek and the Coyote Creek trail, which is paved in this area.

Figure 4. South entrance of Coyote Creek Trestle (September 2022).

Figure 5. The south entrance of the trestle (left) and the north entrance of the trestle (right) (September 2022).

[7] Ritter, *Timber Bridges*, 2-17.


Figures 6 and 7. View of the trestle from the Coyote Creek Trail (left) and view of the trestle off-trail (right) (September 2022).


Figure 8. A view of the trestle from below with Coyote Creek on the bottom right (left) and a view of the footpath leading to the south end of the trestle (right) (September 2022).

Figure 9. Looking east, a view of the trestle from the Coyote Creek Trail with Coyote Creek on the bottom right (September 2022).

5. SITE HISTORY

Central San Jose west of S. 12th Street and north of Keyes Road developed in the late 19th century with residential, commercial, and industrial buildings.[8] South of Keyes Street and Story Road and east of Monterey Road was largely undeveloped or orchard land into the early 20th century.[9]

The subject block was not subdivided or developed to the extent its neighboring blocks were in the early 20th century. The buildings that occupied the block included a mix of uses, primarily commercial or industrial with few houses. The land immediately east, west and south of Coyote Creek and west side of S. 12th Street only had several buildings, and the majority of the block's western half, where the trestle is located, has always been open and undeveloped. The apartment buildings immediately to the west of the trestle were constructed in the 1960s. Orchards stood on the middle and eastern half of the block until c. 1975, only being removed around the time large commercial buildings were constructed.[10]

On the pocket of land at the northeast corner of S. 12th Street and Story Road/Keyes Street intersection was a small park called Cedar Brook. A dancing pavilion along with a house connected to a small store stood at the park in the early 20th century and were removed by 1950. Directly outside the boundaries of the park, to the north of Story Road/Keyes Street was a blacksmith's shop. By 1950, houses were built north along S. 12th Street. The western edge of the block currently maintains areas of dense vegetation by the creek with the exception of the businesses and houses along the east side of S. 12th Street. The footpath on the block was made c. 2010, when the tracks were removed.[11]

The trestle was built between 1921 and 1922 as part of the San Jose branch of Western Pacific Railway Company (WP) lines intended for freight service.[12] To the north was the William Street Yard, totaling six parallel tracks. In the neighborhood, the San Jose branch had many industrial feeder spurs, or short secondary tracks that allowed businesses to load and unload railcars without disrupting service of the branch line. The Remillard Brick Company, later known as the Remillard-Dandini Company, was already established in this area prior to the San Jose branch being built, but had industrial spurs connecting to the San Jose branch. The Remillard Brick Co. was located north of the trestle on the subject block. The Company was founded between 1861 and 1865 in Oakland, and established its San Jose, Pleasanton, and Marin brickyards c. 1890. The San Jose brickyard was open until c. 1955. The company supplied brick for many buildings in Oakland and other cities in the Bay Area. In San Francisco, the company supplied brick for the Palace Hotel, and after the 1906 earthquake and fire, Remillard Brick was used to rebuild the Palace Hotel, the Phelan Building, and the Flood Building among others.[13]

The San Jose branch of WP fostered industrial development in Central San Jose, and many businesses established locations along the WP San Jose branch. Outside the subject block further north toward E. William Street, the D'Arrigo Brothers Company had a spur that fed into the main tracks. The D'Arrigo Brother Co. was a growing and packing company that began in San Jose in 1925-1926. From San Jose, the company exported broccoli across the U.S. through the transcontinental railroad, starting from the San Jose branch of tracks. The

[8] Sanborn Map Publishing Company, Insurance Maps of San Jose, 1884, 1891, and 1915.
[9] 1938 Aerial photograph from the University of California, Santa Barbara Geospatial Collection.
[10] 1939, 1955, 1965, 1968, 1980, and 1987 aerial photographs from the University of California, Santa Barbara Geospatial Collection.
[11] 1915 and 1950 San Jose Sanborn maps.
[12] The Western Pacific Railroad Company, *Fifth Annual Report, 1920*, 5; Stephen D. Mikesell, *Los Gatos Creek Photodocumentation*, (Mikesell Historical Consulting, August 2015), 2.
[13] "The Remillard Brick Co. One of Oakland's Most Important Industries," *Oakland Tribune* (Oakland, CA), December 23, 1896; "Oakland Countess Made the Bricks That Built Her Chateau Carolands," *Oakland Tribune* (Oakland, CA), November 5, 1967; 1955 and 1965 aerial photographs, UCSB.

company no longer has a location in San Jose and instead is based in Salinas; however, they are still in the business of growing and packing fruits and vegetables and are now known as The Andy Boy Company.[14]

By the mid-20th century, a concentration of businesses crops up south of Keyes Street along Phelan Avenue between Senter Road and Orchard Street (now Little Orchard Street). In 1948, large buildings and feeder lines are visible in aerial photographs, and by 1955 the street is fully populated.[15] Canneries and packing businesses including Beech Nut Packing on Phelan Avenue, The Mayfair Packing Company, and Sun Garden Packing were located in this area with their own spur line to the San Jose branch. Other companies outside of the fruit and vegetable packing industry also set up in the area and have spur lines to WP's San Jose branch, including Langendorf Bakeries, Mercury Envelope, Isaacson Grain, Stadler Distributing, and United Planning Mill.[16] Today, Phelan Avenue between Senter Road and Little Orchard Street is a highly industrial area of San Jose.

A rise in residential development to the west of the subject block took place in the early 20th century. The Spartan Keyes neighborhood is bound by the Sinclair Freeway to the north, S. 12th Street to the east, Keyes Street to the south, and S. 5th Street to the west. The residential development of this neighborhood began in the late 19th century. According to the 1891 Sanborn Map, few houses were built along Keyes Street, between 7th and 11th streets, and along S. 12th Street, while the rest of the neighborhood was sparsely populated with buildings. Development of this neighborhood continued slowly, and by 1915, the city blocks were almost fully developed especially to the northwest of the subject block.[17] Few blocks, including one bound by Bestor, Martha, S. 8th and S. 9th streets, still maintained orchards.[18] By 1939, the Spartan Keyes neighborhood was entirely developed with residential buildings.[19]

The Coyote Creek Trestle and the San Jose Branch was in continuous of freight and passenger transportation, until 1970 when WP closed passenger services. With the introduction of the highway system, the need for passenger rail travel decreased, however the railroads continued to be used to transport freight. Through the second half of the 20th century, the block bound by Phelan Avenue to the south, 7th Street to the west, Alma Avenue to the north, and Senter Road to the east, grew with industrial businesses. In 1982, WP merged with Union Pacific (UP), and the San Jose branch of WP continued to be used for freight transportation until c. 1995. Since then, Coyote Creek Trestle has been closed to any traffic. Tracks directly north and south of the Coyote Creek Trestle are visible in aerial photographs until 1998.[20] The Santa Clara Valley Transport Authority (VTA) purchased the trackage and right-of-way c. 2001.[21] The track rails were likely removed between the mid-1990s and the early 2000s.

[14] Oberst, Christofer. "Andy D'Arrigo, The Original Andy Boy," *The Snack*, accessed October 5, 2022, https://www.thesnack.net/article/featured/andy-darrigo-the-original-andy-boy/14/vol-11-allen-lunds-rise-to-the-top/christofer-oberst/0064#.Yz2-WIiDppc.link.
[15] Historic Aerials via Netronline; 1955 aerial photograph, UCSB.
[16] Diagram of San Jose Yard 2," *Western Pacific Railroad History Online*, WPLives.com.
[17] 1891 and 1915 San Jose Sanborn Maps.
[18] 1915 San Jose Sanborn Map.
[19] 1939 aerial photograph from the University of California, Santa Barbara Geospatial Collection.
[20] California Railroad Museum, *MS43*, 2; Historic Aerials via Netronline; Google Earth; University of California, Santa Barbara Geospatial Collection; Mikesell, *Los Gatos Creek Photodocumentation*, 5.
[21] "Union Pacific Closes Land and Track Sale to VTA," Silicon Valley Business Journal, December 11, 2002; U.S. Department of Transportation, "Union Pacific Railroad Company-Abandonment of Freight Easement Exemption-in Alameda and Santa Clara Counties, CA (San Jose Industrial Lead); Santa Clara Valley Transportation Authority-Abandonment of Residual Common Carrier Obligation Exemption-in Alameda and Santa Clara Counties, CA (San Jose Industrial Lead)," *Federal Register*, April 24, 2012, https://www.federalregister.gov/d/2012-9815.

The block was occupied by an unhoused population beginning c. 1998.[22] Makeshift shelters were made along the creek and areas on the block, including under the trestle. A population between 100-300 people fluctuated through the 2000s, making it the largest encampment in the United States.[23] Several closures of the encampment have occurred since the early 2000s, with the most recent being in 2021.[24] In 2021, a fire was started on Senter Road and E. Alma Avenue. Coyote Creek Trestle sustained unspecified damages.[25] As of the site visit in September 2022, the trestle is standing, but remains closed off. The majority of the encampment is cleared, with the exception of a few tents at the south approach.

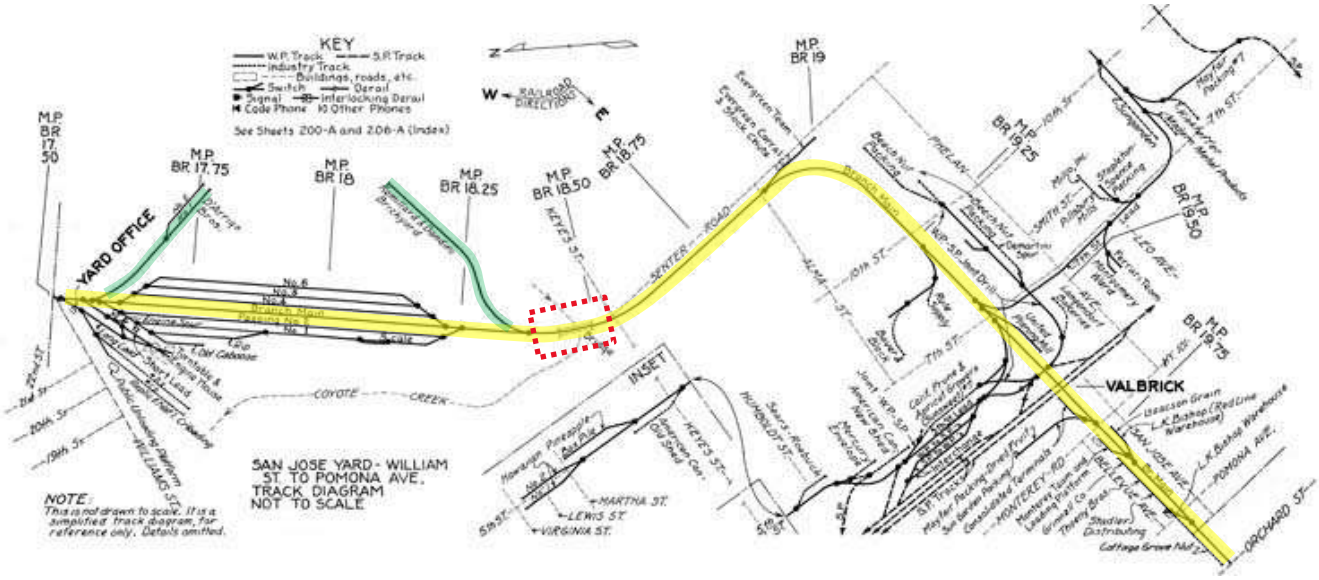

Figure 10. A map of the San Jose Branch c. 1950, the trestle outlined in dashed red, the main line in yellow, and the Remillard Company and D'Arrigo Bros. Company branch lines in green (Wplives.com).

[22] Emmons, Mark. "The Jungle: San Jose shuts down notorious homeless encampment." *The Mercury News*, December 4, 2014, updated August 12, 2016, https://www.mercurynews.com/2014/12/04/the-jungle-san-jose-shuts-notorious-homeless-encampment/.

[23] Johnson, Robert. "Welcome to 'The Jungle': The Largest Homeless Camp in Mainland USA is Right in the Heart of Silicon Valley." Business Insider, September 7, 2013, https://www.businessinsider.com/the-jungle-largest-homeless-camp-in-us-2013-8.

[24] "*Down 'The Jungle.*" KQED. June 29, 2016.

[25] Geha, Joseph. "San Jose: Fire near former Jungle encampment damage train trestle." *The Mercury News*, March 23, 2021, https://www.mercurynews.com/2021/03/23/fire-near-former-site-of-the-jungle-homeless-encampment-damages-train-trestle/#:~:text=PUBLISHED%3A%20March%2023%2C%202021%20at,in%20San%20Jose%2C%20authorities%20said.

Figure 11. Sanborn Map, 1915, the subject block with E. William Street to the north outlined in yellow, location of the trestle marked with a red circle (San Jose Public Library).

Figure 12. Sanborn Map, 1915, showing the development of the neighborhood; Reed Street to Keyes Street, between S. 10th and S. 12th streets, approximate location of Coyote Creek Trestle marked with a red circle (edited from multiple sheets, San Jose Public Library).

Figure 13. Sanborn Map, 1950, showing the development of the neighborhood; Reed Street to Keyes Street, between S. 10th Street and S. 12th Street, approximate location of Coyote Creek Trestle marked with a red circle (edited from multiple sheets, San Jose Public Library).

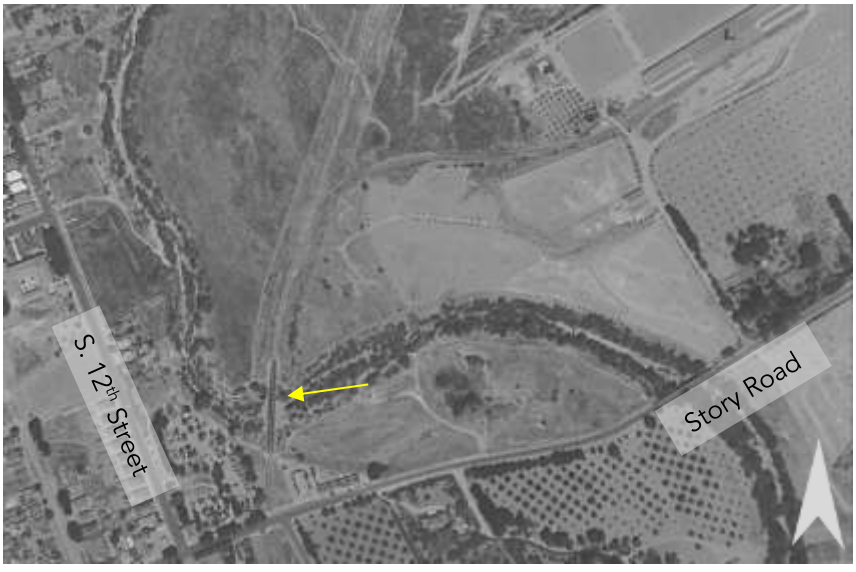

Figure 14. 1939 aerial photograph, the trestle pointed out with a yellow arrow, a partial view of the William Street Yard outlined in dashed blue (University of California, Santa Barbara Geospatial Collection).

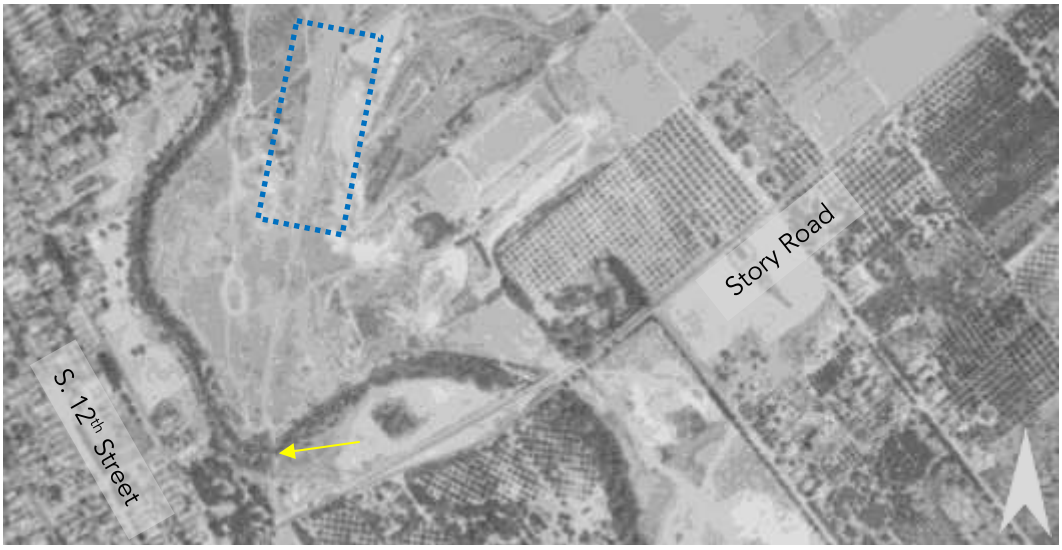

Figure 15. 1955 aerial photograph, the trestle pointed out with a yellow arrow, a partial view of the William Street Yard outlined in dashed blue (University of California, Santa Barbara Geospatial Collection).

Figure 16. 1965 aerial photograph, the trestle pointed out with a yellow arrow, a partial view of the William Street Yard outlined in dashed blue (University of California, Santa Barbara Geospatial Collection).

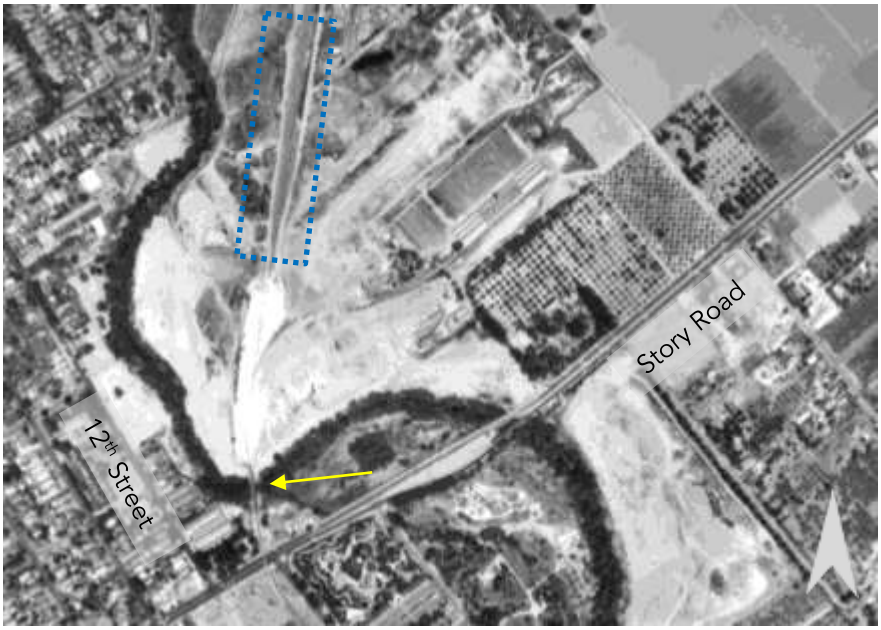

Figure 17. 1968 aerial photograph, the trestle pointed out with a yellow arrow, a partial view of the William Street Yard outlined in dashed blue (University of California, Santa Barbara Geospatial Collection).

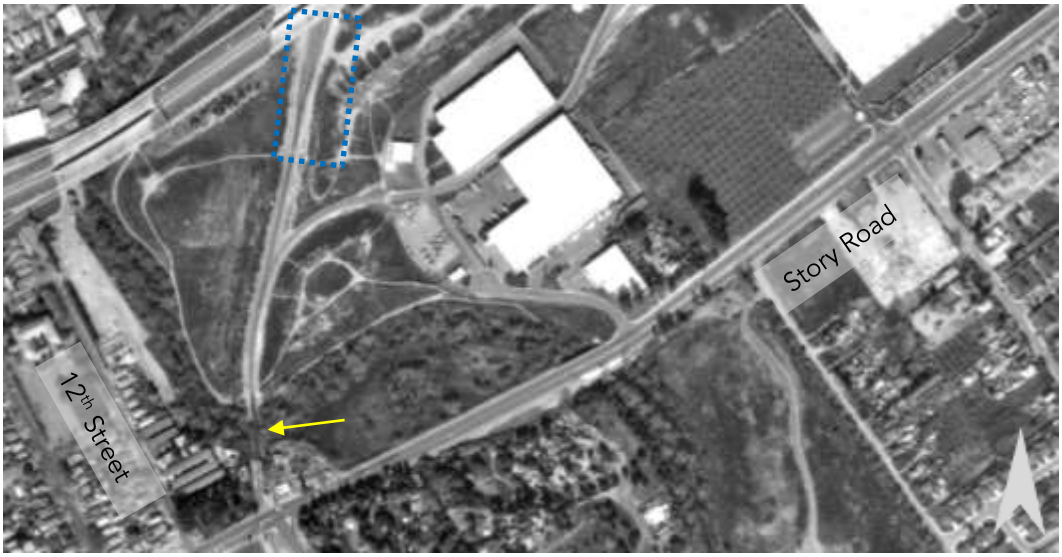

Figure 18. 1980 aerial photograph, the trestle pointed out with a yellow arrow, a partial view of the William Street Yard outlined in dashed blue (University of California, Santa Barbara Geospatial Collection).

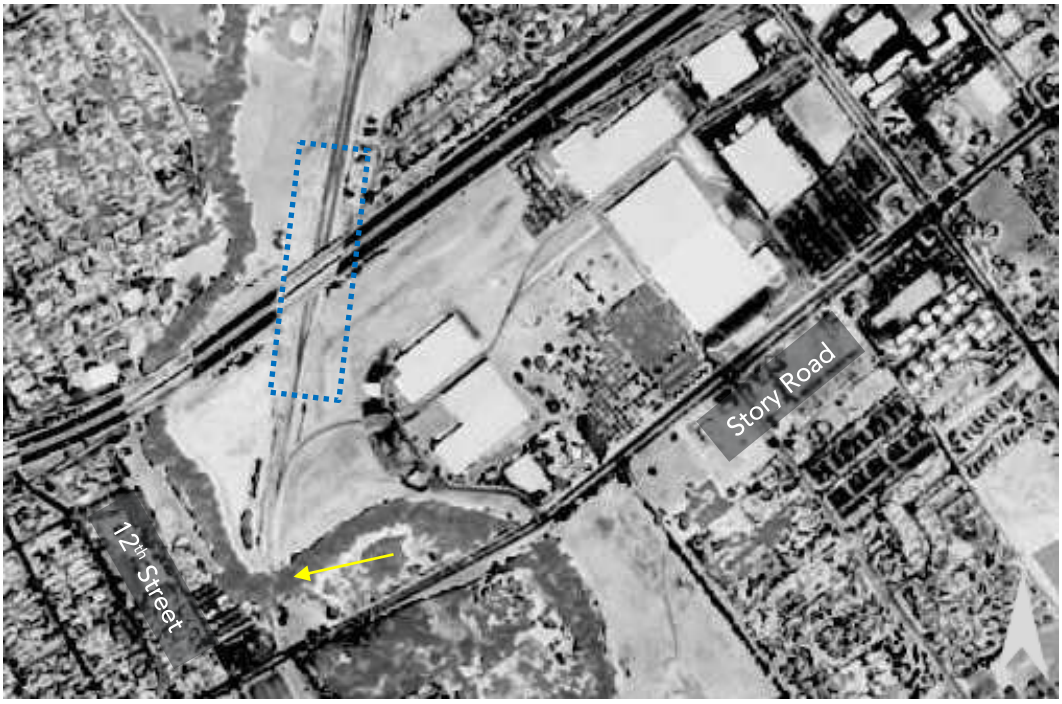

Figure 19. 1987 aerial photograph, the trestle pointed out with a yellow arrow, a partial view of the William Street Yard outlined in dashed blue (University of California, Santa Barbara Geospatial Collection).

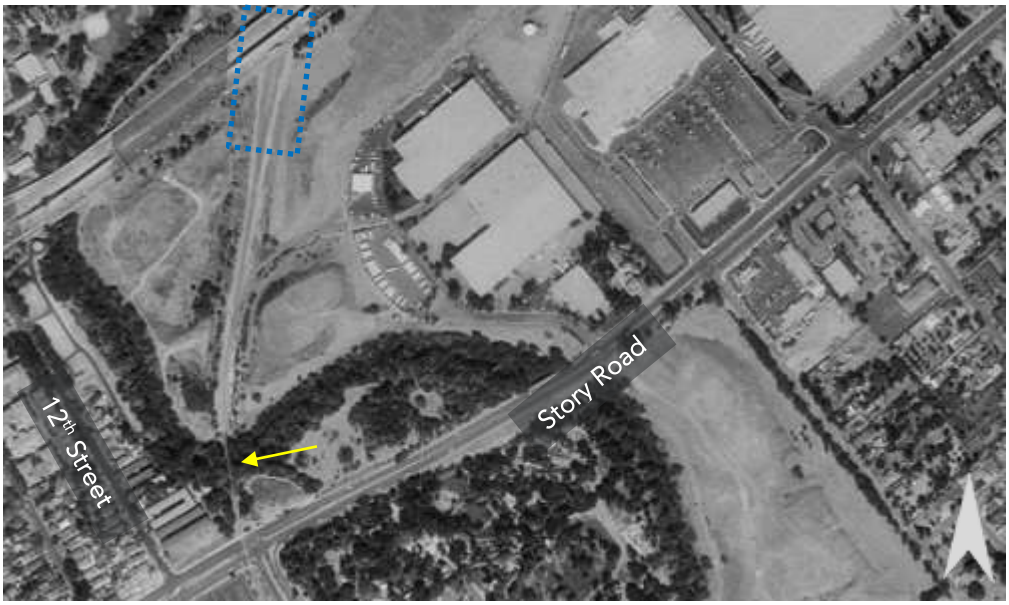

Figure 20. August 1998 aerial photograph, the trestle pointed out with a yellow arrow, a partial view of the William Street Yard outlined in dashed blue (Google Earth Historical Imagery)

Figure 21. A Western Pacific train on the William Street Yard, c. 1978, looking south toward the Coyote Creek Trestle (wx4.org).

6. HISTORIC CONTEXT

The City of San Jose developed around the pueblo of San Jose which was, in the 1790s, between First Street and the *acequia*, a waterway connecting to the Guadalupe River. Many of the structures associated with the pueblo would have been located around what today are Market, San Pedro and Santa Clara streets, with pueblo lands extending to St. James Street to the north and to William Street to the south.

The Early American Period (1846 – 1869)[26]

By the 1850s the commercial district of the growing community centered at the intersection of Market and Santa Clara streets. Surrounding this hub of commerce were agricultural lands to the north and east with residential development extending out from the commercial district.[27]

San Jose began to draw more residents from the East Coast as well as immigrants from Europe and China in the 1860s. Completed in 1864, the railroad between San Francisco and San Jose accelerated commercial development of San Jose. The city became part of the national economy by opening new markets for the agricultural and manufacturing production of the surrounding valley. The public and private investment in infrastructure (natural gas service, piped water, and sewers) resulted in a construction boom in the central core—a large number of residential buildings were constructed in the 1860s and 1870s.

The single-family houses built in this era derived from popular Victorian era styles. These were wood frame structures, vertical in massing and typically had steep gable roofs, dormers and wide ornamental porches. By the late 1860s, the Italianate style balloon-framed residences became more available, but they were gradually replaced by the modern platform framing methods and the Queen Anne architectural style in the mid-1880s.

[26] Unless noted, largely summarized from Winter & Company, *Your Old House: Guide for Preserving San Jose Homes* (August 2003), 13-16.
[27] Glory Anne Laffey (Archives & Architecture), *Historical Overview and Context for the City of San Jose* (March 30, 1992), 12-13.

Horticultural Era (1870 – 1918)[28]

The horticultural potential of the Santa Clara Valley was recognized by the mission fathers who established small orchards and vineyards. By the 1860s, orchards were being set out in East San Jose, Milpitas, and the north valley. In the 1870s increasing residential and business growth led to the shifting of the orchard lands to new communities such as the Willows, Berryessa, Los Gatos, and Saratoga. The 1880s saw orchards expanding into the Campbell, Evergreen, and Edenvale areas. Orchard products, the most popular of which was prunes, dominated agricultural production by the end of the century and fruit production peaked in the 1920s. The canning industry also started in the 1870s in residential San Jose, and the fruit canning and packing industry quickly grew to become the urban counterpart of the valley's orchards.

Commercial growth boomed in the 1880s and steadily grew toward the end of the century. The business district of San Jose moved southward along First Street. A new city hall, the port office, and many large commercial buildings and business blocks were constructed.

Changes in transportation during this period also influenced the development patterns: the first electric streetcar line was built between San Jose and Santa Clara in 1887-1888; trolley lines within the city served multiple neighborhoods; the Interurban Railroad had lines to Saratoga, Campbell, and Los Gatos by 1905; and the Peninsular Railway had lines from San Jose to Palo Alto and Cupertino by 1915.

The first automobiles appeared in the valley in the late 1890s. Several pioneer automobile factories were established in San Jose after 1900. The first experiments in aviation and communications also took place during this period.

In 1891, the Southern Pacific Railroad had built a rail line to the west of downtown San Jose, towards the eastern end of W. San Carlos Street, which became a magnet for industrial development. Canneries and packing houses near the tracks—including the San Jose Fruit Packing Company (1891-1893), the Santa Clara Valley Mill and Lumber Company (1915), the Peninsular Railway Company had a rail yard (1915)—helped to spur settlement of the area by providing job opportunities and attracting more residents.[29]

The construction of the San Jose-Los Gatos Railway Interurban Line in 1903-1904 opened the area to rapid residential development by providing easy access to downtown San Jose. The line ran from San Jose along W. San Carlos Street and Stevens Creek Road heading east to Los Gatos.[30] The parcels along W. San Carlos Street had been transformed from a remote agricultural and industrial district into a streetcar suburb of San Jose by 1915 with a well-defined residential corridor of small, single-family houses and corner stores on narrow, deep suburban parcels. The oldest extant buildings in the area were originally built as small houses in the early 20th century. As automobile transportation grew more popular during the mid-1920s, construction of both commercial and residential buildings spiked. Even though the single-family house was still the most predominant building type, there were also some multi-unit residential buildings and complexes by the late 1920s.[31] Many of the area residents in the early 20th century were small business owners operating backyard businesses including plumbing, auto repair, and building materials.[32]

[28] Unless noted, largely summarized from Laffey, *Historical Overview and Context for the City of San Jose* (March 30, 1992), 8-9.
[29] Marjorie Dobkins, Ph.D. and Basin Research Associates, *West San Carlos Historic Context City of San Jose, Santa Clara County* (April 2011), 30-32, and 57.
[30] Dobkins, 17-18.
[31] Dobkins, 58.
[32] Dobkins, 46.

As automobile transportation increased in the late 1920 and 1930s, the Interurban lines were discontinued, and streets were widened for more automobile traffic. Population growth and the increasing use of automobile transportation spurred suburban development on the outskirts of San Jose in the late 1920s, including commercial development (new stores and auto courts) along W. San Carlos Street and Stevens Creek Road. The Santa Clara Valley economy started to transition from agriculture to a military industry in the early 1930s. During World War II, there was a huge increase in military investment in the valley which resulted in the beginning of the industrialization and urbanization era in San Jose.[33]

Residential construction slowed briefly near the turn of the 20th century. The majority of the buildings after the turn-of-the-century represent the Arts and Crafts period or the many Period Revival styles. Architects and contractor-builders during the era before World War I produced bungalows and mid-size homes in the Craftsman style. Commercial development was also rapid during this period: much of the older housing stock in the downtown was relocated to the edges to make way for commercial and industrial development. The gaps in the urban fabric were filled to meet emerging housing needs.[34]

Inter-War Period (1918 – 1945)
After World War I, San Jose entered a period of great posterity. Three projects were initiated in 1929 that spurred growth: the development of the water conservation program, the connection of the Bayshore Freeway between San Jose and San Francisco, and the establishment of Moffett Field as a Navy dirigible base. During the post-war period, population growth continued to expand urban boundaries, and orchards were replaced with residential developments.[35] During the 1930s, single-family residential subdivisions were designed in a variety of Period Revival styles—most prominent being Tudor Revival, Spanish Colonial Revival and Colonial Revival.[36]

By the 1930s the automobile was growing in prominence and the railway ceased to operate. With the growing reliance on the automobile and the development of the suburbs, downtown businesses began to move out of the city center to the suburbs. One main destination of these businesses was West San Carlos Street/Stevens Creek Boulevard as the street had become a main thoroughfare. Soon the area became a commercial center on the west side of the City.[37]

Industrialization and Urbanization (1945 – 1991)
Soon after World War II, the business community launched an active campaign to attract new non-agricultural industries to Santa Clara County. By the 1960s, Santa Clara County's economic base was dependent upon the electronic and defense industries. Attracted by the increasing job market, the population of the Santa Clara Valley experienced phenomenal growth after 1950.[38]

Following World War II, modern design dominated new residential development. New industrial jobs attracted many new residents to San Jose which became one of the fastest growing cities in the nation: between 1950 and 1975, the population increased from 95,000 to over 500,000 and the area of the city grew from 17 square miles to over 200 square miles. The residential subdivisions as well as commercial and industrial centers replaced orchards outside the central city core.[39]

[33] Dobkins, 20-22.
[34] Winter & Company, *Your Old House: Guide for Preserving San Jose Homes* (August 2003), 13-16.
[35] Archives and Architecture, Historical Overview and Context for the City of San Jose (March 30, 1992), 9.
[36] Winter & Company, *Your Old House: Guide for Preserving San Jose Homes* (August 2003), 13-16.
[37] Dill Design Group, *Draft Historic Report for the San Carlos Affordable Senior Apartment and Townhome Development,* July 21, 2003, 9 and Dobkins, 14 and 17-18.
[38] Archives & Architecture, *County of Santa Clara, Historic Context Statement,* December 2004 (Revised February 2012), 46-47.
[39] Winter & Company, *Your Old House: Guide for Preserving San Jose Homes* (August 2003), 13-16.

History of the Western Pacific Railway Company

The Western Pacific Railway Company (WP) incorporated in 1903, but plans for the line began in the 1860s, at the time when railroad companies Union Pacific and Central Pacific were well on their way to complete construction on the transcontinental railroad.[40] WP connected Salt Lake City to the San Francisco Bay through the Sierra Nevada via Feather River Canyon Northern California.[41] While Central Pacific already had a route laid through the Sierras, the tracks were unusable during stormy weather or heavy snow, and WP solved this problem by building their tracks on a lower grade.[42] Along with providing a reliable route through the Sierras, WP opened up competitive pricing on the west coast as it was an alternative to the Southern Pacific Railroad who held a monopoly in the area for freight and passenger transportation since the mid-19th century.[43]

WP's Feather River Canyon route was conceived by surveyor Arthur Keddie, who, with thirty Chinese laborers began construction in Feather River Canyon in 1869.[44] This phase of the project, however, did not develop passed grading in the area, and plans were on hold until the company came under the investment of George Gould, son of Jay Gould, an established railroad entrepreneur.[45] Jay Gould did not build his railroads; instead he acquired them through stock and mergers.[46] Separate from WP, the Gould Railroad covered over 10,000 miles across the U.S. and included railroads from Pacific, Great Northern, and Wabash.[47]

Gould's plans to expand on the west coast were impeded by Southern Pacific's control of the area since their railway system was established decades prior.[48] Despite legal obstacles, the line between the San Francisco Bay and Salt Lake City began in 1906, and railroad laborers successfully built a terminal at the waterfront in Oakland by 1906.[49] Tunneling underground and building a bridge across the San Francisco Bay was too large an expense, so goods were transported to Oakland and then carried across the water in a ferry to San Francisco. In 1909 the Feather River Canyon line was completed at 924 miles with 41 steel bridges and 44 tunnels.[50] Along with the Gould Railroad, WP claimed 13,708 miles of track that reached from San Francisco to Baltimore.[51]

While freight service began in 1909 and passenger travel on WP began in 1910, the company struggled financially.[52] When Gould tackled the route at Feather River Canyon, labor was considerably more expensive than when the first railroad lines were laid down, and many cities already had local and interstate service provided by other companies.[53] The development of WP came well after larger railroad companies merged with smaller, local lines and after the government assistance for railroad construction ended.[54] Gould lost a considerable sum and the company filed for bankruptcy in 1916.[55]

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[40] Western Pacific, *Mileposts*, Golden Anniversary Issue, (1953): 1; Spencer Crump, "Western Pacific. The Railroad That Was Built Too Late," reprinted from *Railway History Quarterly*, (January 1964): 2-4; California Railroad Museum, *MS43 Western Pacific Railroad Company Records, Historical Information and Corporate History*, (February 18, 2022): 1-2.
[41] Crump, "Western Pacific," 3.
[42] Crump, "Western Pacific," 2-3.
[43] California Railroad Museum, *MS43*, 1.
[44] Crump, "Western Pacific," 3.
[45] Crump, "Western Pacific," 3.
[46] Crump, "Western Pacific," 10.
[47] Crump, "Western Pacific," 12.
[48] California Railroad Museum, *MS43*, 1.
[49] California Railroad Museum, *MS43*, 1.
[50] California Railroad Museum, *MS43*, 1.
[51] G. H. Kneiss, "Fifty Candles for Western Pacific," *Western Pacific Mileposts*, (March 1953): 19.
[52] California Railroad Museum, *MS43*, 1.
[53] Crump, "Western Pacific," 17.
[54] Crump, "Western Pacific," 17.
[55] California Railroad Museum, *MS43*, 1.

During World War I, the federal government took control of the nation's railroad systems through the newly created U.S Railroad Administration.[56] When the railroads were returned after the war, WP was additionally given $9 million for damages incurred. WP used the money to purchase the Sacramento Northern Railroad in 1925 and later the San Francisco-Sacramento Railroad in 1928. The company connected the two lines and had a railway from San Francisco to Chico through Oakland.[57]

WP reorganized in 1917, and continued to expand in the 1920s and into the 1930s before encountering financial problems only exacerbated by the Great Depression. In 1926, the company passed from Gould to Arthur Curtiss James, a railroad financier. Under James, the western region of WP underwent repairs and the company built smaller feeder lines connecting to main tracks. The company reorganized for a second time in the late 1930s, but by World War II, the need for transportation bolstered the company's profits. The California Zephyr, a scenic passenger line, was debuted in 1949 and stretched between Chicago and Oakland through the Central Corridor and the Feather River Canyon routes.

In the 1950s, WP purchased more land in the San Francisco Bay Area for industrial transportation. Clientele increased, namely Ford Motors who established a plant in Milpitas. By the 1960s, the Feather River Canyon route was in need of repairs; coupled with the boom in air and automobile travel, and the highway system WP saw a dramatic decrease in passenger fares. WP closed passenger travel in 1970. The 1970s were a mix of highs and lows, and WP passed again through different hands of management. In 1982, WP merged with Union Pacific and the company ended as a sole entity.[58]

Western Pacific Railroad Company—San Jose Branch[59]

Published in 1915, a report titled, "Report on the Western Pacific Railway" written by the California Railroad Commission discussed anticipation for WP's bankruptcy. The Commission sought to resolve the financial problems of the railroad, and prescribed additional feeder lines and branches, either acquired or built, to generate revenue. The Feather River Canyon line that follows into the San Francisco Bay was speculated for extensions, and WP built several. The report specified building a line from Niles Canyon to San Jose, and large terminals at either end to encourage industrial development along the route.

The company filed for bankruptcy in 1916 before the branch was constructed. The Western Pacific Railway Company reorganized in 1917 under the new name of the Western Pacific Railroad Company, and soon after began construction for the San Jose branch. Charles M. Levy of San Francisco was made president of the newly reorganized company. He previously worked with WP as the general manager.[60] Construction for the San Jose branch began in 1917, but was promptly put on hold as the U.S. entered World War I.[61] Work on the San Jose branch resumed after the war, starting between 1919 and 1921, and was completed in 1922.[62]

[56] Kneiss, "Fifty Candles for Western Pacific," 29; California Railroad Museum, *MS43*, 1.
[57] California Railroad Museum, *MS43*, 2.
[58] California Railroad Museum, *MS43*, 2.
[59] The following section is largely summarized from the *Los Gatos Creek Trestle Photodocumentation* report from August 2015, unless footnoted with a separate source. Mikesell, Stephen D., *Los Gatos Creek Photodocumentation*, Mikesell Historical Consulting, August 2015.
[60] "Levey to Head Reorganized W.P.R.R. Co.," San Francisco Call, Vol. 99, No. 137, June 8, 1961, accessed October 3, 2022.
[61] The Western Pacific Railroad Company, *Fifth Annual Report, 1920*, 5.
[62] Clyde Arbuckle, *Clyde Arbuckle's History of San Jose*, (San Jose: Smith & McKay Printing Co., 1986), 79; The Western Pacific Railroad Company, Fifth Annual Report, 1920, 5; Stephen D. Mikesell, Los Gatos Creek Photodocumentation, (Mikesell Historical Consulting, August 2015), 2.

Southern Pacific (SP) had a monopoly in the Santa Clara County through leasing tracks from South Pacific Coast for nearly three decades before WP planned its San Jose branch. In 1917, WP secured a franchise to build in San Jose.[63] While WP and SP were unwilling to negotiate the possibility of shared tracks for the San Jose to Niles Canyon line, WP still needed to intersect SP's built or subsidiary lines in San Jose at several points.[64] SP physically blocked tracks with trains moving back and forth so WP's laborers could not build.[65] Citizens complained the frequent moving trains were a safety hazard as fire trucks would struggle driving across the city in a timely manner, and WP was eventually able to lay tracks down.[66] The hook-shaped alignment of the San Jose branch reflects WP's need to largely avoid SP lines. While SP's line cuts through the middle of the city, WP looped around entering northeast into Berryessa and south to Willow Glen terminating at the depot on The Alameda and somewhere between Bush and Sunol streets.

The San Jose branch was primarily a freight train line intended to serve the industrial areas of San Jose and the areas along the way to Niles Canyon, only occasionally picking up and delivering a passenger or two.[67] The line's circuitous route benefitted the businesses that were underserved by SP, including several canneries.

San Jose's fruit canning industry began in the 1870s and flourished in the first half of the 20th century.[68] WP's line contributed to the export of San Jose's dried, canned, and fresh fruit, although SP was responsible for more fruit cannery export than WP in San Jose and California at large. Freight depots were located at the terminal on The Alameda and Bush Street, and on N. 27th Street between E. Julian and E. Santa Clara streets.[69]

The San Jose branch of WP, later Union Pacific (UP), continued to be used until c. 1995, and tracks directly north and south of the Coyote Creek Trestle are visible in aerial photographs until 1998.[70] The Santa Clara Valley Transportation Authority (VTA) purchased the trackage and right-of-way c. 2001.[71] The track rails were likely removed between the mid-1990s and the early 2000s. In December 2011, the City of San Jose acquired the underlying property on which the trestle stands.

Laborers of the Western Pacific Railroad

The Central Pacific Railroad (CPRR) employed thousands of Chinese laborers for work on the transcontinental railroad.[72] Chinese laborers made up a considerable amount of the workforce during the construction of the western tracks connecting CPRR through the Sierra Nevada mountains to the Union Pacific Railroad.[73] They

[63] Arbuckle, *Clyde Arbuckle's History of San Jose*, 78.
[64] Mikesell, *Los Gatos Creek Photodocumentation*, 4; Clyde Arbuckle, *Clyde Arbuckle's History of San Jose*, (San Jose: Smith & McKay Printing Co., 1986), 78-79.
[65] Arbuckle, *Clyde Arbuckle's History of San Jose*, 79.
[66] Arbuckle, *Clyde Arbuckle's History of San Jose*, 78.
[67] Arbuckle, *Clyde Arbuckle's History of San Jose*, 79.
[68] "Cannery Life: Del Monte in the Santa Clara Valley," *History San Jose*, accessed September 27, 2022, https://historysanjose.org/exhibits-activities/online-exhibits/cannery-life-del-monte-in-the-santa-clara-valley/.
[69] Arbuckle, Clyde Arbuckle's History of San Jose, 79.
[70] Historic Aerials via Netronline; Google Earth; University of California, Santa Barbara Geospatial Collection; Mikesell, *Los Gatos Creek Photodocumentation*, 5.
[71] "Union Pacific Closes Land and Track Sale to VTA," Silicon Valley Business Journal, December 11, 2002; U.S. Department of Transportation, "Union Pacific Railroad Company-Abandonment of Freight Easement Exemption-in Alameda and Santa Clara Counties, CA (San Jose Industrial Lead); Santa Clara Valley Transportation Authority-Abandonment of Residual Common Carrier Obligation Exemption-in Alameda and Santa Clara Counties, CA (San Jose Industrial Lead)," *Federal Register*, April 24, 2012, https://www.federalregister.gov/d/2012-9815.
[72] Santa Cruz Trains, Railroads of the Monterey Bay Area, "People: Chinese Railroad Crews," June 5, 2020, https://www.santacruztrains.com/2020/06/people-chinese-railroad-crews.html; Gordon H. Chang and Shelley Fisher Fishkin, "Geography of Chinese Workers Building the Transcontinental Railroad. A virtual reconstruction of the key historical sites," accessed October 3, 2022, https://web.stanford.edu/group/chineserailroad/cgi-bin/website/virtual/.
[73] Chang and Fishkin, "Geography of Chinese Workers Building the Transcontinental Railroad."

accounted for roughly 90% of railroad workers with an estimate of 10,000 to 15,000 at its highest, between 1865 and 1869.[74]

The Chinese railroad workers mostly came from southern China in the early to mid-19th century. The regions around Guangzhou, including the counties of Xinning, Kaiping, Enping, and Xinhui, were experiencing social and economic instability caused by war and ethnic conflict.[75] Between the 1830s and 1860s, people from these counties left China, some to find work abroad and others were forced as indentured servants in South America and the Caribbean.[76] Those who moved to the U.S. chose California, after the discovery of gold in 1848. These people took jobs as miners, merchants, fishermen, laundry workers, and domestic workers; while many women were forced into prostitution.[77]

In 1862, The Pacific Railway Act was passed allowing CPRR to construct eastward for the transcontinental railroad. Railroad companies favored white laborers and discriminated against Chinese laborers. In 1865, CPRR advertised in post offices around California for 5,000 railroad laborers but only hundreds of white laborers responded to the posting. The company then hired between 50 and 60 Chinese workers, with concerns of their intellect, work ethic, and possible backlash from white laborers. After some time, management believed the Chinese laborers did well enough, and sought to hire more. Through Chinese merchants, the company recruited Chinese workers from the communities across California, and also directly from China.[78]

Railroad laborers were organized into gangs, or groups, headed by a contractor. They lived together and worked together.[79] In 1867, the Chinese railroad workers for CPRR went on strike. Chinese people were paid less, given no accommodations as opposed to their white counterparts, and worked longer hours. The strike was peaceful and lasted over eight days, ending only because CPRR cut off the food supply. The Chinese laborers were not given equal pay or accommodations but were not docked for eight days they did not work.[80]

When a depression hit the U.S. in the 1870s, Chinese people were the scapegoat of American anger and frustrations over the economic state. Already having faced decades of discrimination, the Chinese people in the U.S. were subject to another blow, this time in a piece of legislature titled the Chinese Exclusion Act, which was passed in 1882. The Chinese Exclusion Act forbade immigration of Chinese people into the U.S., with the exception of a few professions, such as teachers or diplomats. The Chinese Exclusion Act included forbidding Chinese women to enter the country, in attempt to severe roots grown in the U.S. The act lasted ten years, but was extended through the Geary Act, which remained a law until 1943. While railroad companies still employed Chinese workers in the 1880s and 1890s, as the low cost of labor outweighed penalties they would incur, this changed in the beginning of the 20th century.[81] Most of the major railroads, including the transcontinental railroad, were built by the end of the 19th century, and the last of the companies to hire Chinese laborers were smaller, private companies building within a shorter distance.

Constructed between 1921 and 1922, the San Jose branch of the Western Pacific Railroad Company was not built by Chinese laborers. The beginnings of the WP line at Feather River Canyon are well documented. Arthur

[74] Chang and Fishkin, "Geography of Chinese Workers Building the Transcontinental Railroad."
[75] Ed. By Gordon H. Chang and Shelley Fisher Fishkin, *The Chinese and The Iron Road. Building the Transcontinental Railroad*, (Stanford, California: Stanford University Press, 2019), 12.
[76] Chang and Fishkin, *The Chinese and The Iron Road,* 13.
[77] Chang and Fishkin, *The Chinese and The Iron Road,* 13.
[78] Chang and Fishkin, *The Chinese and The Iron Road,* 12-14.
[79] Chang and Fishkin, *The Chinese and The Iron Road,* 14.
[80] Chang and Fishkin, "Geography of Chinese Workers Building the Transcontinental Railroad."
[81] Santa Cruz Trains, Railroads of the Monterey Bay Area, "People: Chinese Railroad Crews," June 5, 2020, https://www.santacruztrains.com/2020/06/people-chinese-railroad-crews.html.

Keddie specifically hired 30 Chinese laborers to survey and grade the area in 1869, coinciding with the CPRR's timeline of hiring Chinese workers.[82] The change in predominantly Chinese railroad workers was seen after the turn of the century when the Geary Act was followed much more strictly than when policies had passed under the Chinese Exclusion Act decades prior.[83] By the time the San Jose branch was under construction, Chinese railroad laborers were no longer hired to the extent they were in the 19th century, likely because the companies could not bring people over from China. Sources describe Chinese laborers as making up a smaller fraction of the railroad workforce and specify that WP employed laborers of many different backgrounds, including Greek, Italian, Austrian, Swedish, Norwegians, Koreans, East Indians, along with Chinese people.[84]

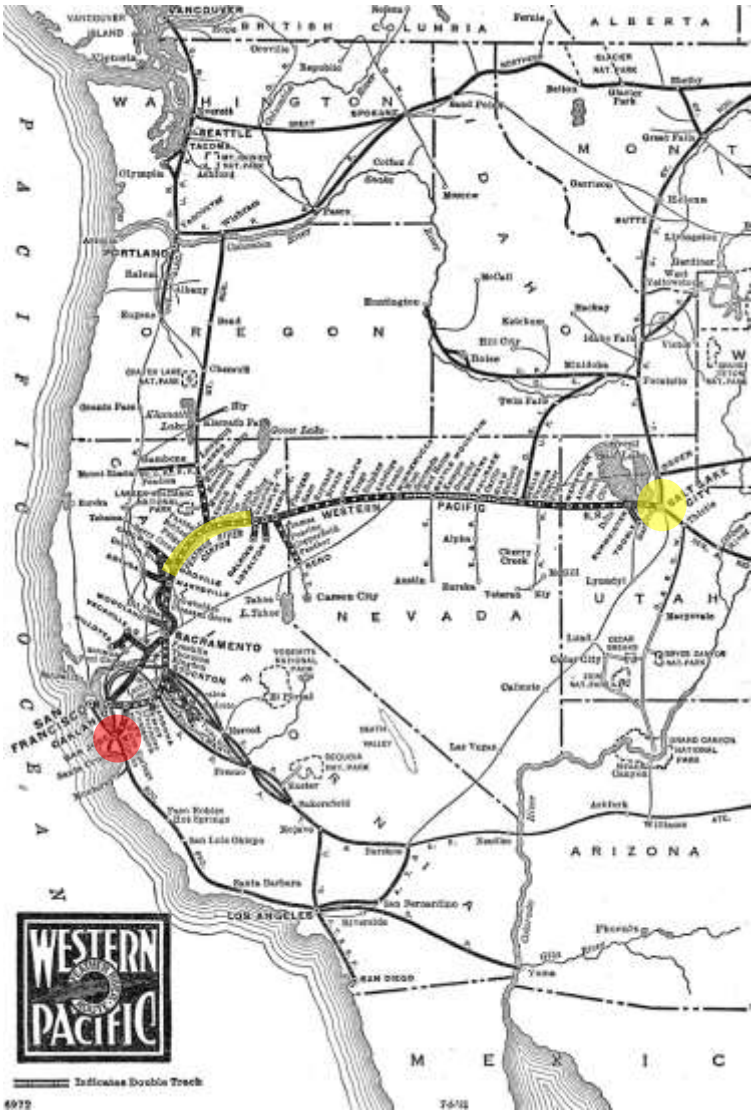

Figure 22. A map of the WP Feather River Route, 1934. San Jose is marked with a red circle, Feather River Canyon is marked with a yellow line, and Salt Lake City is marked with a yellow circle (American-rails.com)

[82] Crump, "Western Pacific," 7.
[83] Santa Cruz Trains, Railroads of the Monterey Bay Area, "People: Chinese Railroad Crews."
[84] Frederic Bennett Whitman, *Western Pacific—Its first Forty Years! A Brief History (1910-1950)*, (San Francisco: The Newcomen Society in North America, 1950), 15.

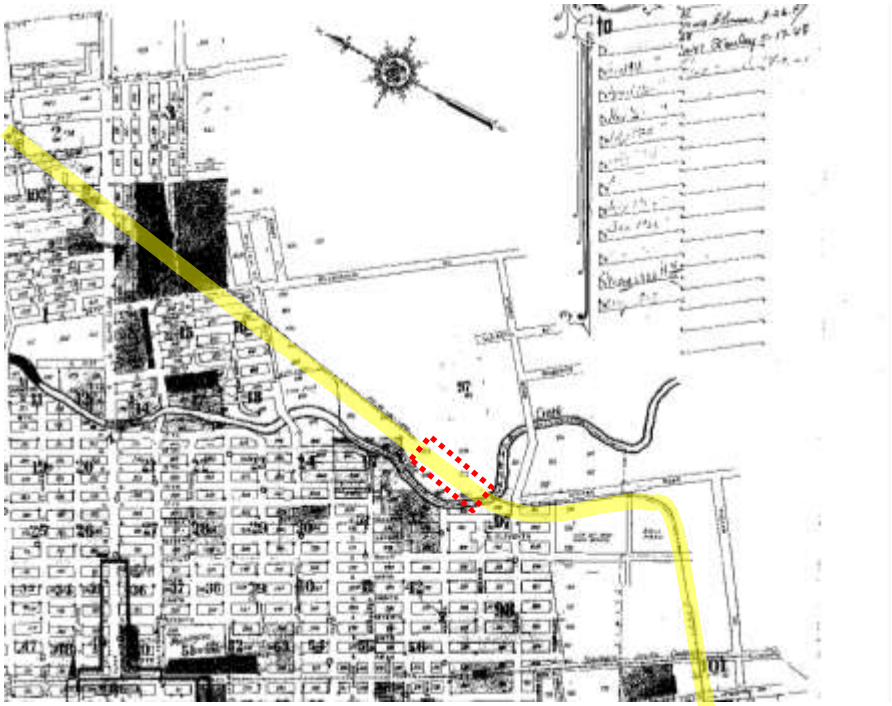

Figure 23. Sanborn Map, reprinted 1950, detail of the San Jose branch highlighted in yellow and the approximate location of the trestle is outlined in dashed red (San Jose Public Library California Room, Historic Map & Atlas Collection).

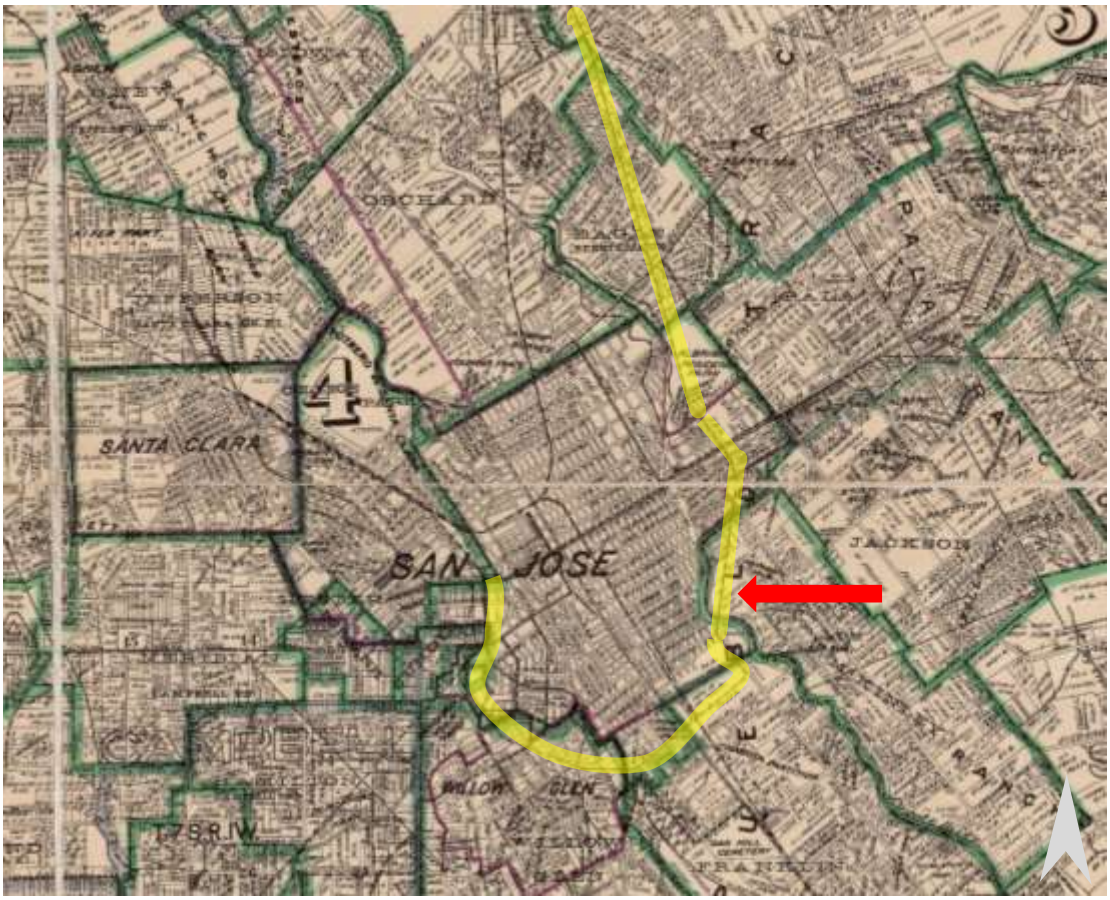

Figure 24. The San Jose Branch of Western Pacific Railroad track highlighted in yellow, and the location of the trestle marked by a red arrow, *Official Map of Santa Clara County California*, McMillan & McMillan, 1929 (History San Jose Research Library).

Timber Trestles in the Bay Area

A list below shows timber bridges and trestles in Santa Clara County that are still standing or recently demolished (within five years).[85]

- Los Gatos Creek Trestle in Willow Glen, San Jose, Santa Clara County, CA. Also known as the Willow Glen Trestle. This timber pile-bent trestle was part of the San Jose branch of WP and was demolished in 2020.[86]
- Silver Creek Trestle in San Jose, Santa Clara County, CA. This pile-bent trestle on the WP's San Jose branch was damaged in a fire in 2016. Remaining parts of the trestle were removed.[87]
- Gilroy Hot Springs Road Bridge, Gilroy, Santa Clara County, CA. This truss is partially made of wood at the deck, but has a metal frame.[88]
- Los Gatos Bridge, Los Gatos, Santa Clara County, CA. This bridge appeared to be timber at the superstructure and concrete at the substructure. The bridge appears to have been structurally unsafe and was demolished and replaced with a new bridge in 2017-2018.[89]
- Guadalupe River Bridge, San Jose, Santa Clara County, CA. Two bridges, north and southbound, span the width of the Guadalupe River north of Tamien Station. The northbound bridge is a wooden trestle, and the southbound bridge is concrete. The northbound bridge was damaged in a fire and is in the process of being demolished and replaced with a new bridge. The southbound bridge will be extended. Both bridges appear to be at risk of riverbank erosion damage.[90]

The following subsection is a list of timber trestles in the Bay Area.

- Don Edwards Wildlife Refuge Bridge, Alameda County. This timber pile trestle is still standing and used strictly for foot traffic.
- Seascape Trestle, Santa Cruz County, CA. This is a pile trestle made of wood. It is open to rail traffic.
- San Lorenzo River Trestle, Santa Cruz County, CA. This wood truss bridge is supported by timber piles. It is unclear whether this trestle is still in use.
- Soquel Creek Bridge, Santa Cruz County, CA. This timber trestle is open for train usage.
- Southern Pacific (now San Benito Railroad, LLC) pile-bent trestle over Pajaro River, Santa Clara County, CA (near San Benito County line). Also known as the Pajaro River Trestle. This timber pile-bent trestle is on an active railroad line, far from urbanized areas, and is not accessible to the public.
- Corte Madera Drawbridge, Marin County, CA. This bridge is a bascule deck plate girder bridge, but has timber piles at points in the substructure. Parts of the north approach of the bridge were removed between 2002 and 2003, but it is still open to traffic.[91]

[85] Unless otherwise footnoted, the sources used to compile this list are: Bridgehunter.com; Bridgereports.com; and Google Earth.

[86] A historic evaluation was completed in 2016 for the Los Gatos Creek Trestle in Willow Glen. The trestle was found eligible for listing on CRHR under Criterion 1. Lawrence Ames, Friends of the Willow Glen Trestle. *Willow Glen Trestle over the Los Gatos Creek DPR Form.* November 28, 2016.

[87] No formal historic evaluation was located for Silver Creek Trestle. The following sources cite a fire that damaged the trestle: Lawrence Ames, Friends of the Willow Glen Trestle. *Willow Glen Trestle over the Los Gatos Creek DPR Form.* November 28, 2016; Green, Jason. "San Jose train trestle scorched in blaze." *Mercury News*. August 17, 2016.

[88] No formal historic evaluation was located for the Gilroy Hot Springs Road Bridge.

[89] "Los Gatos Creek Bridge Replacement," *Caltrain*, accessed October 17, 2022, https://www.caltrain.com/projects/los-gatos-creek-bridge-replacement. A historic evaluation was completed as part of the environmental review process. Copy of the documentation is unavailable.

[90] No formal historic evaluation was located for the Guadalupe River Bridge. "Guadalupe River Bridge Replacement," *Caltrain*, accessed October 18, 2022, https://www.caltrain.com/projects/guadalupe-river-bridge-replacement.

[91] The removal of the north approach appears on Google Earth Historical Imagery.

Three bridges are listed in the San Jose Historic Resources Inventory.

- Coyote Creek Bridge is a Structure of Merit. This bridge is not the subject structure of this report.
- Miguelita Creek Bridge is a Structure of Merit.
- Los Gatos Creek Bridge is an Identified Structure.

Santa Clara County has one bridge listed in its inventory. The Miguelita Bridge is listed on both the San Jose Historic Resources Inventory and the Santa Clara County Inventory.

7. ARCHITECT/BUILDER

The Western Pacific Railroad Company built the Coyote Creek Trestle in 1921-1922. The chief engineers of the company at the time were T. J. Wyche (1916-1921) and later J. W. Williams (1921-1940).[92] There are no architects, engineers, or builders directly associated with the structure. Railroads typically constructed trestles and bridges using standard sections that would be modified as needed. It is highly likely that Coyote Creek Trestle was constructed this way.

8. REGULATORY FRAMEWORK

The regulatory background provided below offers an overview of national, state, and local criteria used to assess historic significance.

National Register of Historic Places Criteria

National Register Bulletin Number 15, *How to Apply the National Register Criteria for Evaluation*, describes the Criteria for Evaluation as being composed of two factors. First, the property must be "associated with an important historic context."[93] The National Register identifies four possible context types, of which at least one must be applicable at the national, state, or local level. As listed under Section 8, "Statement of Significance," of the NRHP Registration Form, these are:

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 to prehistory or history.[94]

Second, for a property to qualify under the National Register's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance."[95] While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to

[92] The Western Pacific Railroad Company, *Annual Report, 1917-1941.*
[93] National Park Service, *How to Apply the National Register Criteria for Evaluation, National Register Bulletin 15* (Washington, DC: United States Department of the Interior, 1997), 3.
[94] National Park Service, *How to Complete the National Register Registration Form, National Register Bulletin 16A* (Washington, DC: United States Department of the Interior, 1997), 75.
[95] National Park Service, *National Register Bulletin 15,* 3.

its significance."[96] To determine if a property retains the physical characteristics corresponding to its historic context, the National Register has identified seven aspects of integrity:

> Location is the place where the historic property was constructed or the place where the historic event occurred...
>
> Design is the combination of elements that create the form, plan, space, structure, and style of a property...
>
> Setting is the physical environment of a historic property...
>
> Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property...
>
> Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory...
>
> Feeling is a property's expression of the aesthetic or historic sense of a particular period of time...
>
> Association is the direct link between an important historic event or person and a historic property.[97]

Since integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established.[98]

California Register of Historical Resources Criteria

The California Office of Historic Preservation's Technical Assistance Series #6, *California Register and National Register: A Comparison*, outlines the differences between the federal and state processes. The criteria to be used when establishing the significance of a property for listing on the California Register of Historical Resources (CRHR) are very similar, with emphasis on local and state significance. They are:

1. It is 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; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It 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
4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.[99]

The CRHR requires the establishment of historic significance before integrity is considered. California's integrity threshold is slightly lower than the federal level. As a result, some resources that are historically significant but do not meet National Register of Historic Places (NRHP) integrity standards may be eligible for listing on the CRHR.[100]

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[96] Ibid., 44.
[97] Ibid., 44-45.
[98] Ibid., 45.
[99] California Office of Historic Preservation, *California Register and National Register: A Comparison*, Technical Assistance Series 6, (Sacramento, 2001), 1.
[100] *California Register and National Register: A Comparison*.

California's list of special considerations is shorter and more lenient than the NRHP. It includes some allowances for moved buildings, structures, or objects, as well as lower requirements for proving the significance of resources that are less than 50 years old and a more elaborate discussion of the eligibility of reconstructed buildings.[101]

In addition to separate evaluations for eligibility for the CRHR, the state automatically lists on the CRHR resources that are listed or determined eligible for the NRHP through a complete evaluation process.[102]

Integrity

Second, for a property to qualify under the CRHR's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance."[103] While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance."[104] To determine if a property retains the physical characteristics corresponding to its historic context, the NRHP has identified seven aspects of integrity (identified above under the NRHP criteria), which the CRHR closely follows.[105]

City of San Jose Criteria

According to the City of San Jose's Historic Preservation Ordinance (Chapter 13.48 of the Municipal Code), a resource qualifies as a City Landmark if it has "special historical, architectural, cultural, aesthetic or engineering interest or value of an historical nature" and is one of the following resource types:

1. An individual structure or portion thereof;
2. An integrated group of structures on a single lot;
3. A site, or portion thereof; or
4. Any combination thereof. (Sec. 13.48.020.C)

The ordinance defines the term "historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature" as deriving from, based on, or related to any of the following factors:

1. Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;
2. Identification as, or association with, a distinctive, significant or important work or vestige:
    a. Of an architectural style, design or method of construction;
    b. Of a master architect, builder, artist or craftsman;
    c. Of high artistic merit;
    d. The totality of which comprises a distinctive, significant or important work or vestige whose component parts may lack the same attributes;
    e. That has yielded or is substantially likely to yield information of value about history, architecture,

[101] *California Register and National Register: A Comparison*, 2.
[102] All State Historical Landmarks from number 770 onward are also automatically listed on the California Register. California Office of Historic Preservation, *California Register of Historical Resources: The Listing Process*, Technical Assistance Series 5 (Sacramento, n.d.), 1.
[103] United States Department of the Interior, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin, No. 15 (Washington, D.C., 1997), 3.
[104] *How to Apply the National Register Criteria for Evaluation*, 44.
[105] *How to Apply the National Register Criteria for Evaluation*, 1.

engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked; or

f. That the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.

3. The factor of age alone does not necessarily confer a special historical, architectural, cultural, aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.

The Historic Landmarks Commission reviews landmark designations and "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; and
8. Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique." (Sec. 13.48.110.H)

9. SIGNIFICANCE EVALUATION

Current Historic Status

The Coyote Creek Trestle has not previously been identified on any local, state, or national historic resources inventory.

NRHP/CRHR Evaluation

Criterion A/1 – Association with significant events

Development of the area where Coyote Creek Trestle is located began with several small commercial and residential buildings along S. 12th Street and Story Road/Keyes Street in the late 19th century. Residential and industrial development continued over the course of the 20th century. Along Coyote Creek, brick companies, canneries, and packing houses were established in the early 20th century, before the San Jose branch of the Western Pacific Railroad Company laid tracks down.

Constructed in 1921-1922, Coyote Creek Trestle was part of the Western Pacific's San Jose branch, that connected San Jose to Salt Lake City through Niles Canyon, Sacramento, and Feather River Canyon. WP had a larger network of lines through the Gould acquisitions and constructions of railroads that stretched from California to Pennsylvania, and as far south as South Carolina. The trestle was built after the initial development of the area at the intersection of S. 12th and Keyes streets, but during the period of accelerated expansion for the city in the 1920s and 1930s.

In San Jose, Western Pacific reached businesses that were not served by Southern Pacific's railroads and encouraged the growth of businesses along their San Jose-Niles Canyon line. Many businesses were already established in the subject neighborhood prior to the construction of the branch, including the Remillard Brick Company, later known as the Remillard-Dandini Company. The brick company was already established in this area prior to the San Jose branch being built but had industrial spurs connecting to the San Jose branch. Businesses continued to move into the neighborhood after the trestle was constructed. Outside the subject block further north toward E. William Street, the D'Arrigo Brothers Company, a growing and packing company established in 1925-1926, had a spur that fed into the main tracks. By the mid-20th century, a concentration of businesses appeared south of Keyes Street along Phelan Avenue between Senter Road and Orchard Street. Canneries and packing businesses including Beech Nut Packing, the Mayfair Packing Company, and Sun Garden Packing were all located in this area with their own spur lines to the San Jose branch. Other industries with spur lines to WP's San Jose branch included Langendorf Bakeries, Mercury Envelope, Isaacson Grain, Stadler Distributing, and United Planning Mill.

The Coyote Creek Trestle is eligible for the NRHP and CRHR under Criterion A/1 at the local level for its association with the industrial development of San Jose. The San Jose branch and the Coyote Creek Trestle was constructed by Western Pacific served industries in San Jose, especially fruit packing and processing, from the 1920s until the industries' decline in the second half of the 20th century. The subject trestle is one of only two extant pile bent timber trestles in the Santa Clara County and the only one in San Jose. The period of significance is from 1922 when it was completed to c. 1965 when San Jose's and the County's fruit industry started to decline.

Criterion B/2 – Persons

No persons of known historical significance appear to have been associated with the subject property. While several people were associated with the development of the WP's San Jose branch in the early 20th century, including the executive George Gould, the president Charles M. Levy, chief engineers T. J. Wyche and J. W. Williams, research did not reveal any direct associations with the construction of the Coyote Creek Trestle. Therefore, the property does not appear eligible for listing on the NRHP or CRHR under Criterion B/2.

Criterion C/3 – Architecture and Construction

Coyote Creek Trestle is a pile bent timber trestle, which was common in railroad construction during the years between 1900 and 1950. Railroad companies, including WP, constructed numerous pile bent timber trestles, but many have been demolished or destroyed in San Jose. The subject structure is one of two extant pile bent trestles that remain standing in the Santa Clara County and the only one in San Jose. A timber trestle stands outside of San Jose over Pajaro River near San Benito County line. In San Jose, two pile bent trestles over Los Gatos Creek in Willow Glen and over Silver Creek were more recently demolished. While Coyote Creek Trestle appears to be the only remaining pile bent trestle in San Jose, it is utilitarian; and appears to have been built to meet a need. There are no architects, engineers, or builders associated with the structure. Railroads typically constructed trestles and bridges using standard sections that would be modified as needed. It is highly likely that

Coyote Creek Trestle was constructed this way. The subject structure does not embody the distinctive characteristics of method of construction or represents the work of a master or possesses high artistic values. Therefore, the subject structure does not appear eligible for listing on the NRHP or CRHR under Criterion C/3.

Criterion D/4 – Information Potential

Archival research provided no indication that the subject structure has the potential to yield information important to the prehistory or history of the local area, California, or the nation. The subject property does not appear eligible for listing on the NRHP or CRHR under Criterion D/4.

Integrity

Coyote Creek Trestle mostly retains its original elements of construction. Impacts to the Trestle's historic integrity are seen on the deck, with the removal of the rails, at the approaches with the removal of the tracks, and in the substructure with repairs to the pile supports. Replacements for some wood ledgers and sway braces for metal were done, but these repairs are typical of timber trestles. A chain fence was added to close the trestle off on either side. In March 2021, the trestle sustained unspecified damages when a fire broke out in the area.

Location: The Coyote Creek Trestle retains integrity of location since it has not been moved.

Setting: Integrity of setting is compromised with the commercial/industrial development of the eastern section of the subject block and the construction of the Coyote Creek Trail under the Trestle, which was paved after the construction of the subject structure. However, Coyote Creek itself still runs under the Trestle.

Design: While the integrity of design is somewhat compromised due to the removal of the rails, the superstructure and substructure still convey the form of the original design. The structural design of the Trestle is expressed primarily through the characteristic piles of the substructure, and then through the beams and ties of the superstructure; all of which remain intact.

Materials: The original timber is still in place at most parts of the structure. The metal rails have been removed entirely, and several wood sway braces and sills have been replaced with metal supports. The removed rails and new metal supports do not detract from the integrity of materials. In 2021, a fire broke out in the area and the trestle sustained damage, however, the trestle still maintains sufficient integrity of materials to convey its historic significance.

Workmanship: The timber pile-bent construction remains, and the integrity of workmanship is still evident.

Feeling: The integrity of feeling is retained as the physical attributes of the trestle, namely the early 20th century substructure and the pile-bent construction typical of its period, is largely intact.

Association: Integrity of association is drastically diminished due to the removal of the rails and railroad tracks. The trestle is closed off and no longer functions as a bridge for trains.

Overall, Coyote Creek Trestle retains sufficient integrity to communicate its significance under Criterion A/1 for its defined period of significance.

San Jose City Landmark Evaluation

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

Coyote Creek Trestle was constructed in 1921-1922 as part of Western Pacific's San Jose branch. The trestle was built after the initial development of the area at the intersection of S. 12th and Keyes streets, but during the period of accelerated expansion for the city in the 1920s and 1930s. The trestle is associated with the industrial development of San Jose during *the Inter-War Period (1918-1945).* The pile bent trestle is an intact example of a rare structure type within urban San Jose since it is the only remaining example of its kind. Coyote Creek Trestle appears to be eligible as a City Landmark under Criterion 1 as a rare railroad structure for its character and value as part of the local history.

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

   The structure is not linked specifically to any single significant historic event, but rather to the larger historic context of industrial development of San Jose as described Criterion 1. The structure does not appear to be eligible under Criterion 2.

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

   There is no person of significance individually associated with the structure. While several people were associated with the development of the WP's San Jose branch in the early 20th century, including the executive George Gould, the president Charles M. Levy, chief engineers T. J. Wyche and J. W. Williams, research did not reveal any direct associations with the construction of the Coyote Creek Trestle. The structure does not appear to be eligible under Criterion 3.

4. *Its exemplification of the cultural, economic, social or historic heritage of the City of San José.*

   Coyote Creek Trestle appears eligible as a City Landmark under Criterion 4 as a good representation of economic and historic heritage of the City of San Jose. The structure was constructed in 1921-1922 as part of the Western Pacific's San Jose branch. It illustrates how railroads were developed and utilized at the early 20th century, and how Western Pacific's San Jose branch served industries in the city, especially fruit packing and processing facilities, during the 20th century.

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

   Coyote Creek Trestle is a pile bent timber trestle, which was common in railroad construction during the first half of the 20th century. The utilitarian structure does not exhibit a particular a building style that can be associated with a group of people during a particular period in history. The structure does not appear to be eligible under Criterion 5.

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

   Coyote Creek Trestle appears eligible as a San Jose Landmark under Criterion 6 as a rare architectural type. It is one of the two surviving pile bent trestles in the Santa Clara County and the only one in San Jose, that retains a high degree of integrity. Constructed in 1921-1922 as part of Western Pacific's San Jose branch, the subject structure also illustrates how the railroad bridges and trestles were constructed and utilized at the early 20th century.

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.*

There are no architects, engineers, or builders associated with the structure. Railroads typically constructed trestles and bridges using standard sections that would be modified as needed. It is highly likely that Coyote Creek Trestle was constructed this way. The structure does not appear to be eligible under Criterion 7.

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

   Coyote Creek Trestle is a pile bent trestle, characteristic of late 19th to mid-20th century railroad construction. It is made of common materials and embodies characteristic timber trestles of its time in the use of wood, the plank deck superstructure, the battered piles, and height not exceeding 30 feet. The structure does not appear to be eligible under Criterion 8.

   WP built two timber trestles in San Jose, one of which was located in the Willow Glen neighborhood over Los Gatos Creek. This trestle was demolished in 2020.

In conclusion, Coyote Creek Trestle appears eligible as a San Jose City Landmark under criteria 1, 4 and 6 as a good example of an early 20th century pile bent timber trestle (a rare remaining structure type), constructed during the period of *Inter-War Period (1918-1945).*

10. CONCLUSION

Based on the above evaluation of Coyote Creek Trestle in reference to the NRHP and CRHR criteria, the subject property appears individually eligible for listing on the NRHP and CRHR under Criterion A/1 at the local level for its association with the industrial development of San Jose. The subject trestle is one of only two extant pile bent trestles in the Santa Clara County and the only one in San Jose. The period of significance is from 1922 when it was completed to c. 1965 when San Jose's and the County's fruit industry started to decline. Coyote Creek Trestle retains sufficient integrity to communicate its significance under Criterion A/1 for its defined period of significance. Coyote Creek Trestle also appears eligible as a San Jose City Landmark under criteria 1, 4 and 6 as a good example of an early 20th century pile bent timber trestle (a rare remaining structure type), constructed during the period of *Inter-War Period (1918-1945).*

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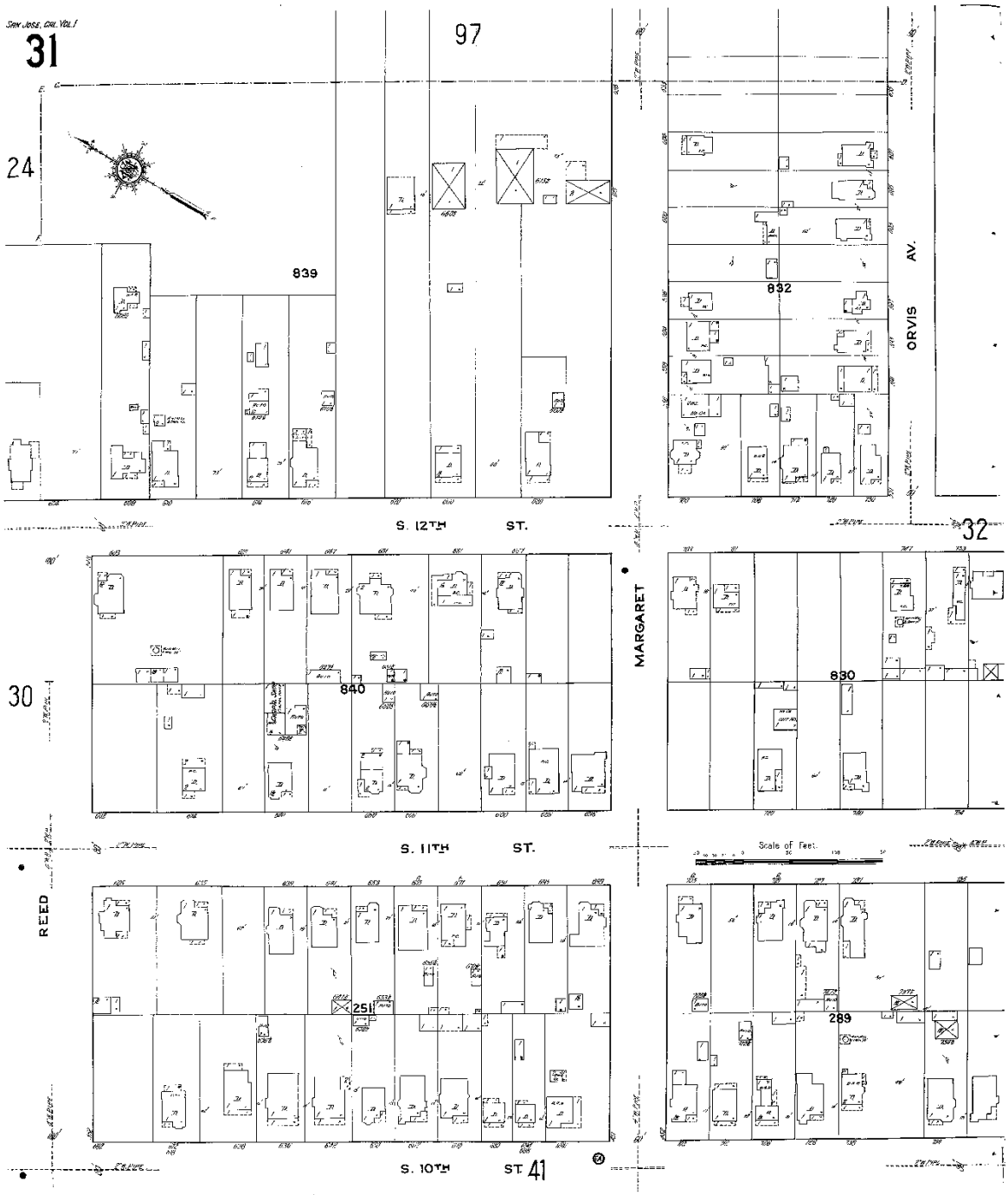
APPENDIX

SANBORN FIRE INSURANCE MAPS

DPR FORM



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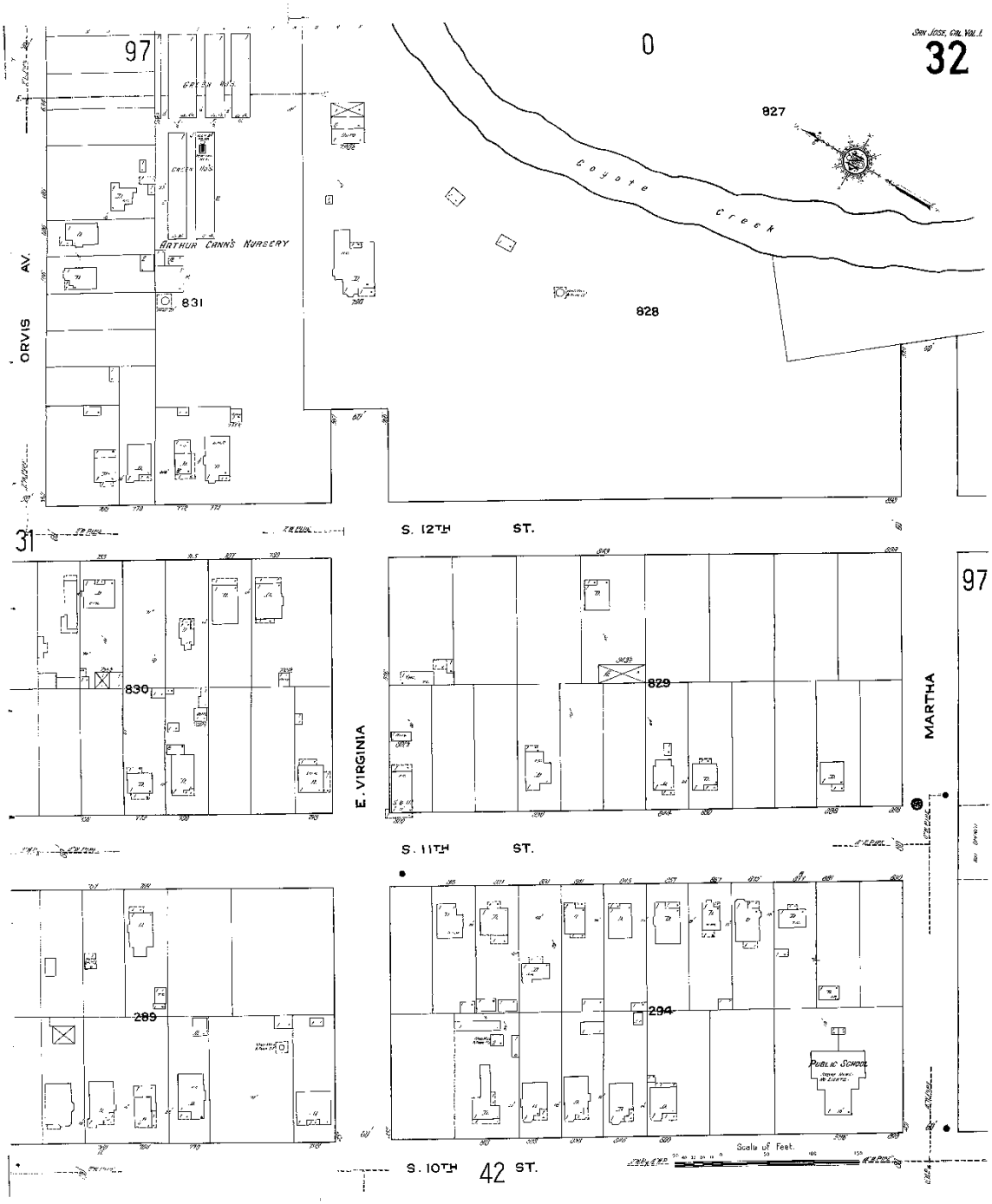

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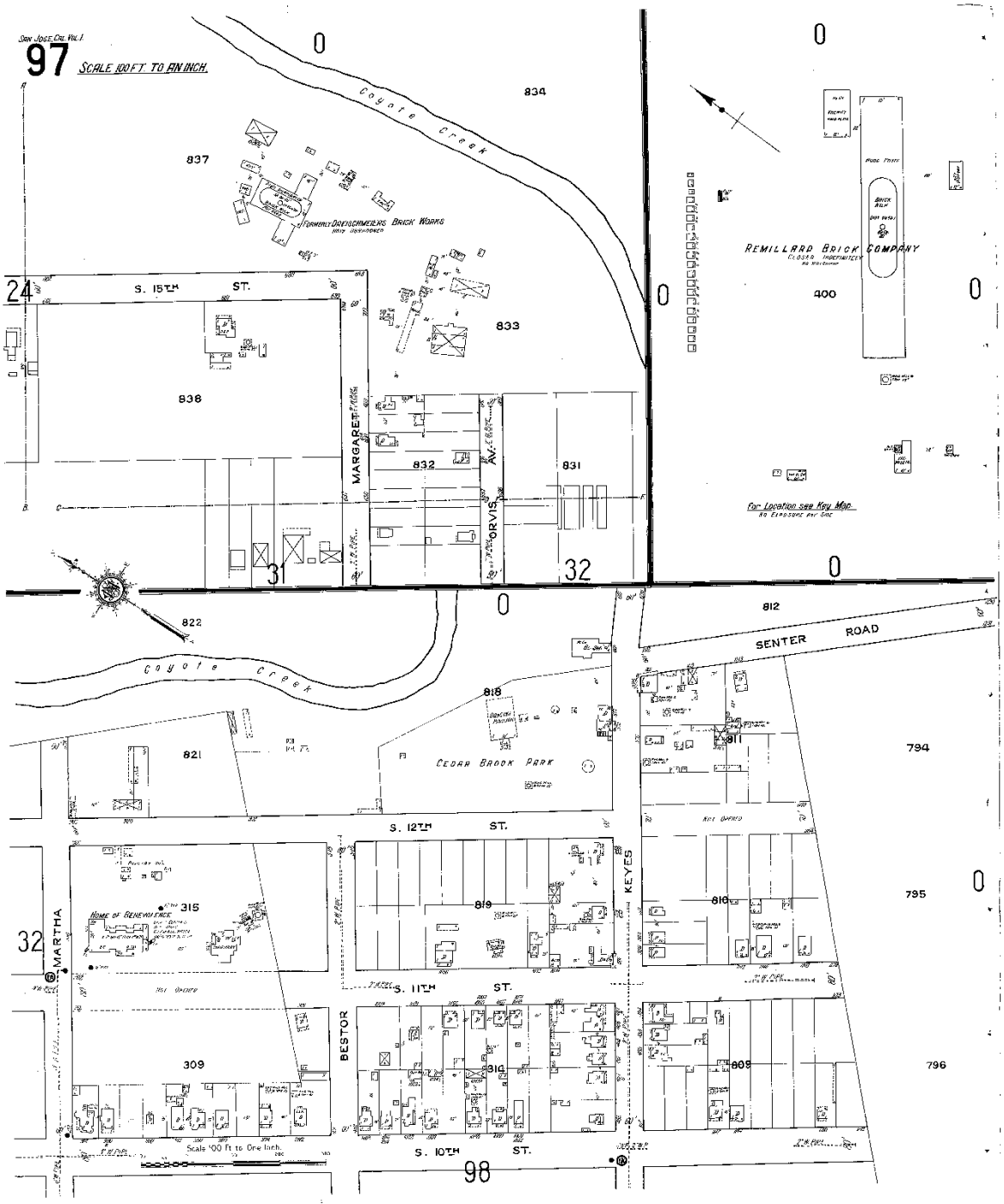

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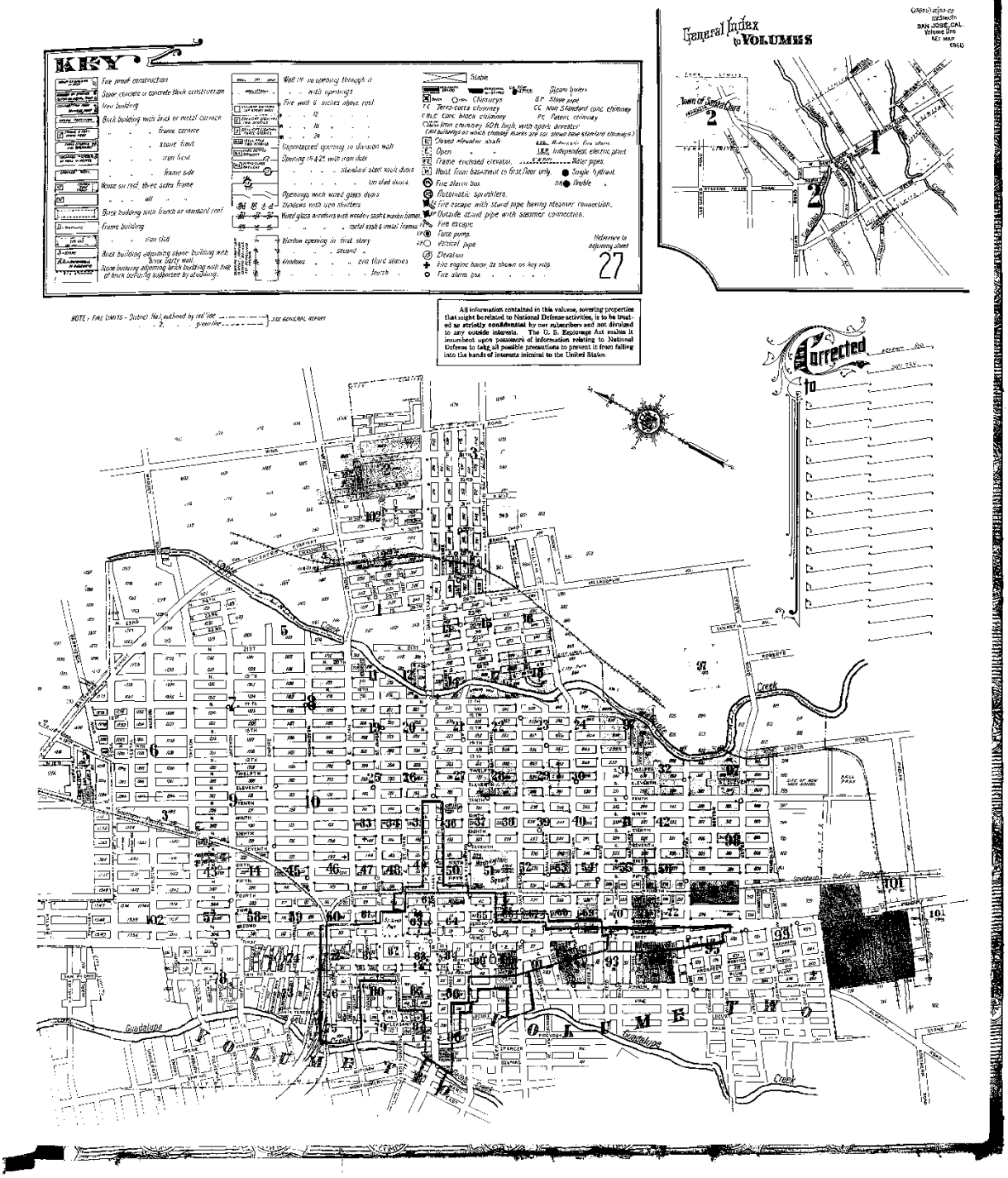

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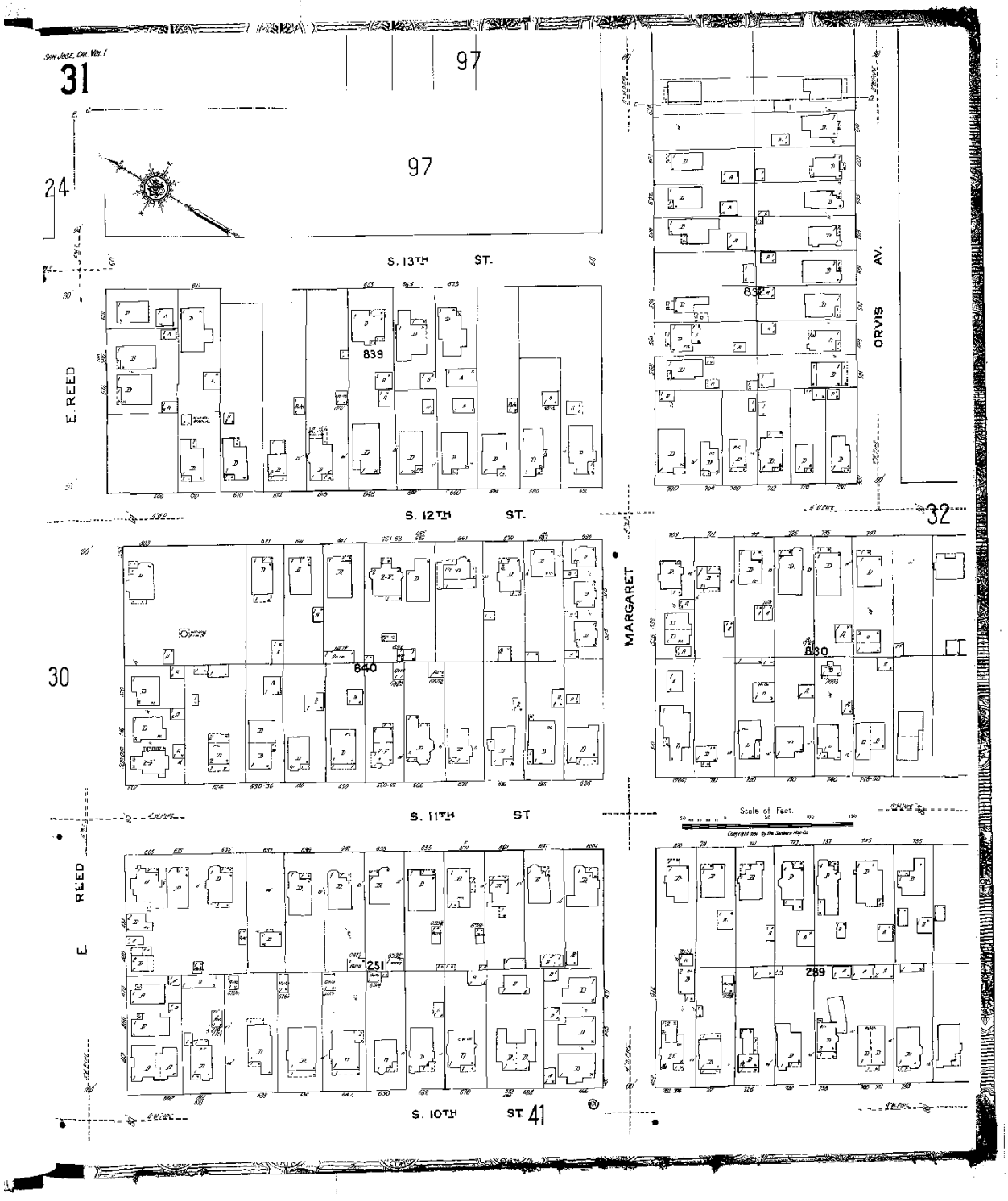

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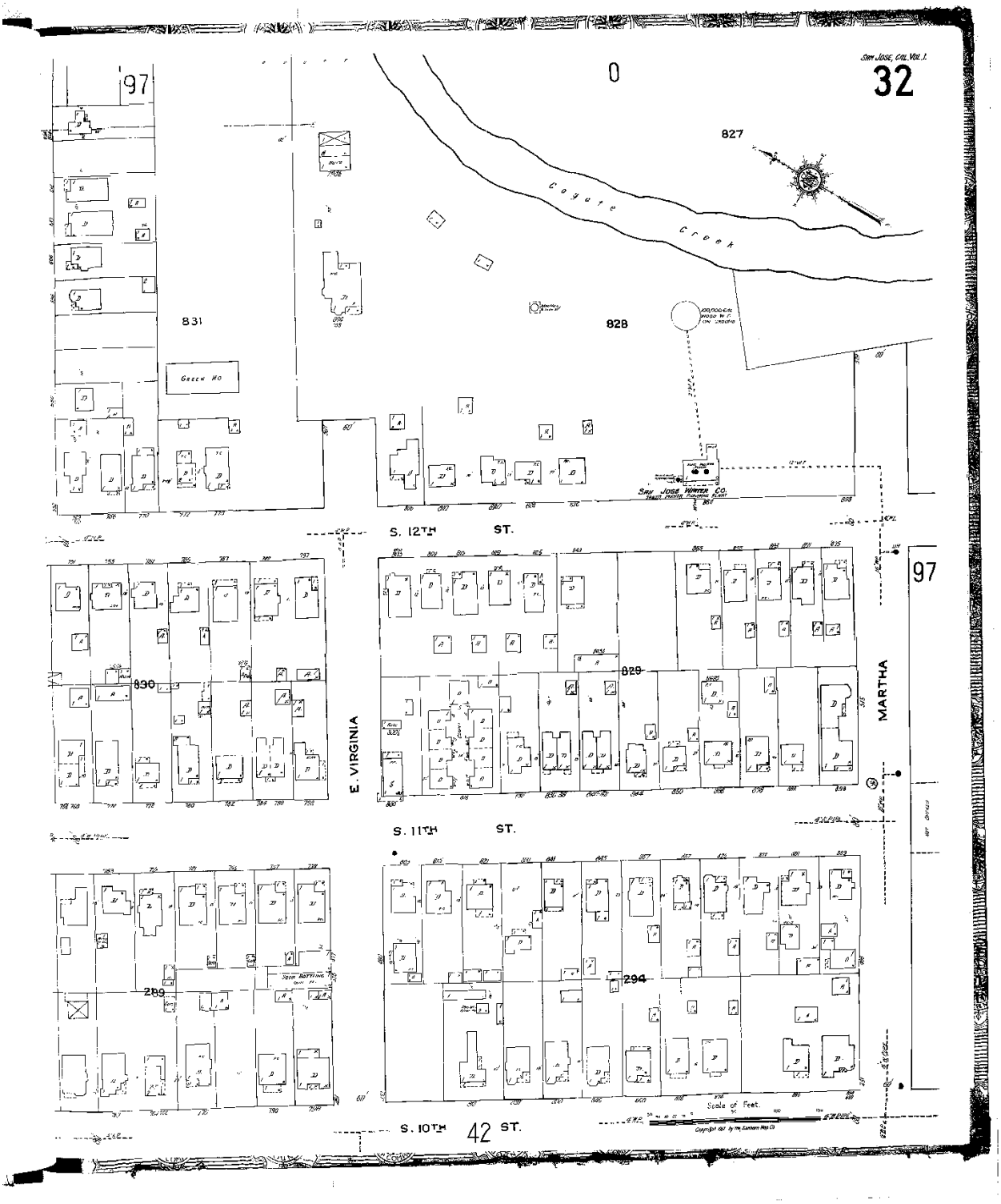

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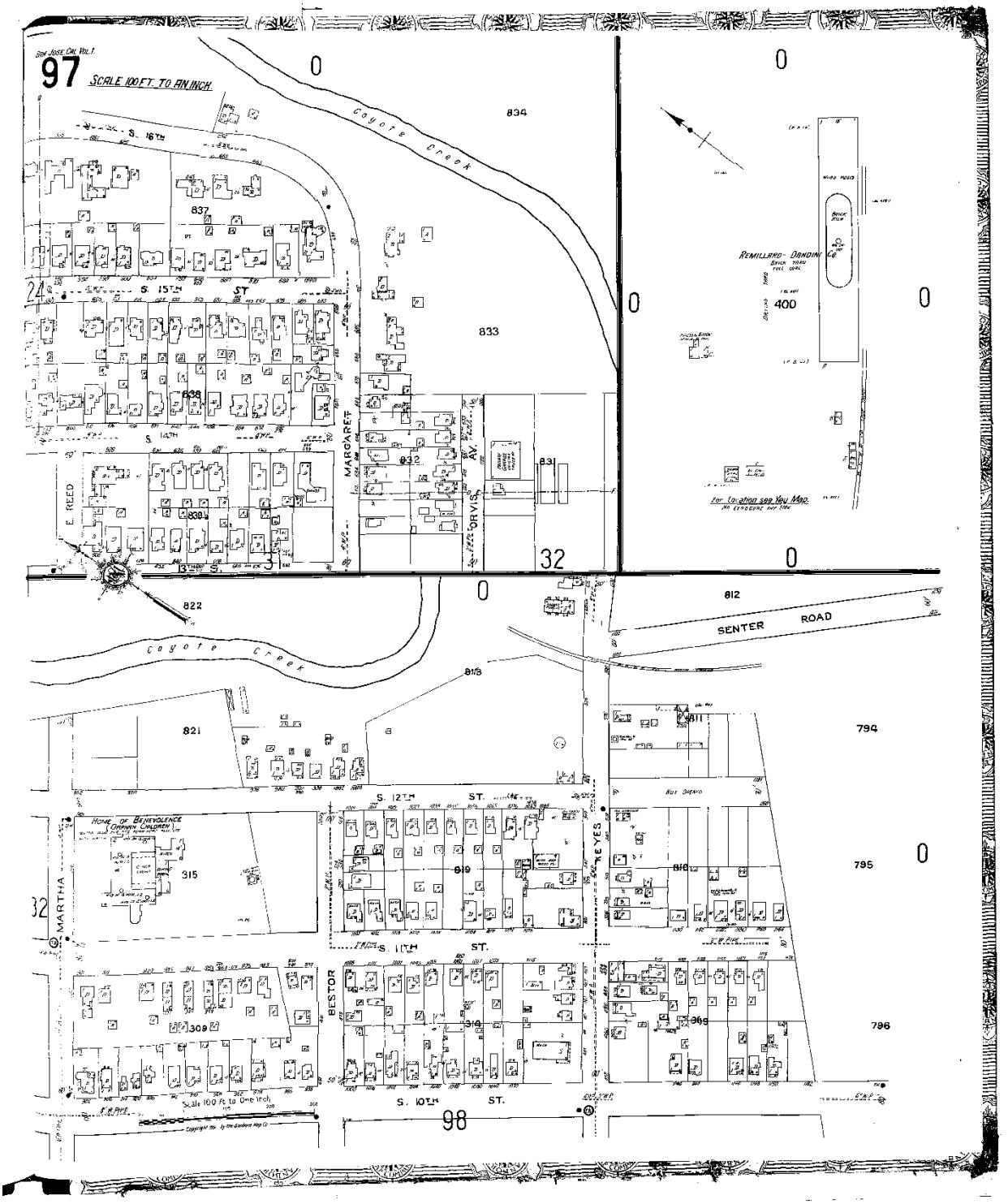

Sanborn Fire Insurance Map of San Jose, 1950, Volume 1, Sheet 97 (San Jose Public Library).

State of California ⍰ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

Page 1 **of** 20 ***Resource Name or #:** (Assigned by recorder) Coyote Creek Trestle
P1. Other Identifier:

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

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

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

c. Address Story Road/Keyes Street and Senter Road City San Jose Zip 95112

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

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 472-12-73 for the approach to the Trestle.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Coyote Creek Trestle is located in central San Jose on the block bound by Sinclair Freeway to the north, McLaughlin Avenue to the east, Story Road/Keyes Street to the south, and S. 12th Street to the west. The Trestle is raised above Coyote Creek, a stream that is 62 miles long beginning at the junction of the East Fork Coyote Creek and Middle Fork Coyote Creek and flows north towards the San Francisco Bay.[1] Coyote Creek cuts through the western and southern end of the block. Coyote Creek cuts through the western and southern end of the block. Currently, Coyote Creek Trestle is part of an unsanctioned footpath that begins on the block north of Story Road/Keyes Street and leads northeast to and under the Sinclair Freeway. (See Continuation Sheet.)

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

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

P5b. Description of Photo: (view, date, accession #)
A view of the Trestle from Coyote Creek Trail, looking south. TreanorHL, September 2022.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P6. Date Constructed/Age and Source:** ✓ Historic ☐ Prehistoric ☐ Both
1921-1922, Historic aerials; The Western Pacific Railroad Company, *Fifth Annual Report, 1920.*

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address)
TreanorHL
550 Montgomery Street, Suite 500 San Francisco, CA

***P9. Date Recorded:** October 21, 2022

***P10. Survey Type:** (Describe)
Intensive survey

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
TreanorHL, *Coyote Creek Trestle, Story Road/Keyes Street and Senter Road, San Jose, California, Historic Resources Evaluation - Final*, May 30, 2023

***Attachments:** ☐NONE ☐Location Map
✓Continuation Sheet ✓Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Coyote Creek Trestle ***NRHP Status Code**

B1. Historic Name:
B2. Common Name: Coyote Creek Trestle
B3. Original Use: Railroad Trestle, industrial B4. Present Use: Not in use
***B5. Architectural Style:**
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1921-1922. (See Continuation Sheet.)

***B7. Moved?** ✓ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: b. Builder:
***B10. Significance: Theme** **Area**
Period of Significance. 1922 - c. 1965 **Property Type** **Applicable Criteria**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The City of San Jose developed around the pueblo of San Jose which was, in the 1790s, between First Street and the *acequia*, a waterway connecting to the Guadalupe River. Many of the structures associated with the pueblo would be located around what today are Market, San Pedro and Santa Clara streets, with pueblo lands extending to St. James Street to the north and to William Street to the south.

The Early American Period (1846 – 1869)[2]

By the 1850s the commercial district of the growing community centered at the intersection of Market and Santa Clara streets. Surrounding this hub of commerce were agricultural lands to the north and east with residential development extending out from the commercial district.[3]

San Jose began to draw more residents from the East Coast as well as immigrants from Europe and China in the 1860s. Completed in 1864, the railroad between San Francisco and San Jose accelerated commercial development of the area. The city became part of the national economy by opening new markets for the agricultural and manufacturing production of the surrounding valley. The public and private investment in infrastructure (natural gas service, piped water, and sewers) resulted in a construction boom in the central core—a large number of residential buildings were constructed in the 1860s and 1870s. (See Continuation Sheet.)

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

***B12. References:**
See Continuation Sheets.

B13. Remarks:

***B14. Evaluator:** TreanorHL
***Date of Evaluation:** October 21, 2022

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

***P3a. Description, Continued:**
The block is comprised of vegetation along Coyote Creek on the west, and commercial and industrial buildings on the east. The surrounding area is primarily residential to the west and primarily commercial to the east.

Constructed from 1921 to 1922, Coyote Creek Trestle is a single-track timber high-pile trestle approximately 250 feet in length.[4] While various types of wood bridges were utilized in U.S. railroad construction as early as the 1830s, most timber trestles for railroads were constructed in the U.S. between 1900 and 1950.[5] The Trestle is of pile-bent construction, which was commonly used for railroad tracks in areas with soft ground, over water, or over a ravine.[6] The estimated height for the Trestle is approximately 25 feet at its tallest point; pile trestles do not typically reach higher than 30 feet.[7] The piles might have been covered with tar and a layer of whitewash as was a common practice to delay erosion, however with minimal visible evidence remaining of such materials the extent of this type of treatment at the subject trestle is undetermined.[8]

The Trestle's substructure is composed of eight spans and eight sets of six round piles, four vertical and two battered. Each set of piles has two, four, or six sway braces, depending on its height. At the highest point, piles have six sway braces—two on either side, staggered at the top, middle, and bottom sections. The two end piles have two sway braces. While most sway braces are wood, several are metal, indicating a possible repair after the Trestle's initial construction. Depending on height, either one or two ledgers are attached to the piles. While most of the ledgers are wood, several are metal and appear to be later repairs.

The superstructure is an open system, consisting of the deck, cap, stringers, ties, and rails. The superstructure is a variation of the plank deck type, where lumber planks are laid on top of the supporting beams, or stringers.[9] The superstructure is a variation of the plank deck type, where lumber planks are laid on top of the supporting beams, or stringers.[10] The piles are connected with a horizontal square cap on top which extends past the span. The ties rest on stringers, which are perpendicular to both the ties and the caps. Most of the ties are only as wide as the stringers, however every seventh tie extends past the stringers. On the extended ties sit metal poles which hold up metal cables that run the length of the Trestle. The ties overlap approximately four feet into the land on the south entrance. The metal rails have since been removed.

A metal fence with an opening cut out occupies the south entrance. A metal grate supported by steel beams sits to the side. On the north entrance, a metal fence sits only to the side. The Trestle is raised above Coyote Creek and the Coyote Creek trail, which is paved in this area.

***B10. Significance, Continued:**
The single-family homes built in this era derived from popular Victorian era styles. These were wood frame structures, vertical in massing and typically had steep gable roofs, dormers and wide ornamental porches. By the late 1860s, the Italianate style balloon-framed residences became popular, but they were gradually replaced by the modern platform framing methods and the Queen Anne architectural style in the mid-1880s.

Horticultural era (1870 – 1918)[11]
The horticultural potential of the Santa Clara Valley was recognized by the mission fathers who

established small orchards and vineyards. By the 1860s, orchards were being set out in East San Jose, Milpitas, and the north valley. In the 1870s increasing residential and business growth led to the shifting of the orchard lands to new communities such as the Willows, Berryessa, Los Gatos, and Saratoga. The 1880s saw orchards expanding into the Campbell, Evergreen, and Edenvale areas. Orchard products, the most popular of which was prunes, dominated agricultural production by the end of the century and fruit production peaked in the 1920s. the canning industry also started in the 1870s in residential San Jose, and the fruit canning and packing industry quickly grew to become the urban counterpart of the valley's orchards.

Commercial growth boomed in the 1880s and steadily grew toward the end of the century. The business district of San Jose moved southward along First Street. A new city hall, the port office, and many large commercial buildings and business blocks were constructed.

Changes in transportation during this period also influenced the development patterns: the first electric streetcar line was built between San Jose and Santa Clara in 1887-1888; trolley lines within the city served multiple neighborhoods; the Interurban Railroad had lines to Saratoga, Campbell, and Los Gatos by 1905; and the Peninsular Railway had lines from San Jose to Palo Alto and Cupertino by 1915.

The first automobiles appeared in the valley in the late 1890s. Several pioneer automobile factories were established in San Jose after 1900. The first experiments in aviation and communications also took place during this period.

Commercial development was also rapid during this period: much of the older housing stock in the downtown was relocated to the edges to make way for commercial and industrial development. The gaps in the urban fabric were filled to meet emerging housing needs.[12]

Inter-War Period (1918 – 1945)
After World War I, San Jose entered a period of great prosperity. Three projects were initiated in 1929 that spurred growth: the development of the water conservation program, the connection of the Bayshore Freeway between San Jose and San Francisco, and the establishment of Moffett Field as a Navy dirigible base. During the post-war period, population growth continued to expand urban boundaries, and orchards were replaced with residential developments.[13] During the 1930s, single-family residential subdivisions were designed in a variety of Period Revival styles—most prominent being Tudor Revival, Spanish Colonial Revival and Colonial Revival styles.[14]

By the 1930s the automobile was growing in prominence and the railway ceased to operate. With the growing reliance on the automobile and the development of the suburbs, downtown businesses began to move out of the city center to the suburbs.[15]

Industrialization and Urbanization (1945 – 1991)
Soon after World War II, the business community launched an active campaign to attract new non-agricultural industries to Santa Clara County. By the 1960s, Santa Clara County's economic base was dependent upon the electronic and defense industries. Attracted by the increasing job market, the population of the Santa Clara Valley experienced phenomenal growth after 1950.[16]

Following World War II, modern design dominated new residential development. New industrial jobs attracted many new residents to San Jose which became one of the fastest growing cities in the nation. A.P. "Dutch" Hamann was appointed as City Manager in 1950. Recognizing the city's expansion potential and the changing commercial and industrial base of the Santa Clara Valley, Hamann embarked on an aggressive annexation program to make San Jose the commercial and industrial leader of the region: between 1950 and 1975, the population increased from 95,000 to over 500,000 and the area of the city grew from 17 square miles to over 200 square miles. The residential subdivisions as well as commercial and industrial centers replaced orchards outside the central city core.[17]

History of the Western Pacific Railway Company

The Western Pacific Railway Company (WP) incorporated in 1903, but plans for the line began in the 1860s, at the time when railroad companies Union Pacific and Central Pacific were well on their way to complete construction on the transcontinental railroad.[18] WP connected Salt Lake City to the San Francisco Bay through the Sierra Nevada via Feather River Canyon Northern California.[19] While Central Pacific already had a route laid through the Sierras, the tracks were unusable during stormy weather or heavy snow, and WP solved this problem by building their tracks on a lower grade.[20] Along with providing a reliable route through the Sierras, WP opened up competitive pricing on the west coast as it was an alternative to the Southern Pacific Railroad who held a monopoly in the area for freight and passenger transportation since the mid-19th century.[21]

WP's Feather River Canyon route was conceived by surveyor Arthur Keddie, who, with thirty Chinese laborers began construction in Feather River Canyon in 1869.[22] This phase of the project, however, did not develop passed grading in the area, and plans were on hold until the company came under the investment of George Gould, son of Jay Gould, an established railroad entrepreneur.[23] Jay Gould did not build his railroads; instead he acquired them through stock and mergers.[24] Separate from WP, the Gould Railroad covered over 10,000 miles across the U.S. and included railroads from Pacific, Great Northern, and Wabash.[25]

Gould's plans to expand on the west coast were impeded by Southern Pacific's control of the area since their railway system was established decades prior.[26] Despite legal obstacles, the line between the San Francisco Bay and Salt Lake City began in 1906, and railroad laborers successfully built a terminal at the waterfront in Oakland by 1906.[27] Tunneling underground and building a bridge across the San Francisco Bay was too large an expense, so goods were transported to Oakland and then carried across the water in a ferry to San Francisco. In 1909 the Feather River Canyon line was completed at 924 miles with 41 steel bridges and 44 tunnels.[28] Along with the Gould Railroad, WP claimed 13,708 miles of track that reached from San Francisco to Baltimore.[29]

While freight service began in 1909 and passenger travel on WP began in 1910, the company struggled financially.[30] When Gould tackled the route at Feather River Canyon, labor was considerably more expensive than when the first railroad lines were laid down, and many cities already had local and interstate service provided by other companies.[31] The development of WP came well after larger railroad companies merged with smaller, local lines and after the government assistance for railroad construction ended.[32] Gould lost a considerable sum and the company filed for bankruptcy in 1916.[33]

During World War I, the federal government took control of the nation's railroad systems through the

newly created U.S Railroad Administration.[34] When the railroads were returned after the war, WP was additionally given $9 million for damages incurred. WP used the money to purchase the Sacramento Northern Railroad in 1925 and later the San Francisco-Sacramento Railroad in 1928. The company connected the two lines and had a railway from San Francisco to Chico through Oakland.[35]

WP reorganized in 1917, and continued to expand in the 1920s and into the 1930s before encountering financial problems only exacerbated by the Great Depression. In 1926, the company passed from Gould to Arthur Curtiss James, a railroad financier. Under James, the western region of WP underwent repairs and the company built smaller feeder lines connecting to main tracks. The company reorganized for a second time in the late 1930s, but by World War II, the need for transportation bolstered the company's profits. The California Zephyr, a scenic passenger line, was debuted in 1949 and stretched between Chicago and Oakland through the Central Corridor and the Feather River Canyon routes.

In the 1950s, WP purchased more land in the San Francisco Bay Area for industrial transportation. Clientele increased, namely Ford Motors who established a plant in Milpitas. By the 1960s, the Feather River Canyon route was in need of repairs; coupled with the boom in air and automobile travel, and the highway system WP saw a dramatic decrease in passenger fares. WP closed passenger travel in 1970. The 1970s were a mix of highs and lows, and WP passed again through different hands of management. In 1982, WP merged with Union Pacific and the company ended as a sole entity.[36]

Western Pacific Railroad Company—San Jose Branch[37]

Published in 1915, a report titled, "Report on the Western Pacific Railway" written by the California Railroad Commission discussed anticipation for WP's bankruptcy. The Commission sought to resolve the financial problems of the railroad, and prescribed additional feeder lines and branches, either acquired or built, to generate revenue. The Feather River Canyon line that follows into the San Francisco Bay was speculated for extensions, and WP built several. The report specified building a line from Niles Canyon to San Jose, and large terminals at either end to encourage industrial development along the route.

The company filed for bankruptcy in 1916 before the branch was constructed. The Western Pacific Railway Company reorganized in 1917 under the new name of the Western Pacific Railroad Company, and soon after began construction for the San Jose branch. Charles M. Levy of San Francisco was made president of the newly reorganized company. He previously worked with WP as the general manager.[38] Construction for the San Jose branch began in 1917, but was promptly put on hold as the U.S. entered World War I.[39] Work on the San Jose branch resumed after the war, starting between 1919 and 1921, and was completed in 1922.[40]

Southern Pacific (SP) had a monopoly in the Santa Clara County through leasing tracks from South Pacific Coast for nearly three decades before WP planned its San Jose branch. In 1917, WP secured a franchise to build in San Jose.[41] While WP and SP were unwilling to negotiate the possibility of shared tracks for the San Jose to Niles Canyon line, WP still needed to intersect SP's built or subsidiary lines in San Jose at several points.[42] SP physically blocked tracks with trains moving back and forth so WP's laborers could not build.[43] Citizens complained the frequent moving trains were a safety hazard as fire trucks would struggle driving across the city in a timely manner, and WP was eventually able to lay tracks down.[44] The hook-shaped alignment of the San Jose branch reflects WP's need to largely avoid SP lines. While SP's line cuts through the middle of the city, WP looped around entering northeast into Berryessa

and south to Willow Glen terminating at the depot on The Alameda and somewhere between Bush and Sunol streets.

The San Jose branch was primarily a freight train line intended to serve the industrial areas of San Jose and the areas along the way to Niles Canyon, only occasionally picking up and delivering a passenger or two.[45] The line's circuitous route benefitted the businesses that were underserved by SP, including several canneries.

San Jose's fruit canning industry began in the 1870s and flourished in the first half of the 20th century.[46] WP's line contributed to the export of San Jose's dried, canned, and fresh fruit, although SP was responsible for more fruit cannery export than WP in San Jose and California at large. Freight depots were located at the terminal on The Alameda and Bush Street, and on N. 27th Street between E. Julian and E. Santa Clara streets.[47]

The San Jose branch of WP, later Union Pacific (UP), continued to be used until c. 1995, and tracks directly north and south of the Coyote Creek Trestle are visible in aerial photographs until 1998.[48] The Santa Clara Valley Transport Authority (VTA) purchased the trackage and right-of-way c. 2001.[49] The track rails were likely removed between the mid-1990s and the early 2000s.

Laborers of the Western Pacific Railroad

The Central Pacific Railroad (CPRR) employed thousands of Chinese laborers for work on the transcontinental railroad.[50] Chinese laborers made up a considerable amount of the workforce during the construction of the western tracks connecting CPRR through the Sierra Nevada mountains to the Union Pacific Railroad.[51] They accounted for roughly 90% of railroad workers with an estimate of 10,000 to 15,000 at its highest, between 1865 and 1869.[52]

The Chinese railroad workers mostly came from southern China in the early to mid-19th century. The regions around Guangzhou, including the counties of Xinning, Kaiping, Enping, and Xinhui, were experiencing social and economic instability caused by war and ethnic conflict.[53] Between the 1830s and 1860s, people from these counties left China, some to find work abroad and others were forced as indentured servants in South America and the Caribbean.[54] Those who moved to the U.S. chose California, after the discovery of gold in 1848. These people took jobs as miners, merchants, fishermen, laundry workers, and domestic workers; while many women were forced into prostitution.[55]

In 1862, The Pacific Railway Act was passed allowing CPRR to construct eastward for the transcontinental railroad. Railroad companies favored white laborers and discriminated against Chinese laborers. In 1865, CPRR advertised in post offices around California for 5,000 railroad laborers but only hundreds of white laborers responded to the posting. The company then hired between 50 and 60 Chinese workers, with concerns of their intellect, work ethic, and possible backlash from white laborers. After some time, management believed the Chinese laborers did well enough, and sought to hire more. Through Chinese merchants, the company recruited Chinese workers from the communities across California, and also directly from China.[56]

Railroad laborers were organized into gangs, or groups, headed by a contractor. They lived together and worked together.[57] In 1867, the Chinese railroad workers for CPRR went on strike. Chinese people were

paid less, given no accommodations as opposed to their white counterparts, and worked longer hours. The strike was peaceful and lasted over eight days, ending only because CPRR cut off the food supply. The Chinese laborers were not given equal pay or accommodations but were not docked for eight days they did not work.[58]

When a depression hit the U.S. in the 1870s, Chinese people were the scapegoat of American anger and frustrations over the economic state. Already having faced decades of discrimination, the Chinese people in the U.S. were subject to another blow, this time in a piece of legislature titled the Chinese Exclusion Act, which was passed in 1882. The Chinese Exclusion Act forbade immigration of Chinese people into the U.S., with the exception of a few professions, such as teachers or diplomats. The Chinese Exclusion Act included forbidding Chinese women to enter the country, in attempt to severe roots grown in the U.S. The act lasted ten years, but was extended through the Geary Act, which remained a law till 1943. While railroad companies still employed Chinese workers in the 1880s and 1890s, as the low cost of labor outweighed penalties they would incur, this changed in the beginning of the 20th century.[59] Most of the major railroads, including the transcontinental railroad, were built by the end of the 19th century, and the last of the companies to hire Chinese laborers were smaller, private companies building within a shorter distance.

Constructed between 1921 and 1922, the San Jose branch of the Western Pacific Railroad Company was not built by Chinese laborers. The beginnings of the WP line at Feather River Canyon are well documented. Arthur Keddie specifically hired 30 Chinese laborers to survey and grade the area in 1869, coinciding with the CPRR's timeline of hiring Chinese workers.[60] The change in predominantly Chinese railroad workers was seen after the turn of the century when the Geary Act was followed much more strictly than when policies had passed under the Chinese Exclusion Act decades prior.[61] By the time the San Jose branch was under construction, Chinese railroad laborers were no longer hired to the extent they were in the 19th century, likely because the companies could not bring people over from China. Sources describe Chinese laborers as making up a smaller fraction of the railroad workforce and specify that WP employed laborers of many different backgrounds, including Greek, Italian, Austrian, Swedish, Norwegians, Koreans, East Indians, along with Chinese people.[62]

Timber Trestles in the Bay Area

A list below shows timber bridges and trestles in Santa Clara County that are still standing or recently demolished (within five years).[63]

- Los Gatos Creek Trestle in Willow Glen, San Jose, Santa Clara County, CA. Also known as the Willow Glen Trestle. This timber pile-bent trestle was part of the San Jose branch of WP and was demolished in 2020.[64]
- Silver Creek Trestle in San Jose, Santa Clara County, CA. This pile-bent trestle on the WP's San Jose branch was damaged in a fire in 2016. Remaining parts of the trestle were removed.[65]
- Gilroy Hot Springs Road Bridge, Gilroy, Santa Clara County, CA. This truss is partially made of wood at the deck, but has a metal frame.[66]
- Los Gatos Bridge, Los Gatos, Santa Clara County, CA. This bridge appeared to be timber at the superstructure and concrete at the substructure. The bridge appears to have been structurally unsafe and was demolished and replaced with a new bridge in 2017-2018.[67]
- Guadalupe River Bridge, San Jose, Santa Clara County, CA. Two bridges, north and southbound, span the width of the Guadalupe River north of Tamien Station. The northbound bridge is a

wooden trestle, and the southbound bridge is concrete. The northbound bridge was damaged in a fire and is in the process of being demolished and replaced with a new bridge. The southbound bridge will be extended. Both bridges appear to be at risk of riverbank erosion damage.[68]

The following subsection is a list of timber trestles in the Bay Area.

- Don Edwards Wildlife Refuge Bridge, Alameda County. This timber pile trestle is still standing and used strictly for foot traffic.
- Seascape Trestle, Santa Cruz County, CA. This is a pile trestle made of wood. It is open to rail traffic.
- San Lorenzo River Trestle, Santa Cruz County, CA. This wood truss bridge is supported by timber piles. It is unclear whether this trestle is still in use.
- Soquel Creek Bridge, Santa Cruz County, CA. This timber trestle is open for train usage.
- Southern Pacific (now San Benito Railroad, LLC) pile-bent trestle over Pajaro River, Santa Clara County, CA (near San Benito County line). Also known as the Pajaro River trestle. This timber pile-bent trestle is on an active railroad line, far from urbanized areas, and is not accessible to the public.
- Corte Madera Drawbridge, Marin County, CA. This bridge is a bascule deck plate girder bridge, but has timber piles at points in the substructure. Parts of the north approach of the bridge were removed between 2002 and 2003, but it is still open to traffic.[69]

Three bridges are listed in the San Jose Historic Resources Inventory.

- Coyote Creek Bridge is a Structure of Merit. This bridge is not the subject structure of this report.
- Miguelita Creek Bridge is a Structure of Merit.
- Los Gatos Creek Bridge is an Identified Structure.

Santa Clara County has one bridge listed in its inventory. The Miguelita Bridge is listed on both the San Jose Historic Resources Inventory and the Santa Clara County Inventory.

Architect/Builder

The Western Pacific Railroad Company built the Coyote Creek Trestle in 1921-1922. The chief engineers of the company at the time were T. J. Wyche (1916-1921) and later J. W. Williams (1921-1940).[70] There are no architects, engineers, or builders directly associated with the structure. Railroads typically constructed trestles and bridges using standard sections that would be modified as needed. It is highly likely that Coyote Creek Trestle was constructed this way.

Central San Jose west of S. 12th Street and north of Keyes Road developed in the late 19th century with residential, commercial, and industrial buildings.[71] South of Keyes Street and Story Road and east of Monterey Road was largely undeveloped or orchard land into the early 20th century.[72]

The subject block was not subdivided or developed to the extent its neighboring blocks were in the early 20th century. The buildings that occupied the block included a mix of uses, primarily commercial or industrial with few houses. The land immediately east, west and south of Coyote Creek and west side of S. 12th Street only had several buildings, and the majority of the block's western half, where the Trestle is located, has always been open and undeveloped. The apartment buildings immediately to the west of the Trestle were constructed in the 1960s. Orchards stood on the middle and eastern half of the block until c. 1975, only being removed around the time large commercial buildings were constructed.[73]

On the pocket of land at the northeast corner of S. 12th Street and Story Road/Keyes Street intersection was a small park called Cedar Brook. A dancing pavilion along with a house connected to a small store stood at the park in the early 20th century and were removed by 1950. Directly outside the boundaries of the park, to the north of Story Road/Keyes Street was a blacksmith's shop. By 1950, houses were built north along S. 12th Street. The western edge of the block currently maintains areas of dense vegetation by the creek with the exception of the businesses and houses along the east side of S. 12th Street. The footpath on the block was made c. 2010, when the tracks were removed.[74]

The Trestle was built between 1921 and 1922 as part of the San Jose branch of Western Pacific Railway Company (WP) lines intended for freight service.[75] To the north was the William Street Yard, totaling six parallel tracks. In the neighborhood, the San Jose branch had many industrial feeder spurs, or short secondary tracks that allowed businesses to load and unload railcars without disrupting service of the branch line. The Remillard Brick Company, later known as the Remillard-Dandini Company, was already established in this area prior to the San Jose branch being built, but had industrial spurs connecting to the San Jose branch. The Remillard Brick Co. was located north of the Trestle on the subject block. The Company was founded between 1861 and 1865 in Oakland, and established its San Jose, Pleasanton, and Marin brickyards c. 1890. The San Jose brickyard was open until c. 1955. The company supplied brick for many buildings in Oakland and other cities in the Bay Area. In San Francisco, the company supplied brick for the Palace Hotel, and after the 1906 earthquake and fire, Remillard Brick was used to rebuild the Palace Hotel, the Phelan Building, and the Flood Building among others.[76]

The San Jose branch of WP fostered industrial development in Central San Jose, and many businesses established locations along the WP San Jose branch. Outside the subject block further north toward E. William Street, the D'Arrigo Brothers Company had a spur that fed into the main tracks. The D'Arrigo Brother Co. was a growing and packing company that began in San Jose in 1925-1926. From San Jose, the company exported broccoli across the U.S. through the transcontinental railroad, starting from the San Jose branch of tracks. The company no longer has a location in San Jose and instead is based in Salinas; however, they are still in the business of growing and packing fruits and vegetables and are now known as The Andy Boy Company.[77]

By the mid-20th century, a concentration of businesses crops up south of Keyes Street along Phelan Avenue between Senter Road and Orchard Street (now Little Orchard Street). In 1948, large buildings and feeder lines are visible in aerial photographs, and by 1955 the street is fully populated.[78] Canneries and packing businesses including Beech Nut Packing on Phelan Avenue, The Mayfair Packing Company, and Sun Garden Packing were located in this area with their own spur line to the San Jose branch. Other companies outside of the fruit and vegetable packing industry also set up in the area and have spur lines to WP's San Jose branch, including Langendorf Bakeries, Mercury Envelope, Isaacson Grain, Stadler Distributing, and United Planning Mill.[79] Today, Phelan Avenue between Senter Road and Little Orchard Street is a highly industrial area of San Jose.

A rise in residential development to the west of the subject block took place in the early 20th century. The Spartan Keyes neighborhood is bound by the Sinclair Freeway to the north, S. 12th Street to the east, Keyes Street to the south, and S. 5th Street to the west. The residential development of this neighborhood began in the late 19th century. According to the 1891 Sanborn Map, few houses were built along Keyes

Street, between 7th and 11th streets, and along S. 12th Street, while the rest of the neighborhood was sparsely populated with buildings. Development of this neighborhood continued slowly, and by 1915, the city blocks were almost fully developed especially to the northwest of the subject block.[80] Few blocks, including one bound by Bestor, Martha, S. 8th and S. 9th streets, still maintained orchards.[81] By 1939, the Spartan Keyes neighborhood was entirely developed with residential buildings.[82]

The Coyote Creek Trestle and the San Jose Branch was in continuous of freight and passenger transportation, until 1970 when WP closed passenger services. With the introduction of the highway system, the need for passenger rail travel decreased, however the railroads continued to be used to transport freight. Through the second half of the 20th century, the block bound by Phelan Avenue to the south, 7th Street to the west, Alma Avenue to the north, and Senter Road to the east, grew with industrial businesses. In 1982, WP merged with Union Pacific (UP), and the San Jose branch of WP continued to be used for freight transportation until c. 1995. Since then, Coyote Creek Trestle has been closed to any traffic. Tracks directly north and south of the Coyote Creek Trestle are visible in aerial photographs until 1998.[83] The Santa Clara Valley Transport Authority (VTA) purchased the trackage and right-of-way c. 2001.[84] The track rails were likely removed between the mid-1990s and the early 2000s.

The block was occupied by an unhoused population beginning c. 1998.[85] Makeshift shelters were made along the creek and areas on the block, including under the trestle. A population between 100-300 people fluctuated through the 2000s, making it the largest encampment in the United States.[86] Several closures of the encampment have occurred since the early 2000s, with the most recent being in 2021.[87] In 2021, a fire was started on Senter Road and E. Alma Avenue. Coyote Creek Trestle sustained unspecified damages.[88] As of the site visit in September 2022, the trestle is standing, but remains closed off. The majority of the encampment is cleared, with the exception of a few tents at the south approach.

Current Historic Status
The Coyote Creek Trestle has not previously been identified on any local, state, or national historic resources inventory.

NRHP/CRHR Evaluation
Criterion A/1 – Association with significant events
Development of the area where Coyote Creek Trestle is located began with several small commercial and residential buildings along S. 12th Street and Story Road/Keyes Street in the late 19th century. Residential and industrial development continued over the course of the 20th century. Along Coyote Creek, brick companies, canneries, and packing houses were established in the early 20th century, before the San Jose branch of the Western Pacific Railroad Company laid tracks down.

Constructed in 1921-1922, Coyote Creek Trestle was part of the Western Pacific's San Jose branch, that connected San Jose to Salt Lake City through Niles Canyon, Sacramento, and Feather River Canyon. WP had a larger network of lines through the Gould acquisitions and constructions of railroads that stretched from California to Pennsylvania, and as far south as South Carolina. The Trestle was built after the initial development of the area at the intersection of S. 12th and Keyes streets, but during the period of accelerated expansion for the city in the 1920s and 1930s.

In San Jose, Western Pacific reached businesses that were not served by Southern Pacific's railroads and encouraged the growth of businesses along their San Jose-Niles Canyon line. Many businesses were already established in the subject neighborhood prior to the construction of the branch, including the Remillard Brick Company, later known as the Remillard-Dandini Company. The brick company was already established in this area prior to the San Jose branch being built but had industrial spurs connecting to the San Jose branch. Businesses continued to move into the neighborhood after the Trestle was constructed. Outside the subject block further north toward E. William Street, the D'Arrigo Brothers Company, a growing and packing company established in 1925-1926, had a spur that fed into the main tracks. By the mid-20th century, a concentration of businesses appeared south of Keyes Street along Phelan Avenue between Senter Road and Orchard Street. Canneries and packing businesses including Beech Nut Packing, the Mayfair Packing Company, and Sun Garden Packing were all located in this area with their own spur lines to the San Jose branch. Other industries with spur lines to WP's San Jose branch included Langendorf Bakeries, Mercury Envelope, Isaacson Grain, Stadler Distributing, and United Planning Mill.

The Coyote Creek Trestle is eligible for the NRHP and CRHR under Criterion A/1 at the local level for its association with the industrial development of San Jose. The San Jose branch and the Coyote Creek Trestle was constructed by Western Pacific served industries in San Jose, especially fruit packing and processing, from the 1920s until the industries' decline in the second half of the 20th century. The subject trestle is one of only two extant pile bent timber trestles in the Santa Clara County and the only one in San Jose. The period of significance is from 1922 when it was completed to c. 1965 when San Jose's and the County's fruit industry started to decline.

Criterion B/2 – Persons

No persons of known historical significance appear to have been associated with the subject property. While several people were associated with the development of the WP's San Jose branch in the early 20th century, including the executive George Gould, the president Charles M. Levy, chief engineers T. J. Wyche and J. W. Williams, research did not reveal any direct associations with the construction of the Coyote Creek Trestle. Therefore, the property does not appear eligible for listing on the NRHP or CRHR under Criterion B/2.

Criterion C/3 – Architecture and Construction

Coyote Creek Trestle is a pile bent timber trestle, which was common in railroad construction during the years between 1900 and 1950. Railroad companies, including WP, constructed numerous pile bent timber trestles, but many have been demolished or destroyed in San Jose. The subject structure is one of two extant pile bent trestles that remain standing in the Santa Clara County and the only one in San Jose. A timber trestle stands outside of San Jose over Pajaro River near San Benito County line. In San Jose, two pile bent trestles over Los Gatos Creek in Willow Glen and over Silver Creek were more recently demolished. While Coyote Creek Trestle appears to be the only remaining pile bent trestle in San Jose, it is utilitarian; and appears to have been built to meet a need. There are no architects, engineers, or builders associated with the structure. Railroads typically constructed trestles and bridges using standard sections that would be modified as needed. It is highly likely that Coyote Creek Trestle was constructed this way. The subject structure does not embody the distinctive characteristics of method of construction or represents the work of a master or possesses high artistic values. Therefore, the subject structure does not

appear eligible for listing on the NRHP or CRHR under Criterion C/3.

Criterion D/4 – Information Potential

Archival research provided no indication that the subject structure has the potential to yield information important to the prehistory or history of the local area, California, or the nation. The subject property does not appear eligible for listing on the NRHP or CRHR under Criterion D/4.

Integrity

Coyote Creek Trestle mostly retains its original elements of construction. Impacts to the Trestle's integrity are seen on the deck, with the removal of the rails, at the approaches with the removal of the tracks, and in the substructure with repairs to the pile supports. Replacements for some wood ledgers and sway braces for metal were done, but these repairs are typical of timber trestles. A chain fence was added to close the Trestle off on either side. In March 2021, the trestle sustained unspecified damages when a fire broke out in the area.

Location: The Coyote Creek Trestle retains integrity of location since it has not been moved.

Setting: Integrity of setting is compromised with the commercial/industrial development of the eastern section of the subject block and the construction of the Coyote Creek Trail under the Trestle, which was paved after the construction of the subject structure. However, Coyote Creek itself still runs under the Trestle.

Design: While the integrity of design is somewhat compromised due to the removal of the rails, the superstructure and substructure still convey the form of the original design. The structural design of the Trestle is expressed primarily through the characteristic piles of the substructure, and then through the beams and ties of the superstructure; all of which remain intact.

Materials: The original timber is still in place at most parts of the structure. The metal rails have been removed entirely, and several wood sway braces and sills have been replaced with metal supports. The removed rails and new metal supports do not detract from the integrity of materials. In 2021, a fire broke out in the area and the trestle sustained damage, however, the trestle still maintains sufficient integrity of materials to convey its historic significance.

Workmanship: The timber pile-bent construction remains, and the integrity of workmanship is still evident.

Feeling: The integrity of feeling is retained as the physical attributes of the Trestle, namely the early 20th century substructure and the pile-bent construction typical of its period, is largely intact.

Association: Integrity of association is drastically diminished due to the removal of the rails and railroad tracks. The Trestle is closed off and no longer functions as a bridge for trains.

Overall, Coyote Creek Trestle retains sufficient integrity to communicate its significance under Criterion A/1 for its defined period of significance.

San Jose City Landmark Evaluation

1. *Its character, interest or value as part of the local, regional, state or national history, heritage or culture.*
   Coyote Creek Trestle was constructed in 1921-1922 as part of Western Pacific's San Jose branch. The Trestle was built after the initial development of the area at the intersection of S. 12th and Keyes streets, but during the period of accelerated expansion for the city in the 1920s and 1930s. The Trestle is associated with the industrial development of San Jose during *the Inter-War Period (1918-1945).* The pile bent trestle is an intact example of a rare structure type within urban San Jose since it is the only remaining example of its kind. Coyote Creek Trestle appears to be eligible as a City Landmark under Criterion 1 as a rare railroad structure for its character and value as part of the local history.

2. *Its location as a site of a significant historic event.*
   The structure is not linked specifically to any single significant historic event, but rather to the larger historic context of industrial development of San Jose as described Criterion 1. The structure does not appear to be eligible under Criterion 2.

3. *Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history.*
   There is no person of significance individually associated with the structure. While several people were associated with the development of the WP's San Jose branch in the early 20th century, including the executive George Gould, the president Charles M. Levy, chief engineers T. J. Wyche and J. W. Williams, research did not reveal any direct associations with the construction of the Coyote Creek Trestle. The structure does not appear to be eligible under Criterion 3.

4. *Its exemplification of the cultural, economic, social or historic heritage of the City of San José.*
   Coyote Creek Trestle appears eligible as a City Landmark under Criterion 4 as a good representation of economic and historic heritage of the City of San Jose. The structure was constructed in 1921-1922 as part of the Western Pacific's San Jose branch. It illustrates how railroads were developed and utilized at the early 20th century, and how Western Pacific's San Jose branch served industries in the city, especially fruit packing and processing facilities, during the 20th century.

5. *Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style.*
   Coyote Creek Trestle is a pile bent timber trestle, which was common in railroad construction during the first half of the 20th century. The utilitarian structure does not exhibit a particular a building style that can be associated with a group of people during a particular period in history. The structure does not appear to be eligible under Criterion 5.

6. *Its embodiment of distinguishing characteristics of an architectural type or specimen.*
   Coyote Creek Trestle appears eligible as a San Jose Landmark under Criterion 6 as a rare architectural type. It is one of the two surviving pile bent trestles in the Santa Clara County and the only one in San Jose, that retains a high degree of integrity. Constructed in 1921-1922 as part of Western Pacific's San Jose branch, the subject structure also illustrates how the railroad bridges and

trestles were constructed and utilized at the early 20th century.

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.*
There are no architects, engineers, or builders associated with the structure. Railroads typically constructed trestles and bridges using standard sections that would be modified as needed. It is highly likely that Coyote Creek Trestle was constructed this way. The structure does not appear to be eligible under Criterion 7.

8. *Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.*
Coyote Creek Trestle is a pile bent trestle, characteristic of late 19th to mid-20th century railroad construction. It is made of common materials and embodies characteristic timber trestles of its time in the use of wood, the plank deck superstructure, the battered piles, and height not exceeding 30 feet. The structure does not appear to be eligible under Criterion 8.

   WP built two timber trestles in San Jose, one of which was located in the Willow Glen neighborhood over Los Gatos Creek. This trestle was demolished in 2020.

In conclusion, Coyote Creek Trestle appears eligible as a San Jose City Landmark under criteria 1, 4 and 6 as a good example of an early 20th century pile bent timber trestle (a rare remaining structure type), constructed during the period of *Inter-War Period (1918-1945).*

Based on the above evaluation of Coyote Creek Trestle in reference to the NRHP and CRHR criteria, the subject property appears individually eligible for listing on the NRHP and CRHR under Criterion A/1 at the local level for its association with the industrial development of San Jose. The subject trestle is one of only two extant pile bent trestles in the Santa Clara County and the only one in San Jose. The period of significance is from 1922 when it was completed to c. 1965 when San Jose's and the County's fruit industry started to decline. Coyote Creek Trestle retains sufficient integrity to communicate its significance under Criterion A/1 for its defined period of significance. Coyote Creek Trestle also appears eligible as a San Jose City Landmark under criteria 1, 4 and 6 as a good example of an early 20th century pile bent timber trestle (a rare remaining structure type), constructed during the period of *Inter-War Period (1918-1945).*

***B12. References (Endnotes):**

[1] United States Geological Survey, Coyote Creek, Feature ID: 255083, January 19, 1981.

[2] Unless noted, largely summarized from Winter & Company, *Your Old House: Guide for Preserving San Jose Homes* (August 2003), 13-16.

[3] Glory Anne Laffey (Archives & Architecture), *Historical Overview and Context for the City of San Jose* (March 30, 1992), 12-13.

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