

DOCKETED	
Docket Number:	24-OPT-04
Project Title:	Potentia-Viridi Battery Energy Storage System
TN #:	260824
Document Title:	DR Response 1 - Appendix C Part 3, DPRs to Attachment 1, Revised Cultural Resources Inventory and Evaluation Report
Description:	Part 3 of the DPR forms that are included as Appendix C of the Revised Cultural Resources Inventory and Evaluation Report
Filer:	Ronelle Candia
Organization:	Dudek
Submitter Role:	Applicant Consultant
Submission Date:	12/26/2024 8:25:03 AM
Docketed Date:	12/26/2024

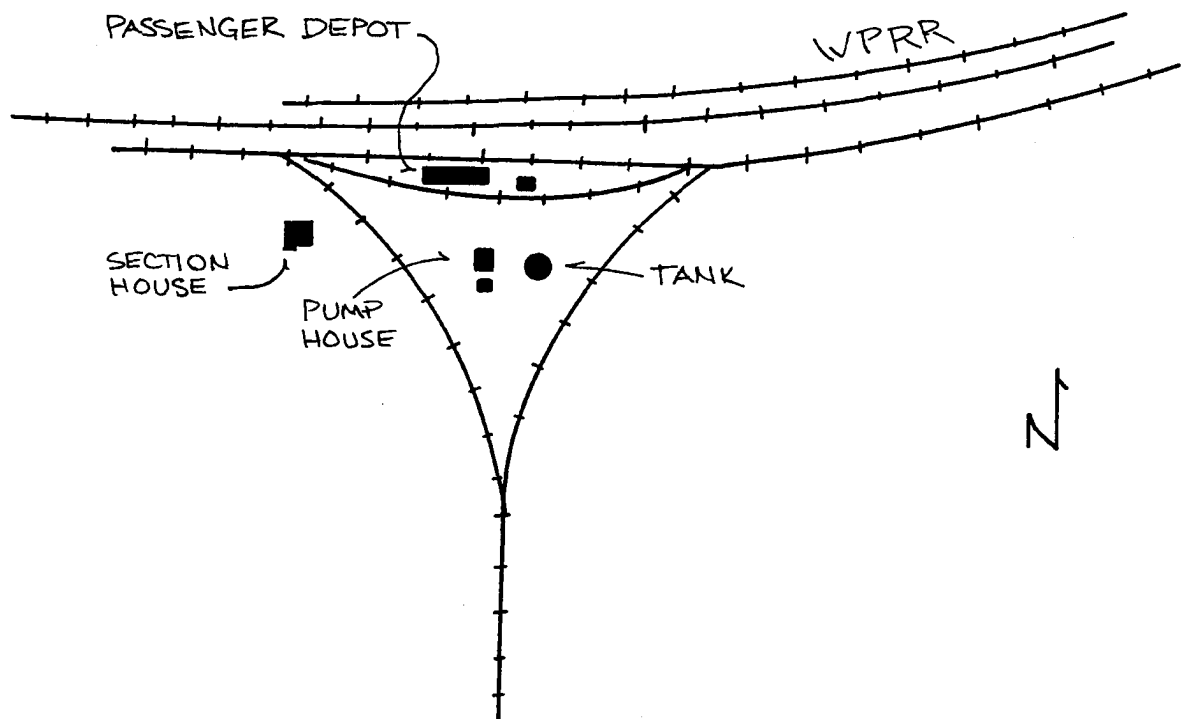
Attachment 1 Appendix C Part 3

Revised Cultural Resources
Inventory and Evaluation
Report:DPRs

This is a detailed topographic map of the Carbondale, Colorado area. The map features the town of Carbondale, which is circled and labeled. To the north of Carbondale is the town of VALPICO. A prominent feature is the WESTERN RAILROAD, which runs diagonally from the upper right towards the center. Several roads are shown, including a horizontal ROAD and a vertical ROAD. The map includes contour lines indicating elevation, with labels such as 106, 108, 120, 140, 158, and 125. Spot elevations are marked with numbers like 149, 180, 189, 158, and 125. A large, heavily shaded area in the lower left represents a forested or wooded region. Other features include a 'Pit' in the upper left, a 'Water Tank' in the upper right, and 'Jefferson Sch' (Jefferson School) in the lower right. The map is divided into sections by a grid of lines, with section numbers 4, 3, and 10 visible.

PIPELINE LOCATION: MP 229.2

P-39-0000918



SITE NAME: Western Pacific Mainline, San Joaquin County
SITE NUMBER: WPW-11 and WPW-12
SITE SKETCH: Carbona Station, 1912
PIPELINE LOCATION: MP 229.2

RAILROAD FEATURE INVENTORY FORM

P-39-000098

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 229.2
QUAD NAME & NO.: Tracy (39)

LOCATION NO: WPW-12
PHOTO DATE: April 17, 1994

1. **Name of Line:** Western Pacific Mainline

2. **Location of recordation:** This site is located on the north side of Linne Road at Carbona (Photograph 1).

3. **Structures at or near this location:** There are switches and sidings at this site (Photograph 2). To the east are the shed roofed storage shed, corrugated metal flat roof shed, and front gabled wood frame electrical shed described in the inventory form for Site WPW-11.

4. **Setting at this location:** Site WPW-12 is located along Linne Road south of Tracy, at or near Carbona. On the north are agricultural fields, while on the south is an industrial area with produce shipping facilities and light industrial buildings. The spur lines connecting to the mainline north of Linne Road run in a generally southwestern direction toward an area of gravel pits.

5. **Integrity considerations for this feature:** The tracks at WPW-12 are on a spur of the Western Pacific line south of Tracy. The mainline sits to the north, parallel to the pipeline study area. The spurs cross the study area. Given the configuration of the track and mature trees within the lines, Site WPW-12, with Site WPW-11, is possibly the location of a rural train station or platform, now gone. The main spur south of the site is currently abandoned, but the spurs get limited use as access to the produce shipping and light industrial areas. The spur at WPW-12 evidenced more use than did that at WPW-11. The ties for the spur at WPW-12 are located below grade, and no tie plates are visible. The rails date from 1909 to 1927.

6. **Attributes at this location (measurements in feet):**

Width, berm-berm: At grade

Top width (crown): At grade

Height or Depth: At grade

Ballast Material: Dirt and gravel

7. **Observed dates:**

Rails: APE: 1909

North: 1925

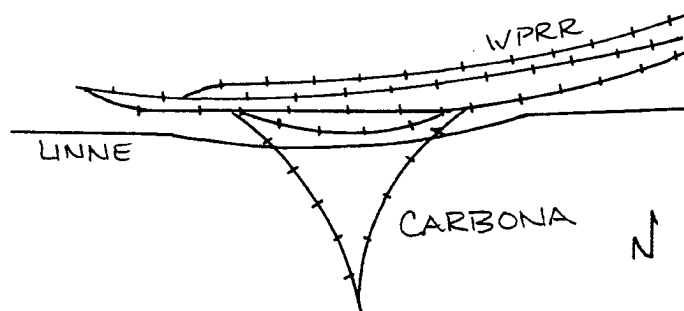
South: 1927

Tieplates: 1917, consistently along line

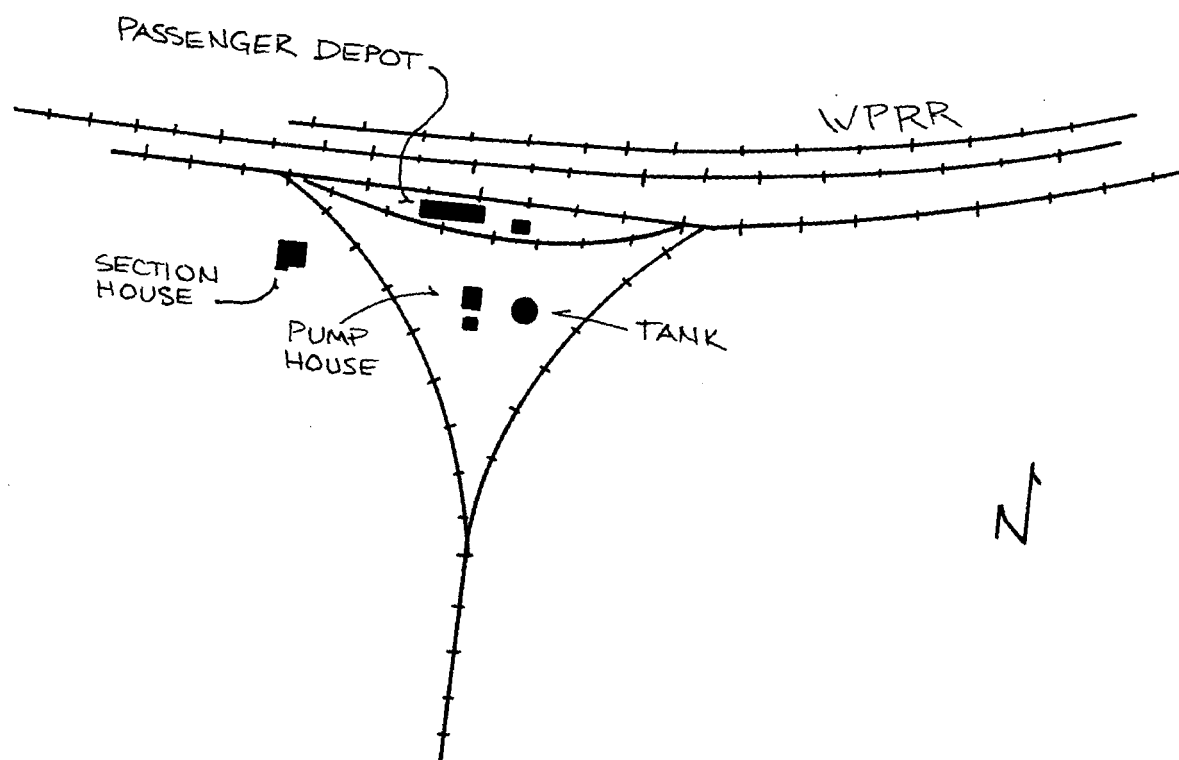
Other:

Sketch, in cross section: At grade

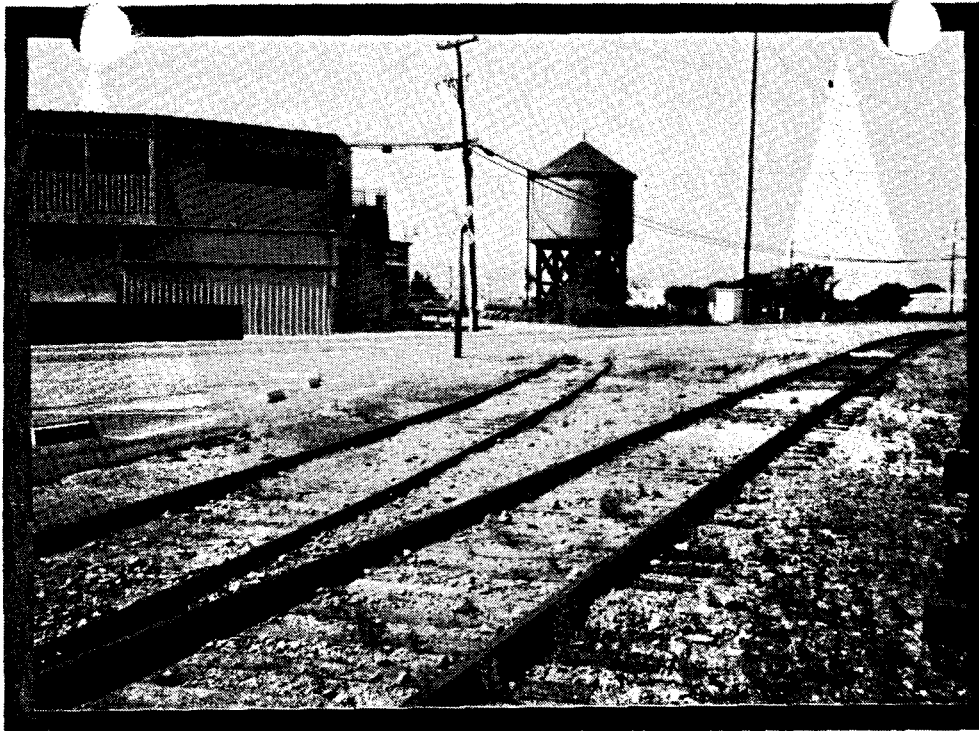
Location Sketch:



P-39-000098



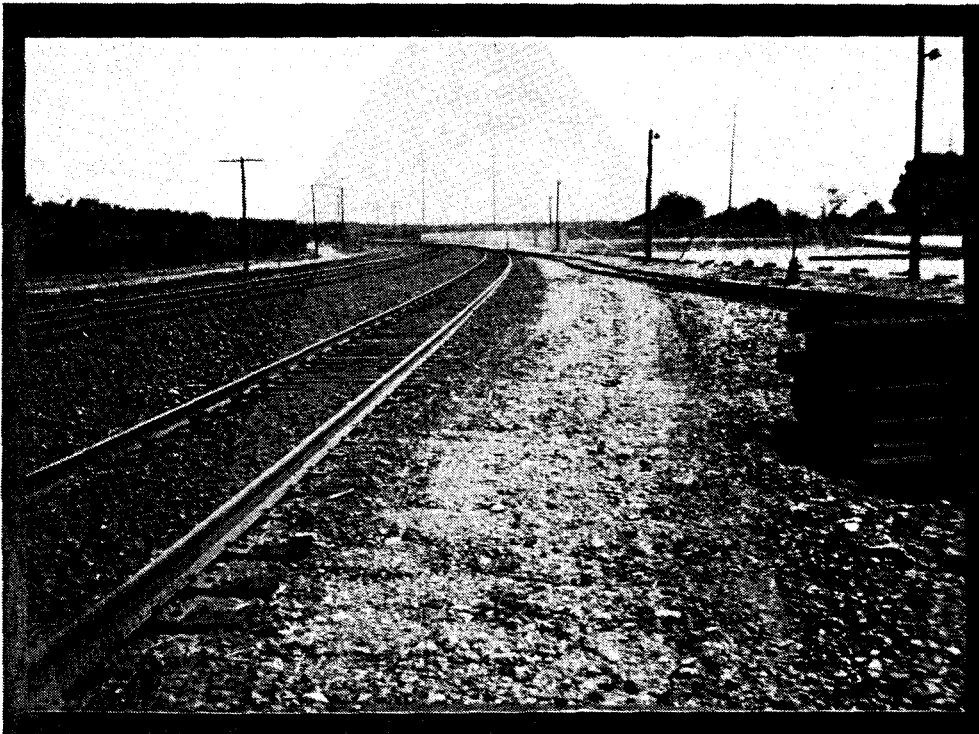
SITE NAME: Western Pacific Mainline, San Joaquin County
SITE NUMBER: WPW-11 and WPW-12
SITE SKETCH: Carbona Station, 1912
PIPELINE LOCATION: MP 229.2



1

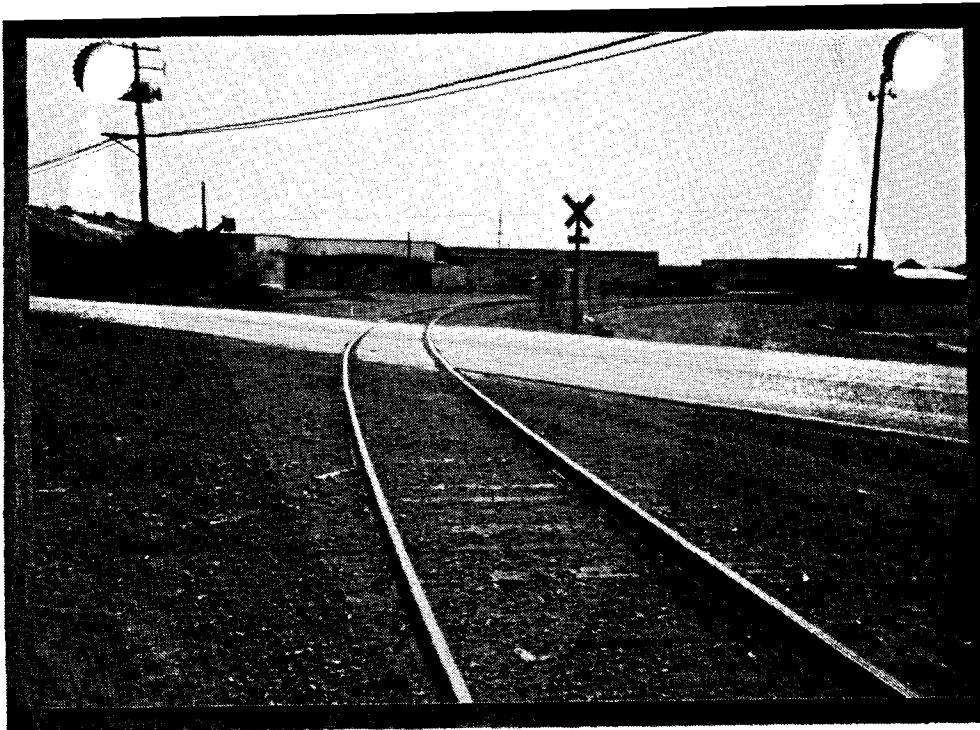
Photograph Number: 1
Site Number: WPW-11
Common Name: Western Pacific Mainline and
spurs

Photograph Number: 2
Site Number: WPW-11
Common Name: Western Pacific Mainline and
spurs



2

P-39-000090



1

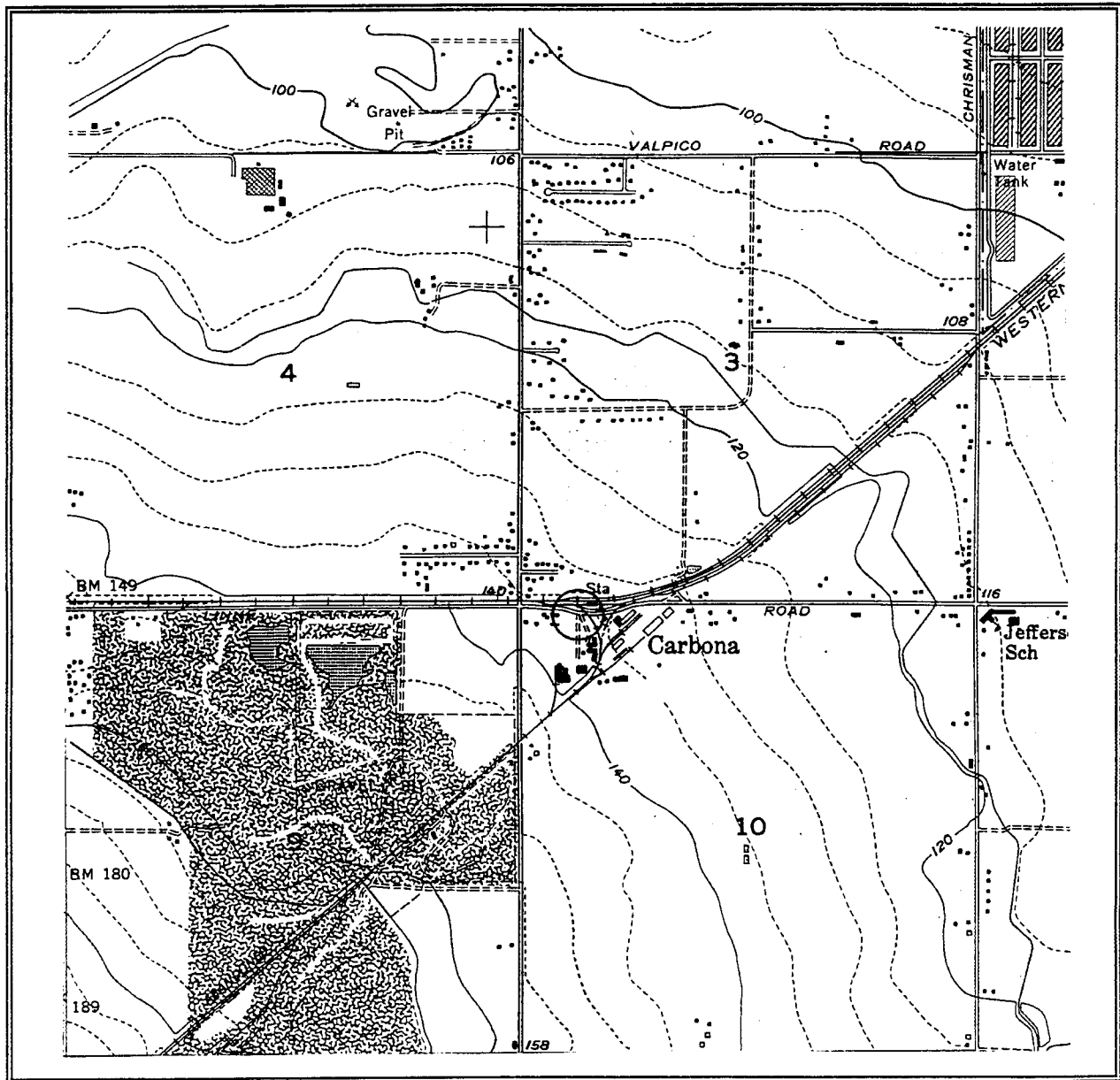
Photograph Number: 1
 Site Number: WPW-12
 Common Name: Western Pacific Mainline

Photograph Number: 2
 Site Number: WPW-12
 Common Name: Western Pacific Mainline



2

P-29-000099



SITE NAME: Western Pacific Mainline, San Joaquin County

SITE NUMBER: WPW-12

QUAD SHEET: "Tracy Quadrangle," USGS: 1954, photorevised 1981

PIPELINE LOCATION: MP 229.2

P-39-0000 98

5/96

SITE NAME: Western Pacific Railroad

SITE NUMBER: WPW-1, WPW-2, WPW-3, WPW-4, WPW-5, WPW-6, WPW-7, WPW-8, WPW-9, WPW-10, WPW-11, WPW-12

QUAD SHEET: Various; see site forms

PIPELINE LOCATION: Various, see site forms

> Lathrop

Feature Description

The proposed Mojave pipeline crosses the tracks of the Western Pacific Railroad at 12 locations in Sacramento, San Joaquin, Alameda and Santa Clara counties. All crossings are of the Western Pacific Mainline, except for WPW-8, which is on a branch line to San Jose and WPW-11 and WPW-12, which are on a spur at Carbona Station near Tracy. Nearly half of the crossings (5 of 12) are near Tracy in San Joaquin County.

At nine of the 12 crossings, the Western Pacific trackage shows signs of very recent improvement, many post-dating the 1980 acquisition of the line by the Union Pacific. In these cases, the track has been upgraded with new rails, often welded, as well as new ties and ballasting. The exceptions to this upgrading are the three crossings not located on the mainline. At the siding near Tracy, the rails bear rolling dates of 1909 to 1927. The San Jose spur line has rails from the 1930s.

The 12 crossings of the Western Pacific Railroad include no notable structures, such as bridges or tunnels. The crossings are located in a variety of settings, from urbanized areas in the south bay of Alameda and Santa Clara counties to agricultural lands in San Joaquin and southern Sacramento counties.

More detailed descriptions of the 12 crossings, including maps showing location, are provided in the attached "Railroad Feature Inventory Forms."

History of Feature

The Western Pacific Railroad was a relatively late arrival in California, among the major rail lines. As with the Central Pacific and the Santa Fe, the Western Pacific Railroad began inauspiciously as a modest effort of a group of investors to build a local railroad, as opposed to a transcontinental railway. Indirectly, it may be traced to early coal mining operations in California. Several shallow coal mines were opened in the late 1850s in Corral Hollow Canyon in Alameda County. For years coal was hauled by wagon from the mines to the San Joaquin River where it was loaded on barges. In the 1880s John and James Treadwell, experienced miners from Alaska, purchased the Corral Hollow coal property, renaming it the Tesla Mine. During the 1890s, the Treadwells and Walter J. Barnett brought together a number of California investors to organize the San Francisco & San Joaquin Coal Company (SF&SJC). On April 29, 1895, SF&SJC formed a subsidiary, the Alameda & San Joaquin Railroad, to construct a standard gauge railroad from the Tesla Mine to Stockton, a distance of 36 miles. The line was completed on June 10, 1896 along a roadbed that closely parallels the alignment of the present Western Pacific track from Carbona to Stockton (WPW-2, WPW-11 and WPW-12) (Crawford 1894:39-40; Hoover & Rensch 1966:377; Crawford 1896:51).

1993 or
JRP (1994)
for Woodward-Clyde

In about 1900, Barnett and his partners conceived of a plan to extend the railroad to San Francisco and to build across the Sierra Nevada to Salt Lake City. The group incorporated three railroads in 1902-1903 to build segments of their proposed line through Beckwourth Pass to the eastern boundary line of the State of California. The San Francisco Terminal Railway & Ferry Company was to construct the railroad through the City and County of San Francisco and Alameda County, a distance of 145 miles. A second company, the Sacramento & Oakland Railway Company, would build 100 miles of track up the East Bay from Oakland through Alameda, Contra Costa, Solano, Yolo, and Sacramento. A third company, the Stockton & Beckwourth Pass Railway Company drew the difficult task of building the railroad 290 miles from Stockton through the Sacramento Valley to Oroville, and up the Feather River Canyon and through Beckwourth Pass (Dunscomb & Stindt 1980:10).

At about the same time, financier Jay Gould and E. T. Jeffery, president of the Denver & Rio Grande, secretly began to make preliminary surveys and acquire rights-of-way for a route through the Feather River Canyon. After several skirmishes and much legal maneuvering, Gould and Barnett agreed to cooperate to secure construction of a transcontinental road to compete with the Santa Fe and Southern Pacific. They agreed to form the Western Pacific Railway that would purchase all four of the railroads controlled by Barnett and his associates. Incorporated on March 6, 1903 in California, the Western Pacific included on its board of directors all of the principals associated with the Alameda & San Joaquin Railroad. By 1905, however, Gould had taken control of the company with Edward T. Jeffery installed as president and Barnett nudged down to vice-president and general counsel. Barnett resigned in 1907 leaving the company to Jeffery and Gould. The four railroad corporations formed by Barnett and his associates between 1895 and 1903 were dissolved on November 30, 1908. Among the four, only the Alameda & San Joaquin had ever actually constructed track and operated as a railroad. (Dunscomb & Stindt 1980:11).

Between 1903 and 1905 the Western Pacific completed its surveys and acquired the necessary right-of-way for its track. In November 1905, contractors E. B. and A. L. Stone began grading between Oakland and Oroville, while the Utah Construction Company undertook similar work from Oroville east to Salt Lake City. When completed, the railroad line contained 930 miles of track which included 41 steel bridges and 43 tunnels aggregating 45,494 feet. The rails were joined at Spanish Creek on November 1, 1909. In California the route went from Oakland south to Niles Junction (WPW-9 and WPW-10). Here the route turned east passing through Livermore Valley and ascending through Altamont Pass and down into the San Joaquin Valley south of Tracy (WPW-4, WPW-5, WPW-6 and WPW-7) where it joined with the old Alameda & San Joaquin tracks at Carbona (WPW-11 and WPW-12). The track then looped northward along the alignment of the existing Alameda & San Joaquin line to Stockton (WPW-2). From Stockton the tracks headed north up the Central Valley to Sacramento (WPW-1), Marysville, and Oroville. The line then swung east through the Feather River Canyon a distance of 117 miles. The line continued east to Reno, across the Nevada desert and the Utah flats to the southern shore of the Great Salt Lake and to Salt Lake City. The completed Western Pacific line was approximately 150 miles longer than the competing Southern Pacific, but its gradual grades and wide track curvature reduced operating costs. Completion came one year behind schedule because of difficulties constructing tunnels at Niles Canyon, Spring Garden, Chilcoat, and Flower Lake. Precise engineering and

costly construction to avoid the Southern Pacific right-of-way along many stretches of track (such as in Altamont Pass) made road construction exceedingly costly. Nearly half of Western Pacific's claimed value was consumed in construction costs alone (Crump 1963:30-33).

Freight on Western Pacific was a disappointment from the beginning. Except for the urban centers of California and Utah at either end of the Western Pacific, the new railroad for the most part was constructed through sparsely populated mountainous and desert country incapable of contributing significant traffic. Other than the Tesla to Carbona branch of the Alameda & San Joaquin Railroad, the Western Pacific owned no feeder branches and had few on-line industrial customers. Without branch lines, it was unable to compete with the existing railroads of its transcontinental competitors. Furthermore, the Western Pacific faced heavy expenses in building repair and maintenance facilities and in building a trans-bay steamer to complete its service between Oakland and San Francisco. During the first decade of operation, revenues fell far short of expenses and the company went into receivership. In June 1916 the company was sold at foreclosure to the Western Pacific First Mortgage bond holders. Later that month, this group organized the Western Pacific Railroad Corporation, a new company that carried out the reorganization of the bankrupt Western Pacific Railway Company (Dunscomb & Stindt 1980:12; Crump 1963:33-35).

After 1915, both freight and passenger traffic on Western Pacific climbed upward. The corporation introduced its *Panama Express* to speed travelers across county to the San Francisco fair. In addition, the new corporation acquired several existing shortlines between 1916 and 1929 to overcome its most notable deficiency -- the lack of feeder branches. In all, it purchased sixteen local railroad companies with their trackage and railroad facilities including three within the study area for this project: the Tidewater Southern Railroad, the Sacramento Northern Railway, and the Central California Traction Company (one-third interest). The Tidewater Southern, purchased in 1917, gave the company access to the rich agricultural region in the San Joaquin Valley south and east of Stockton at a time California agriculture was experiencing its greatest boom years. Acquisition of Sacramento Northern in 1927 opened the way for trade with the giant chemical, explosive, steel, oil, and lumber manufacturing facilities on Suisun and San Pablo Bays. Purchase of the Central California Traction Company (1928) eliminated a competitor in the agricultural region between Sacramento and Stockton and enhanced the company's growing interurban electric railway network in the Sacramento Valley. The Western Pacific also started construction on a branch line to San Jose in 1918 (WPW-8). (Dodge 1956: 6-11; Hillman and Covello 1985: 44; Swett 1962:165-170; Crump 1963:39).

Acquisition of these branch lines was costly and declining traffic during the depression took its toll on the Western Pacific. High fixed costs made it particularly vulnerable during the depression; its freight rates were one-third or more higher than either the Southern Pacific or Santa Fe. The Western Pacific reported deficits as early as 1930 and in the ensuing years the company was forced to seek protection from the courts to forestall receivership. The company adopted a Plan of Reorganization in 1936, but it was not put into effect until nine years later. During the period of receivership, the company obtained loans from the Reconstruction Finance Corporation to help carry out the improvement program as provided for in the reorganization plan. The main thrust of the project was

to upgrade the company's stock with mountain-type passenger locomotives and air conditioned coaches and to replace the original 85-pound rails installed in 1907-1909 with 112-pound rail (Crump 1963:46).

As the Western Pacific emerged from bankruptcy in 1945, World War II boosted profits as the railroad was called upon to transport servicemen, military equipment, and heavy industrial freight across the country. Freight more than doubled during the first year of the war. After the war, with its funded debt retired, the company embarked on a major modernization program that included replacement of steam locomotives with diesel engines. In addition, it finally implemented a program to install high speed passenger service across the continent in cooperation with Burlington-Northern and the Denver & Rio Grande railroads. (Crump 1963: 45-47)

During the 1960s Western Pacific's competition made several efforts to gain control of the company. Southern Pacific bought 10 percent of Western Pacific's stock in October 1960. A few weeks later Santa Fe announced that it had made a similar purchase, as did Great Northern two months later. The Santa Fe, confined to entering California through the Mojave Desert, coveted a central route. Great Northern backed Santa Fe and for a time it appeared that the Western Pacific would be acquired by Santa Fe. In 1965 the Interstate Commerce Commission blocked the merger and Western Pacific remained an independent company. In December 1971, Western Pacific Industries was incorporated as a holding company for the purpose of becoming the parent company to the Western Pacific Railroad and diversifying into non-railroad enterprises. The following year, Western Pacific entered into agreements with Union Pacific and Burlington-Northern to pool facilities and locomotives. As early as 1976 rumors abounded that Western Pacific's railroad holdings would be sold. The company's operating management announced in February 1978 that it had entered into an agreement to sell its assets and resources to Newrail, Inc., a new company formed by the management and stockholders of Western Pacific.

Western Pacific and Newrail, Inc. announced plans in January 1980 to sell out to Union Pacific. Western Pacific, Union Pacific, and the Missouri Pacific Railroad merged in 1983 to form the third largest rail system in the United States. The merger improved the corporation's long-haul capacity. The Union Pacific line became one of the largest shippers of processed foods, automobiles, and transportation equipment from northern California. The railroad handles intermodal traffic of all kinds from its strategic terminal port of Oakland. Shortly after the merger, the Union Pacific laid plans to improve the old Western Pacific trackage so that larger locomotives and heavier freight cars could be hauled overland at higher speeds. In its application to take over the Western Pacific, the Union Pacific outlined a \$90 million five year plan for improvements to Western Pacific trackage in Northern California and Nevada. This work included laying new heavier rails, placing new ties in the roadbed, and improving the earth roadbed to permit higher tonnage. (Union Pacific, "A Great Big Railroad Rollin' for America" and "How Proposed UP-MOPAC-WP Consolidation Affects Northern California," n.d.: typescripts).

The proposed Mojave gas pipeline crosses the alignment of the old Western Pacific route, now owned by Union Pacific, at eleven locations: just south of Sacramento (WPW-1); near Lathrop (WPW-2); at the site of Carbona Station (WPW-11 and WPW-12) and points immediately west (WPW-3, WPW-4, and WPW-5); on the east side of Altamont Pass

(WPW-6); near Radam Junction in Pleasanton (WPW-7); and between Niles Junction and San Leandro (WPW-9 and WPW-10). One crossing takes place on the Western Pacific's southern feeder branch from Niles Junction to San Jose near Milpitas (WPW-8).

Evaluation of Feature

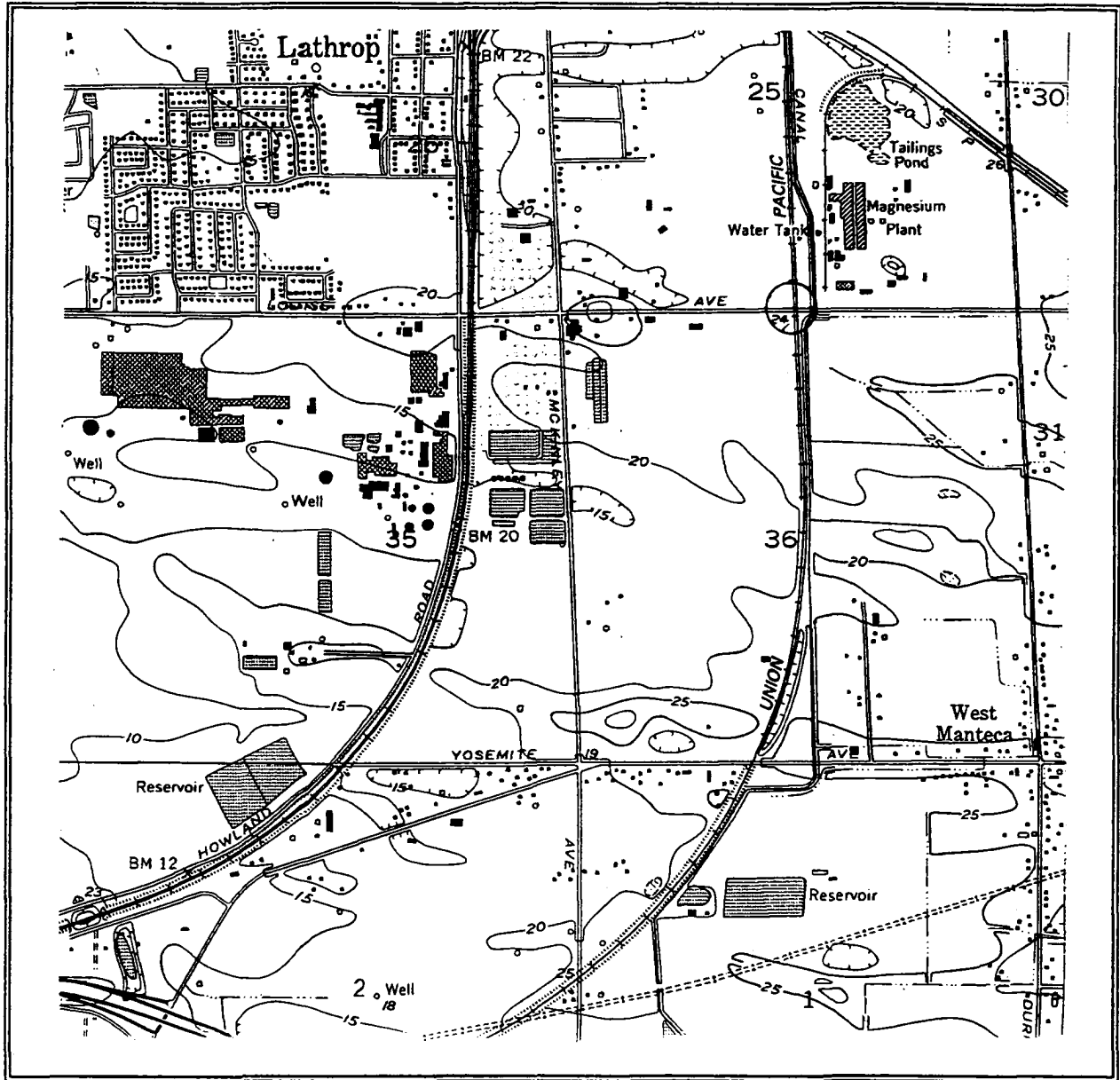
The various crossings of the Western Pacific Railroad inspected as part of this inventory effort do not appear to be eligible for listing in the National Register of Historic Places. The Western Pacific Railroad was built early in the 20th century. While the line made a marginal impact on the growth of California relative to the other major lines in California, the Southern Pacific and Santa Fe, the Western Pacific was nonetheless a major factor in the rail transportation network of California until it was acquired by the Union Pacific in 1980. Further, its construction, particularly its daring ascent of the Sierra Nevada through the Feather River Canyon, required many very important and daring engineering features, including dozens of large bridges and tunnels.

The elements of the Western Pacific which would likely be significant and be eligible for the National Register are those which are directly associated with the building of the line and/or which exhibit the daring engineering features which characterize some parts of the line. It is possible, even likely, that such elements still exist elsewhere on the line. The route through the Feather River Canyon, for example, retains many of its older bridges and tunnels. No attempt is made in this evaluation to suggest that there are not National Register-eligible elements along the vast system of the Western Pacific Railroad.

The particular crossings encountered during this survey, however, do not reflect either the early period of development nor the characteristics of significance in railroad engineering. Nine of the 12 sites are decidedly modern in their appearance and engineering. WPW-1, 2, 3, 4, 5, 6, 7, 9, and 10 appear to have been rebuilt in very recent decades, most with rails from the 1980s. Even those sites with rails from the 1960s were probably rebuilt since that time but with the still-usable rails re-installed. The only sites with pre-1945 rails -- WPW-11, 12, and 8 -- are situated along marginal aspects of the Western Pacific system.

WPW-11 and 12 are located at the site of Carbona Station south of Tracy. Carbona Station is no longer intact as an historic depot, although scattered remains suggest its former size. The depot building, section house and pump house once at Carbona are gone, but across Linne Road from the spurs and sidings is the station's old water tank tower, now located next to a modern produce shipping facility. Adjacent to the depot site are two buildings, of which one (a small utility shed) is in the approximate location of a similar-sized building shown in 1912. The tank tower is outside the proposed pipeline APE. WPW-8 is on a branch line to San Jose. None of the three are associated with the important aspects of this line and none reflect any significance when considered from the engineering standpoint.

In summary, the 12 crossings of the Western Pacific Railroad situated along the Mojave pipeline project do not appear to meet the eligibility criteria for listing in the National Register. The subsidiary sidings and branch lines are not significant while the mainline crossings lack integrity of setting, design, materials, workmanship, feeling and association.

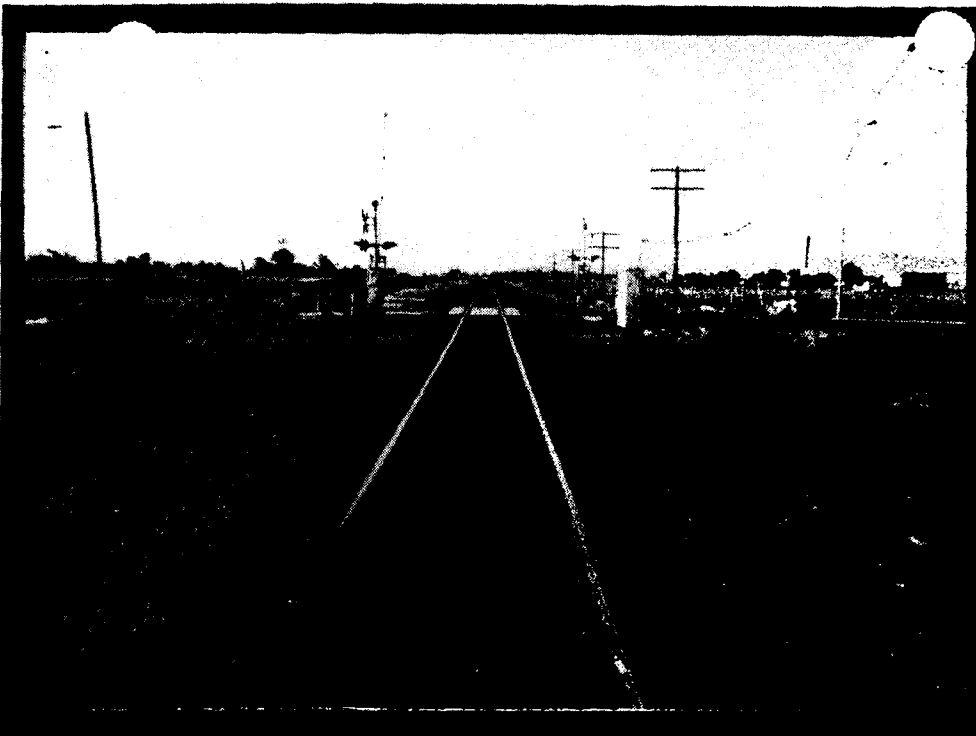


SITE NAME: Western Pacific Mainline, San Joaquin County

SITE NUMBER: WPW-2

QUAD SHEET: "Lathrop Quadrangle," USGS: 1952, photorevised 1987

PIPELINE LOCATION: MP 6.5 Lathrop Segment



1

Photograph Number: 1
Site Number: WPW-2
Common Name: Western Pacific Mainline

Photograph Number: 2
Site Number: WPW-2
Common Name: Western Pacific Mainline



2

4-39-00098

CONTINUATION SHEET

Primary # P-39-000098

HRI#

Trinomial CA-SJO-292H

New Seg.

Page 1 of 5

*Resource Name or # Western Pacific / Union Pacific Railroad

Lodi South 7.5

*Recorded by: I. Patrick, Patrick GIS Group, Inc.

*Date: 9/16/15

☐ Continuation

☒ Update

The resource is the Western Pacific Railroad which began in the late 1800s as a means for mine operators to move their products in California. In 1903 the owners of the company decided to expand the construction to make a transcontinental railroad. In the 1980s the railroad was purchased by the Union Pacific Railroad company. See previous site record from JRP for the full history of the railroad.

6/2017

This 1.23 mile segment is located southwest of Lodi, California in San Joaquin County on the Lodi South USGS 7.5' quadrangle in sections 17, 20, and 29. The segment has been well maintained and bears little resemblance to its historical construction. The crossings at W. Harney Lane and Armstrong Rd. appear fairly modern, with modern crossing guards and equipment. The railroad ballast is comprised of angular basalt and granite rocks, 2 tiered in the southern third of the segment, 1 sloping tier in the middle third, and 3 tiered in the northern third of the project.

Modern trash as well as non diagnostic railroad debris was observed during survey. This included hooked metal pieces for holding the rail in place, footplates, spikes, a 2' hooked bar, a gusset plate (from the end of a railroad tie), small concrete fragments, a large concrete block (top 2' 4" square, bottom 4' square, and height 5'), ties, cement plates for road crossings, thin metal strips, and ~30 small red brick fragments. The observed debris was on the eastern side of the segment as the western side was not surveyed as part of this survey effort.

Four culverts pass under the railroad ballast. Three corrugated steel pipe culverts (one 25" diameter, two 56" diameter) pass under the railroad ballast at 645069 mE/4217535 mN. One culvert partially buried in dirt, has corrugated steel pipe ~18" in diameter flush with cement measuring 6 feet wide by 25" tall, passes under the railroad ballast at 644893 mE/4217925 mN.

L1. Historic and/or Common Name: Western Pacific Railroad

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) This segment of the Western Pacific Railroad begins at UTM 644689 mE/4218342 mN and ends at 645519 mE/4216545 mN. The northern end of this segment is located 1 mile south of California State Highway 12 and 2.1 miles east of Interstate Highway 5 on the Lodi South USGS 7.5' quadrangle in sections 17, 20, and 29.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The resource is a segment of the Western Pacific Railroad. The segment recorded began at W. Harney Lane and terminated south of Armstrong Road in Lodi, California. Only the eastern portion of the ballast was observed during survey. The ballast is comprised of angular basalt and granite in very good condition. The ballast in the southern third of the segment is 2 tiered, the middle third is 1 sloping tier up to the top, and the northern third is 3 tiered with a MCI Fiberoptic line appearing to be under the eastern most tier. Four culverts were observed running under the ballast, three of which were near the middle of the segment at the vineyard property boundary and one to the north of this location. A ditch runs parallel to the ballast north of the property line near the middle of the segment, no ditch is visible south of the vineyard property line. The railroad is standard gauge measuring roughly 4 ft. 8.5 inches in width with well maintained rail. Railroad ties are wood measuring 8 feet long. Cement/metal plates are used for the crossings at W. Hanley Lane and Armstrong Road in this segment.

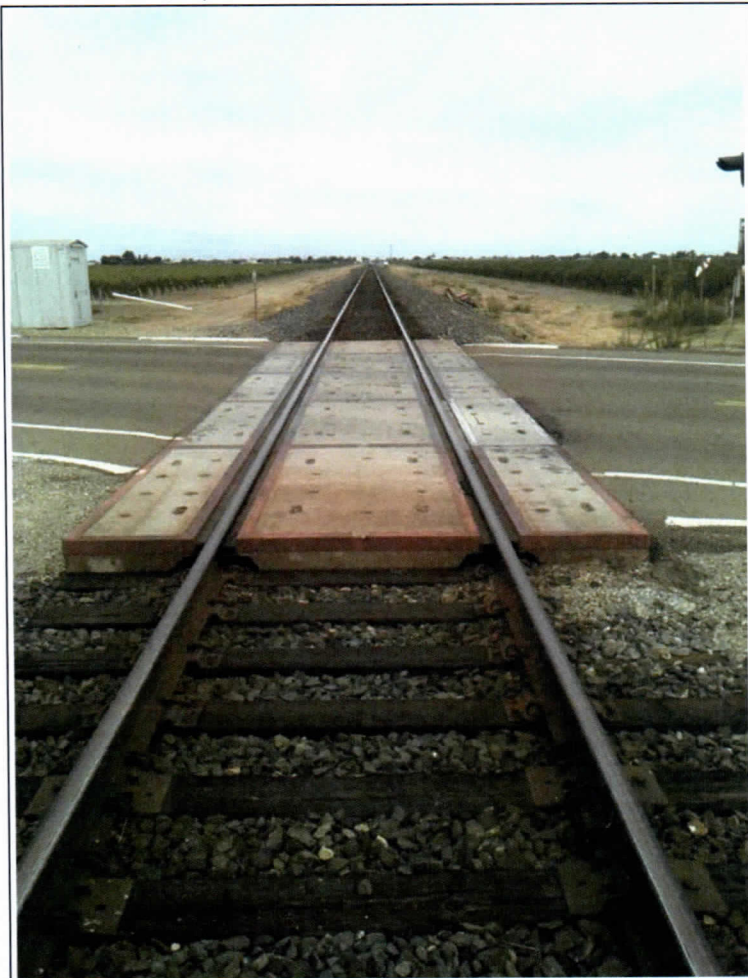
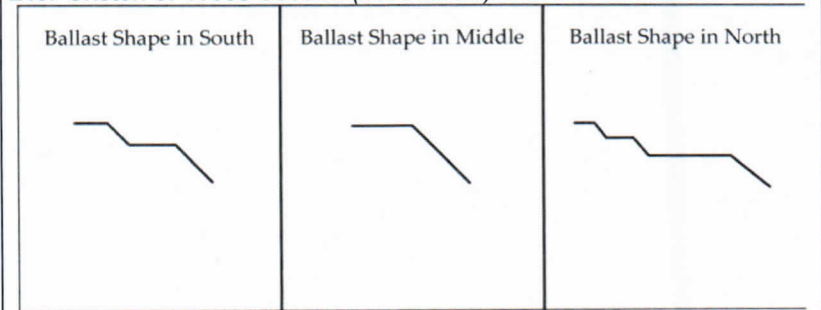
L4. Dimensions:

- a. Top Width:** ~10 feet
- b. Bottom Width:** ~30 feet
- c. Height or Depth:** ~6-8 feet
- d. Length of Segment:** 1.23 miles

L5. Associated Resources: No temporally diagnostic resources were encountered during survey.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

L4e. Sketch of Cross-Section (*not to scale*) East side of ballast



The resource is located in the floor of the San Joaquin Valley, with very little topography and no slope. Wine vineyards bound it on either side. The eastern portion of the railroad berm has been altered in the northern portion of the project area, to accommodate a MCI Fiberoptic cable, with some of the cable posts being located in the berm.

L7. Integrity Considerations:

The resource has good integrity as it is currently in use and being maintained, but bears little resemblance to the original construction.

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)

Railroad crossing at Armstrong Rd. facing northwest at 342°.

L9. Remarks: The segment of railroad is currently owned and being used by the Union Pacific Railroad and appears to be very well maintained. Modern trash as well as non-diagnostic

L10. Form Prepared by:

Ian Patrick
Patrick GIS Group, Inc.
1256 W. Lathrop Rd. #216, Manteca, CA 95336

L11. Date: 9/16/2015

DPR 523E (1/95)

*Recorded by: Ian Patrick, Patrick GIS Group, Inc.

*Date: 9.16.15 ☐ Continuation ☒ Update



Pic. 207: W. Harney Lane railroad crossing, taken facing 161°.



Pic. 196: Railroad ties and crossing plates, taken facing 318°.



Pic. 203: Large cement block, taken facing 247°.



Pic. 204: RR 3 tiered ballast section with fiberoptic post, facing 341°.



Pic. 200: Three culverts running under ballast, taken facing 323°.



Pic. 203: Cement culvert in background, taken facing 263°.

PRIMARY RECORD

Other Listings #: _____

Review Code: _____ Reviewer: _____ Date: _____

Page 1 of 2, plus Attachment(s)

Resource Name: Western Pacific Railroad; JJ-10

P1. Other Identifier: "Union Pacific Railroad".

P2. Location: Unrestricted.

P2a. County: San Joaquin County.

P2b. USGS 7.5' Quad: Lodi South, California.

Date: 1968 (Photorevised 1976).

T2S, R6E, portion Sections 4, 9, and 10. MDM.

P2c. Address: Unknown.

P2d. UTM: Zone 10:

UTM Point A: Easting: 647620 Northing: 4212110

UTM Point B: Easting: 648155 Northing: 4210900

P2e. Location From the intersection of Eightmile Road and Lower Sacramento Road, proceed southerly along Lower Sacramento Road for approximately 1.0 miles to point where railroad crosses Lower Sacramento Road. This is the northern end (UTM Point) of the recorded segment of the Union Pacific Railroad.

P3a. Description: This site consists of a segment of the old Western Pacific Railroad main line (now owned by Union Pacific). The segment is described in detail on the attached Linear Feature Record.

In 1903, Western Pacific Railway Company incorporated to construct a main line from Oakland to Salt Lake City, crossing the Sierra Nevada by way of the Feather River Canyon and Beckwourth Pass. Construction began in late 1905 and was completed in 1909. In California the track went from Oakland south to Niles Junction, then turned east to pass through the Livermore Valley and Altamont Pass. The route then turned south into the San Joaquin Valley toward Tracy, looping northward to Stockton, Sacramento, Marysville, and Oroville, before beginning its ascent of the Sierra Nevada Mountains along the Feather River.

The Western Pacific operated under its original name until 1983, when it and Missouri Pacific merged with Union Pacific Railroad to form the third largest rail system in the United States. Shortly after the merger, the Union Pacific laid plans to improve the old Western Pacific trackage so that larger locomotives and heavier freight cars could be hauled overland at higher speeds. In its application to take over the Western Pacific, the Union Pacific outlined a \$90 million five-year plan for improvements to Western Pacific trackage in Northern California and Nevada. This work included laying new heavier rails, placing new ties in the roadbed, and improving the earth roadbed to permit higher tonnage.

P3b. Resource Attributes: HP11 – Engineering structure.

Total
6
pages

update (new
Seq.)

8/2004

PRIMARY RECORD

p.2/6 Review Code: _____ Reviewer: _____ Date : _____
Page 2 of 2, plus Attachment(s) Resource Name: *Western Pacific Railroad; JJ-10*

- P4. Resources Present:** Structure.
- P5b. Photo/Drawing:** See Attached Photo, P5a Attachment. Site sketch/location map attached to this Primary Record.
- P6. Date Constructed, Age and Sources:** Historic, 1905-1909, with subsequent substantial modifications undertaken in the 1980's.
- P7. Owner and Address:** Union Pacific Railroad, 1416 Dodge Street, Omaha, NE 68179.
- P8. Recorded By:** Sean Michael Jensen, Genesis Society, 2011 Gold River Drive, Yuba City, California 95991
- P9. Date Recorded:** July 14, 2004.
- P10. Survey Type:** Complete coverage, variable-intensity pedestrian survey of c. 1,100-acre project area, which consists of ranch/farming lands adjacent to the north side of Stockton, San Joaquin County, California.
- P11. Report Citation:** "Archaeological Inventory Survey, Proposed Alpine Packing Annexation and Development Project, c. 1,100 Acres Adjacent to Eightmile Road, Lower Sacramento Road, and West Lane, San Joaquin County, California." Prepared by Peter M. Jensen, July 2004. Report and site records filed with the Central California Information Center of the California Historical Resources Information System, CSU-Stanislaus.

Attachments

Site Sketch/Location Map: From USGS Lodi South, Ca., 7.5' Quad.
P5a Photos: For views and descriptive references, see form.

LINEAR FEATURE RECORD

Other Listings #: _____

p. 3/6 Review Code: _____ Reviewer: _____ Date : _____
Page 1 of 2, plus Attachment(s) Resource Name: *Western Pacific Railroad; JJ-10*

L1. Historic and/or Common Name: Western Pacific Railroad; now Union Pacific Railroad.

L2a. Portion Described: Segment.

L2b. Location of Segment: Lodi South quadrangle, Lower Sacramento Road (north end of segment), southeasterly to canal located north of Morada Lane (south end).

L3. Description: The railroad at the north end of this segment (point of intersection with Lower Sacramento Road) consists of a single track with heavy gauge modern rails, pressure treated ties, and a broad, crushed granite ballast berm. There are fully modern crossing guards and a concrete plate deck at the road crossing. Trending southeasterly from this point, the track crosses Bear Creek over a fully modern trestle, which is constructed of prefabricated concrete piers, concrete cross-members, and a concrete deck. Steel "I" beams form additional structural supports along the trestle. Fully contemporary, poured concrete wing walls guard the trestle approach on both sides of channelized Bear Creek.

Approximately 300' south of Bear Creek is a switching station that divides the track into two parallel segments. Materials along both segments are identical, with only the width of the ballast varying from the narrower northern end.

L4. Dimensions:

a. **Top Width:** 12' (single track), 30' (double track).

b. **Bottom Width:** 20' (single track), 40' (double track).

c. **Height or Depth:** 4-6', depending on variation in topography.

d. **Length of Segment:** 3,600'.

L5. Associated Resources: Modern crossing guards and concrete plates at crossing, modern trestle at Bear Creek crossing, switching station c. 300' south of Bear Creek crossing.

L6. Setting: Commercial development adjacent to the west side of north end of segment, meat packing facility adjacent to west side of central portion of segment, fallow fields adjacent to remainder of segment. Residential developments south of south end of segment.

L7. Integrity Considerations: The integrity of this resource has been compromised through replacement of its track, ballast, ties, trestle, and other engineering features following Union Pacific's 1983 acquisition of Western Pacific. Original historic features and components no longer exist so that historic integrity has been lost.

LINEAR FEATURE RECORD

Other Listings #: _____

p.4/6 Review Code: _____ Reviewer: _____ Date : _____
Page 2 of 2, plus Attachment(s) Resource Name: *Western Pacific Railroad; JJ-10*

L8b. Description of Photo, Map, or Drawing: See attachments to Primary Record for Photos. Site Location/Site Sketch Map is attached to this Linear Record.

L9. Remarks: Historic integrity of the original system has been lost to replacement of all engineered and constructed features dating to the 1980's.

L10. Form Prepared By: Sean Michael Jensen, Genesis Society, 2011 Gold River Drive, Yuba City, California 95991.

L11. Date: July 14, 2004.

Attachments

Site Sketch/Location Map: From USGS Lodi South, Ca., 7.5' Quad.

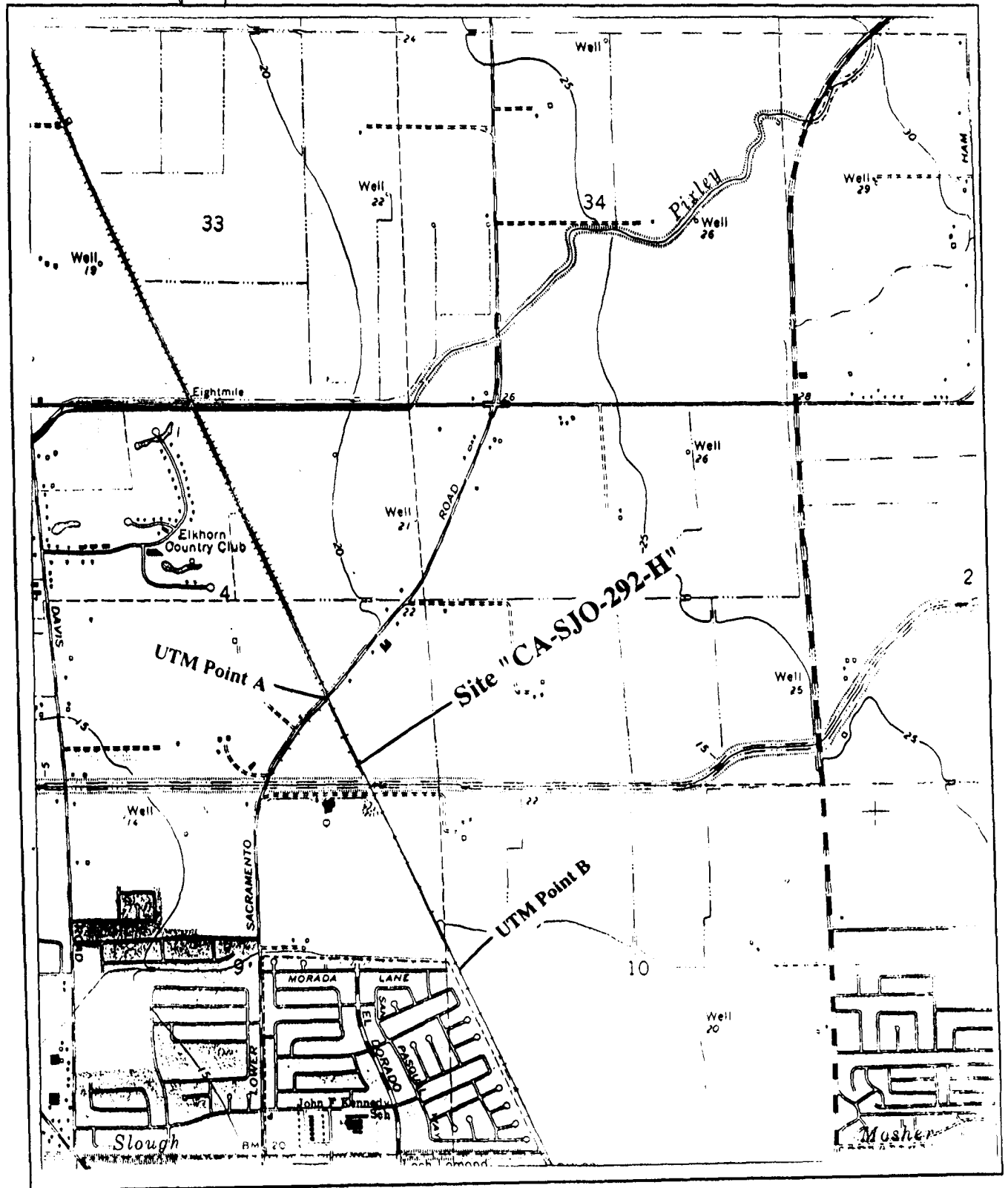
ATTACHMENT P5a: Site "CA-SJO-292-H": Track (upper); Trestle (lower).

p. 5/6



ATTACHMENT: Site "CA-SJO-292-H": Location/Sketch Map

P.6/6



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 39-000098

HRI #

Trinomial CA-SJO-292H

NRHP Status Code

Other Listings

Review Code

Reviewer

Date

Page 1 of 2

*Resource Name or #: Union Pacific Railroad and Trestle over Pixley Slough Update

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County: San Joaquin

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Lodi South Date: PR 1976 T 3N; R 6E ; ¼ of ¼ of Sec 4, 33; M.D. B.M.

c. Address:

City:

Zip:

d. UTM: Zone: 10; 646913 mE/ 4213522 mN (G.P.S.) North side of trestle over Pixley Slough

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: From I-5 North in Stockton, take the West 8 Mile Road exit and turn right onto West 8 Mile Road; continues east on West 8 Mile Road for approximately 2.5 miles, to reach the north side of the UPRR trestle over Pixley Slough on the south side of West 8 Mile Road.

update
7/10

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Approximately 88 feet of the UPRR trestle over Pixley Slough was surveyed as an update to the 2008 record by Hibma. The trestle is in similar condition and construction as in the 2008 record. The trestle is a ballast deck pile bridge (McVarish 2008) traversing Pixley Slough from north to south. See Hibma 2008 for additional history and construction details.

*P3b. Resource Attributes: (List attributes and codes) HP19: Bridge; AH7: Railroad grade; HP11: Engineering structure

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



P5b. Description of Photo: (View, date, accession #) View looking 132° Southeast at trestle and tracks from north side of Pixley Slough; April 6, 2010; photo #0367

*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric ☐ Both

*P7. Owner and Address: Union Pacific Railroad Company, 1416 Dodge Street, Omaha, NE 68179

*P8. Recorded by: (Name, affiliation, and address) Peter J. Morris, PARUS Consulting, Inc., 1508 Eureka Road, Suite 108, Roseville, CA 95661

*P9. Date Recorded:

April 6, 2010

*P10. Survey Type: (Describe)

Intensive pedestrian

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") C. ARRINGTON 2010: AN ARCHEOLOGICAL SURVEY FOR THE DEPARTMENT OF WATER RESOURCES' GEOTECHNICAL LEVEE INVESTIGATION OF BEAR CREEK WING LEVEE, BROOKSIDE, MOSHER DIVERSION CANAL, MOSHER SLOUGH, PIXLEY SLOUGH, SHIMA TRACT, AND UPPER CALAVERAS RIVER, SAN JOAQUIN COUNTY, CALIFORNIA

American Industrial Archaeology by Douglas C. McVarish, 2008.

*Attachments: ☐ NONE ☒ Location Map ☐ Sketch 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):

DPR 523A (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 39-000098

HRI#

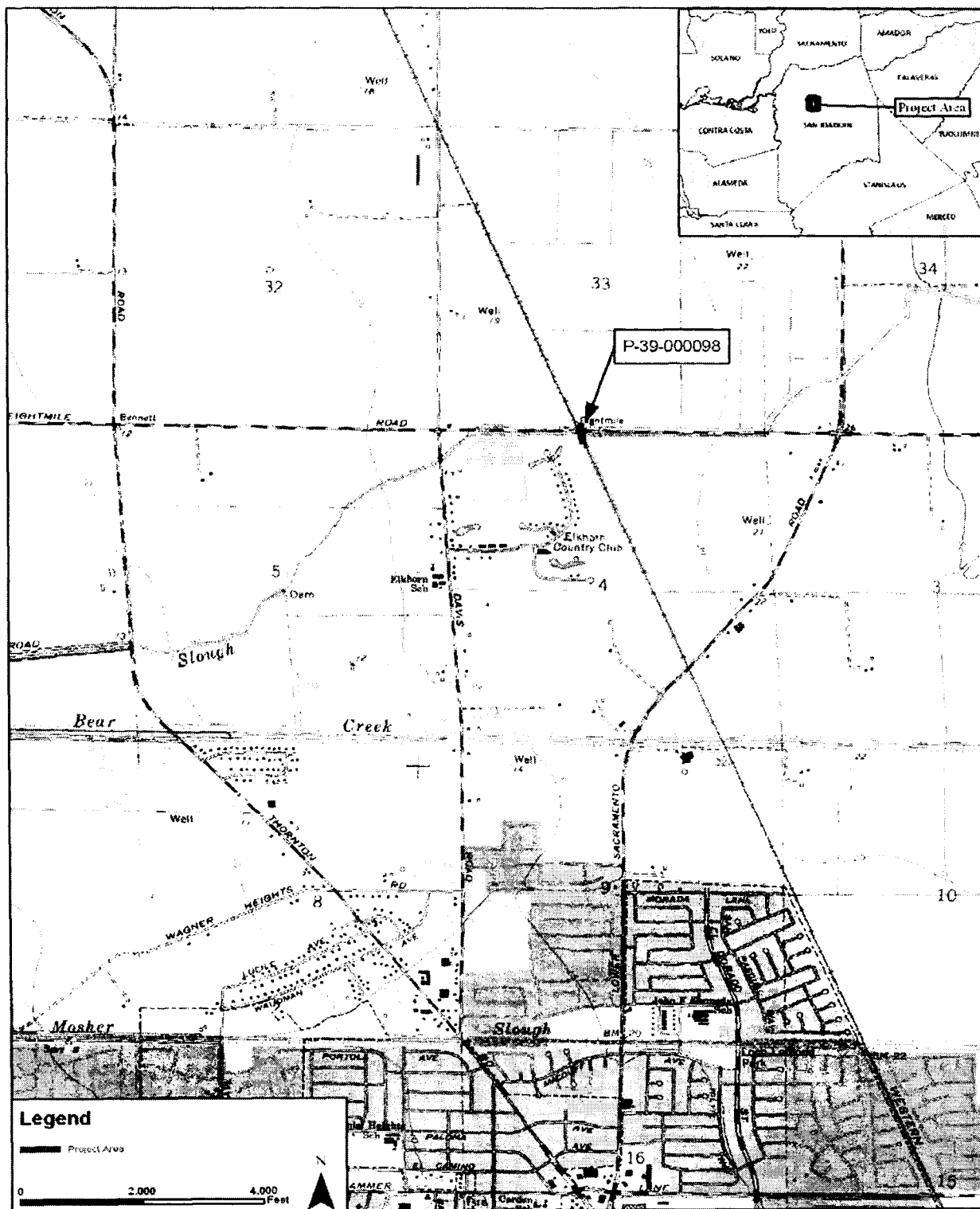
Trinomial CA-SJO-292H

Page 2 of 2

*Resource Name or #: Union Pacific Railroad and Trestle over Pixley Slough Update

*Map Name:

*Scale: *Date of Map:



update
(new segment)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000098

HRI #

Trinomial CA-SJO-292H

NRHP Status Code

Other Listings

Review Code

Reviewer

Date

Page 1 of 5

Resource Name: Union Pacific Railroad and Trestle over Pixley Slough

(W.P. RR)

10/08

P1. Other Identifier: None

P2. Location ☐ Not for Publication ☒ Unrestricted:

a. County: San Joaquin

b. USGS 7.5' Quad: Lodi South, Calif., Date: 1968 (PR 1976); T3N/R6E; in Sections 33 and 4, Mount Diablo B.M.

c. Address: Eight Mile Road at Pixley Slough City: Stockton Zip: 95210

d. UTM: n/a Zone 10 NW end RR seg - 646800 ME; 4213740 MN and
SE end RR seg - 647180 ME; 4213040 MN T2N/R6E Sec. 4

e. Other Locational Data: The segment is on both sides of Eight Mile Road. The trestle is located to the immediate south of the Eight Mile Road/Union Pacific Railroad crossing. Trestle: 647020 ME
4213330 MN

P3a. Description: This 2,700-foot segment of the Union Pacific Railroad (UPRR) contains a wooden trestle that carries the UPRR track over Pixley Slough. The trestle is made of heavy, pressure-treated timbers supporting a single-track road-bed of crushed rock, pressure treated wooden ties, and heavy-gauge steel rails. This trestle is on the former Western Pacific Railroad alignment which was part of a main line to connect Oakland to Salt Lake City via the Feather River Canyon to compete against the commercial hegemony of the Southern Pacific Railroad.

P3b. Resource Attributes: (AH7) Road/ trail/ railroad grade; (HP11) Engineering structure; (HP19) Bridge

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

P5a. Photograph:



P5b. Description of Photo: UPRR trestle over Pixley Slough, view to the southwest.

P6. Date Constructed/Age and

Source: ☒ Historic; ca 1905-1909, Western Pacific Railroad Historical Society.

P7. Owner and Address:

Union Pacific Railroad Company
1416 Dodge Street
Omaha, Nebraska 68179

P8. Recorded by:

Michael R. Hibma
LSA Associates, Inc.,
157 Park Place
Point Richmond, California 94801

P9. Date recorded: February 28, 2008

P10. Survey Type: Intensive
Pedestrian Survey

P11. Report citation: Blind, Heather, Michael R. Hibma, and Christian Gerike, 2008. *A Cultural and Paleontological Resources Study for the North Stockton Railroad Grade Separation and Bridge Replacement Project, North Stockton, San Joaquin County, California*. LSA Associates, Inc., Point Richmond, California.

Attachments: ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☒ Linear Feature Record

DPR 523A (1/95)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # P-39-000098

~~HRI#~~ CA-SJO-00029214
Transitional

Page 2 of 5

NRHP Status Code

Resource Name: Union Pacific Railroad and Trestle over Pixley Slough

- B1. **Historic Name:** Western Pacific Railroad
B2. **Common Name:** Union Pacific Railroad
B3. **Original Use:** Railroad
B4. **Present Use:** Same
B5. **Architectural Style:** N/A
B6. **Construction History:** This trestle and railroad segment is part of the former Western Pacific Railroad (WPRR) transcontinental line between Oakland, California and Salt Lake City, Utah. Construction began in Oakland on January 2, 1906 and completed on November 1, 1909. The WPRR operated on this alignment for eighty years until the company merged with the Union Pacific Railroad (UPRR) in 1983. As a result of this merger, the WPRR trackage was upgraded to accommodate heavier freight cars running at higher speeds. A five-year, \$90 million infrastructure upgrade resulted in new rails, ties, new roadbed materials, trestle structural reinforcement or reconstruction, grading, and signaling equipment installation.
B7. **Moved?** ☒ No
B8. **Related Features:** Crossing guard arms, concrete deck plates, and detection equipment.
B9. **a. Architect:** Unknown
b. Builder: Western Pacific Railroad Company (1906-1983); Union Pacific Railroad Company (1983-present)
B10. **Significance:** **Theme:** Transportation; development **Area:** Near Stockton, San Joaquin County

Period of Significance: 1905-1983

Property Type: Railroad

Applicable Criteria: A/1

This segment of the former WPRR transcontinental line was built in 1906 and rail service began in 1909. It is associated with the transformative effect railroads had on the agricultural, residential, commercial, and industrial development of the Central Valley region and the state. While this railroad trestle and alignment segment retains integrity of location and association with transportation and development, it has been significantly altered with the replacement of trestle piers, pilings, cross-beams, rails, ties, crossing guards, and related equipment in keeping with modern railroad engineering practices and regulatory requirements during modern rebuilding programs. Since construction, the surrounding area has gradually filled in with residential and commercial development. This resource no longer retains historical integrity of design, materials, workmanship, setting, and feeling. It is not eligible for listing in the National or California registers.

B11. **Additional Resource Attributes:** None

B12. **References:**

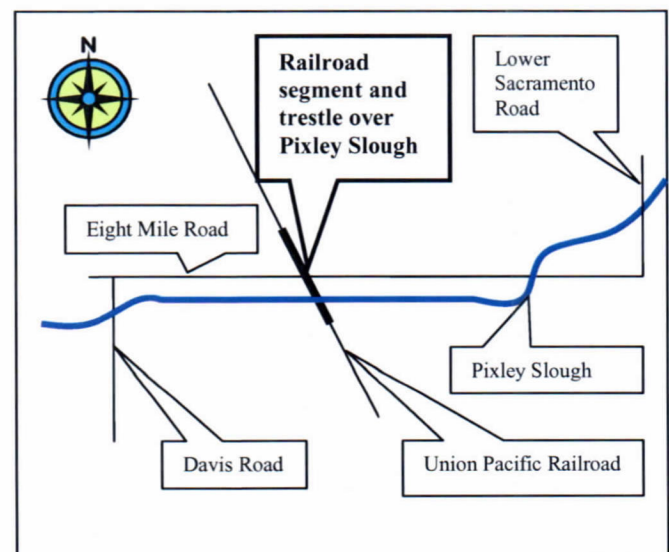
Kneiss, G.H., *Fifty Candles for Western Pacific*. WPRR Historical Society. Accessed at http://www.wprrhs.org/wphistory_50candles/wphistory_50candles_pt1.html on June 17, 2008.

B13. **Remarks:** None

B14. **Evaluator:** Michael R. Hibma
LSA Associates, Inc.,
157 Park Place
Point Richmond, California 94801

Date of Evaluation: February 28, 2008.

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000098
HRI #
Trinomial CA-SJO-292H

Page 3 of 5

Resource Name: Union Pacific Railroad and Trestle over Pixley Slough

L1. Historic and/or Common Name: Western Pacific Railroad (WPRR); Union Pacific Railroad (UPRR)

L2a. Portion Described: ☒ Segment

Location of segment: The railroad segment is bisected at the Eight Mile Road crossing. The wooden trestle is located immediately south of Eight Mile Road.

L3. Description: This segment of the former WPRR main line consists of a single set of heavy-gauge rails, pressure treated wooden ties, and a broad, crushed rock roadbed. The track crosses over Pixley Slough via a concrete deck supported by concrete piers and cross members. Automobile traffic on Eight Mile Road is controlled by modern crossing guard equipment and conveyed over the tracks by pre-formed concrete deck plates.

L4. Dimensions

a. Top Width: 12 feet (track width); 30 feet (top of roadbed)

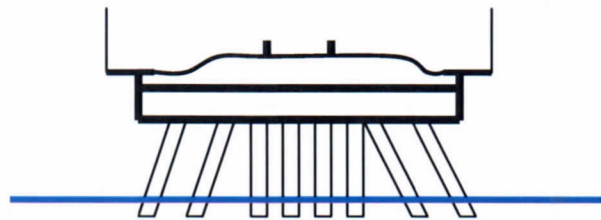
b. Bottom Width: 20 feet

c. Height or Depth: varies: 6-8 feet

d. Length of Segment: 2,700 feet

L5. Associated Resources: Modern crossing guard equipment and concrete deck plates.

L4e. Sketch of Trestle Cross-Section Facing: North



L6. Setting: Open agricultural land to the north and the Elkhorn Country Club to the southwest.

L7. Integrity Considerations: While this railroad segment retains integrity of location and association with transportation and development, it has been significantly altered with the replacement of wooden piers, pilings, support braces, a crushed rock road-bed, pressure-treated wooden ties, steel rails, installation of concrete deck plate at automobile crossings, and related equipment as per modern railroad engineering practices and regulatory requirements. Since construction, the surrounding area has gradually filled in with residential and commercial development. This resource no longer retains historical integrity of design, materials, workmanship, setting, and feeling. It is not eligible for listing in the National or California registers.

L8a. ☒ Photograph



L8b. Description of ☒Photo

UPRR crossing at Pixley Slough, view to the south. Elkhorn Country Club at right.

L9. Remarks: None.

L10. Form prepared by:

Michael R. Hibma
LSA Associates, Inc.,
157 Park Place,
Point Richmond, CA 94801

L11. Date: June 18, 2008.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-39-000098
HRI #
Trinomial CA-SJO-292H

Page 4 of 5

Resource Name: Union Pacific Railroad and Trestle over Pixley Slough

Recorded by: Michael R. Hibma

Date: June 18, 2008

☒ Continuation

P5a. (Continued)



Union Pacific Railroad Trestle roadbed over Pixley Slough, Elkhorn Country Club to the southeast view south.



Union Pacific Railroad Trestle over Pixley Slough, view east, upstream.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # P-39-000098
HRI #
Trinomial CA-SJO-292H

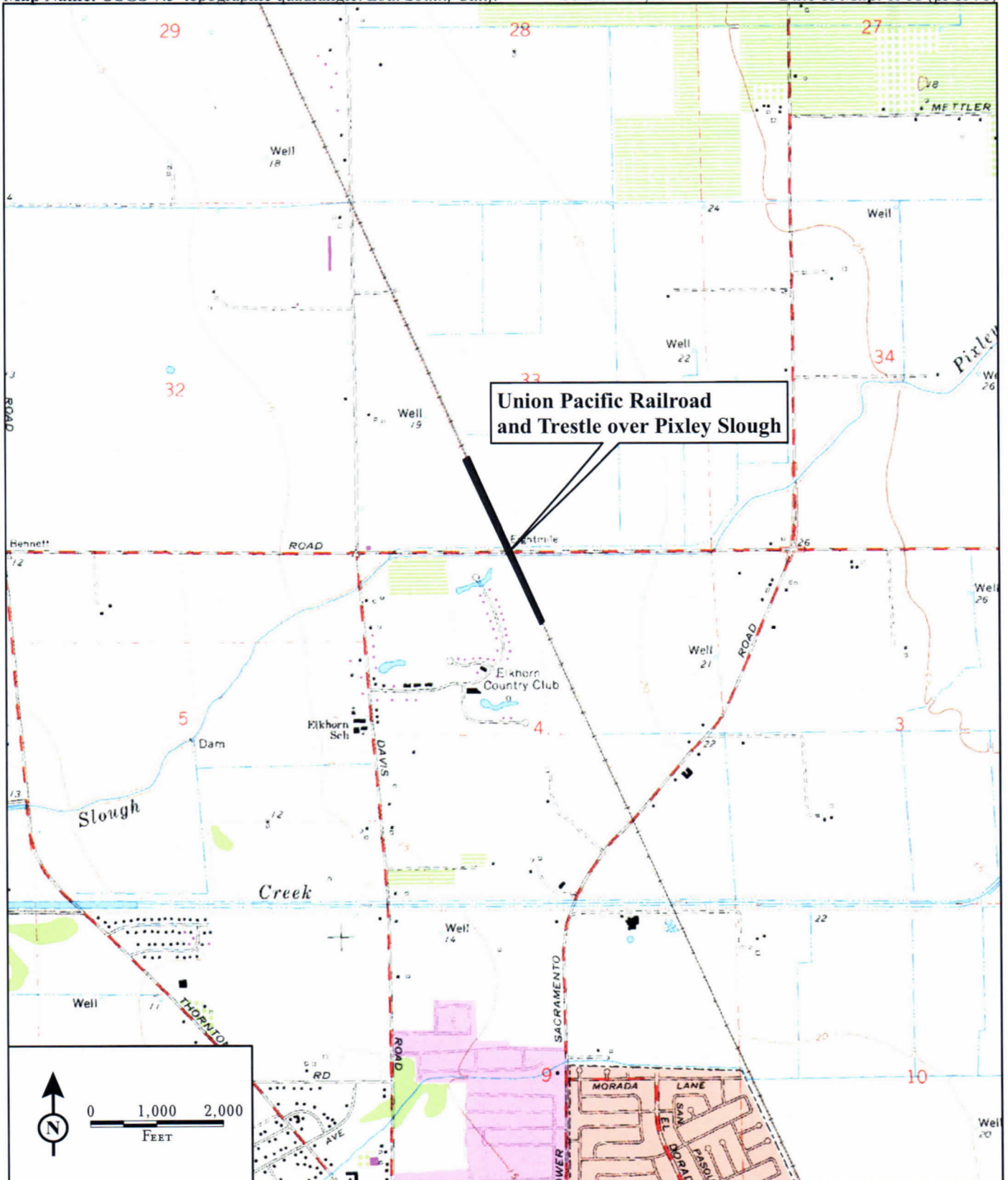
Page 5 of 5

Resource Name: Union Pacific Railroad and Trestle over Pixley Slough

Map Name: USGS 7.5' topographic quadrangle: Lodi South, Calif.

Scale: 1:24,000

Date of Map: 1968 (pr 1976)



DPR 523J (1/95)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #P-39-000098
HRI #
Trinomial CA-SJO-0292H

update

Page 1 of 2

Resource Name: Western Pacific Railroad: JJ-10

Recorded by: Michael R. Hibma (LSA Associates) Lodi South 7.5'

Date: June 19, 2008

☒ Update

P3a. (Continued)

T2N/R6E Sec. 4, 9, 10

10/08

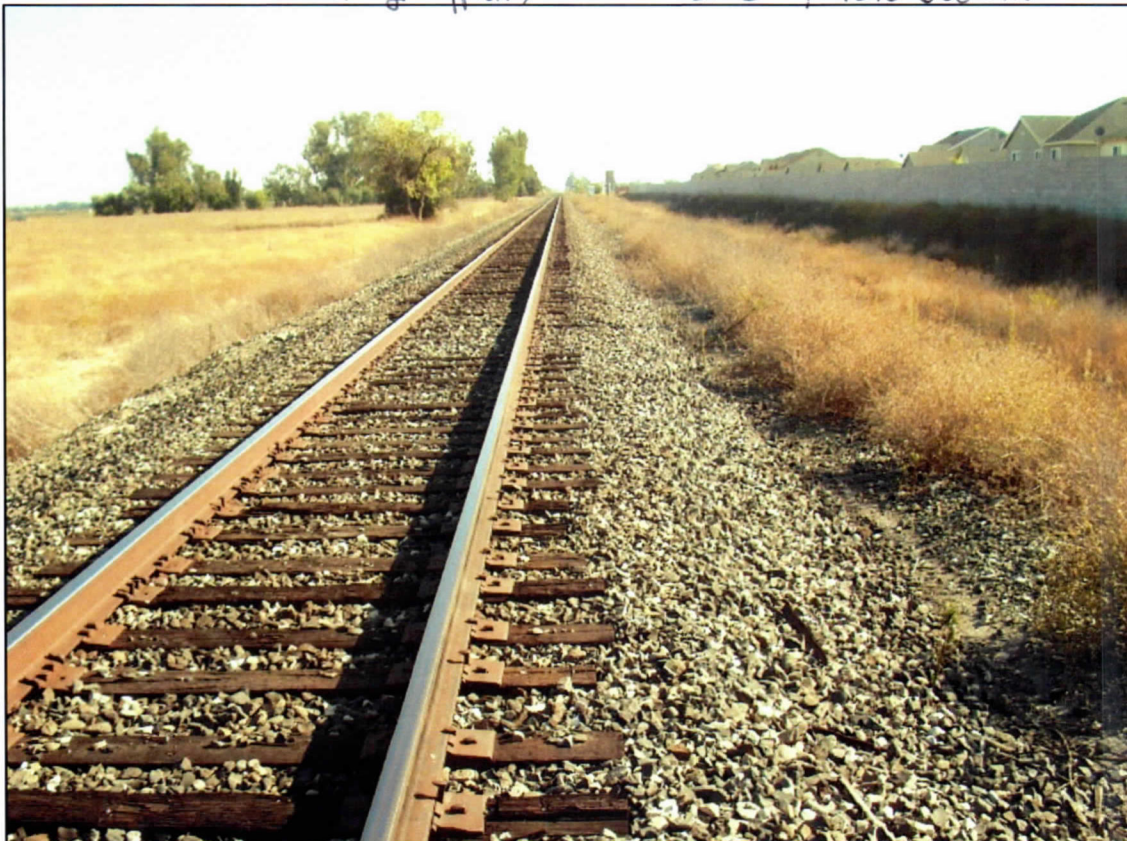
This railroad alignment is a segment of the former Western Pacific Railroad Company (WPRR). The WPRR formed in San Francisco in 1903 and began construction on a transcontinental main line connecting San Francisco Bay Area with connections in Salt Lake City. Construction began in Oakland in 1906, passing through Stockton to connect with construction crews building from the east at a point on Spanish Creek, near Keddie, in Plumas County.

The WPRR operated for nearly eighty years. In 1983, WPRR officials decided to merge with the Omaha, Nebraska-based Union Pacific Railroad (UPRR). Soon after acquiring the WPRR, the UPRR began a five-year, \$90 million dollar program to upgrade the WPRR rail bed, rails, ties, switching gear, and signaling equipment to modern engineering and safety standards and to accommodate UPRR's heavier tonnage cars traveling at higher speeds.

This approximately 6,758 foot segment of the former WPRR main line is located in Stockton, California on sections 4, 9, and 10 of the 7.5-minute USGS *Lodi South, Calif.*, topographic map dated 1968 and photorevised in 1976. This segment of the WPRR was previously evaluated and recorded in July 2004 by Sean Michael Jensen of the Genesis Society, Yuba City, who determined this segment ineligible as "integrity of this resource has been compromised through replacement of its track, ballast, ties, trestle, and other engineering features following Union Pacific's 1983 acquisition of Western Pacific." The analysis concluded, "Original historic features and components no longer exist so that historic integrity has been lost."

Source: Peter M. Jensen, July 2004. *Archaeological Inventory Survey, Proposed Alpine Packing Annexation and Development Project, c.1, 100 Acres Adjacent to Eightmile Road, Lower Sacramento Road, and West Lane, San Joaquin County, California.* Report on file at Central California Information Center, California State University, Stanislaus, Turlock, California.

P5a. UTM Zone 10 NW end seg. (approx.) 647 420 m E , 4212 470 m N
SE end seg. (approx.) 648 380 m E , 4210 600 m N



Western Pacific Railroad Tracks, south of Bear Creek and Morada Lane, view to the south.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # P-39-000098
HRI #
Trinomial CA-SJO-0292H

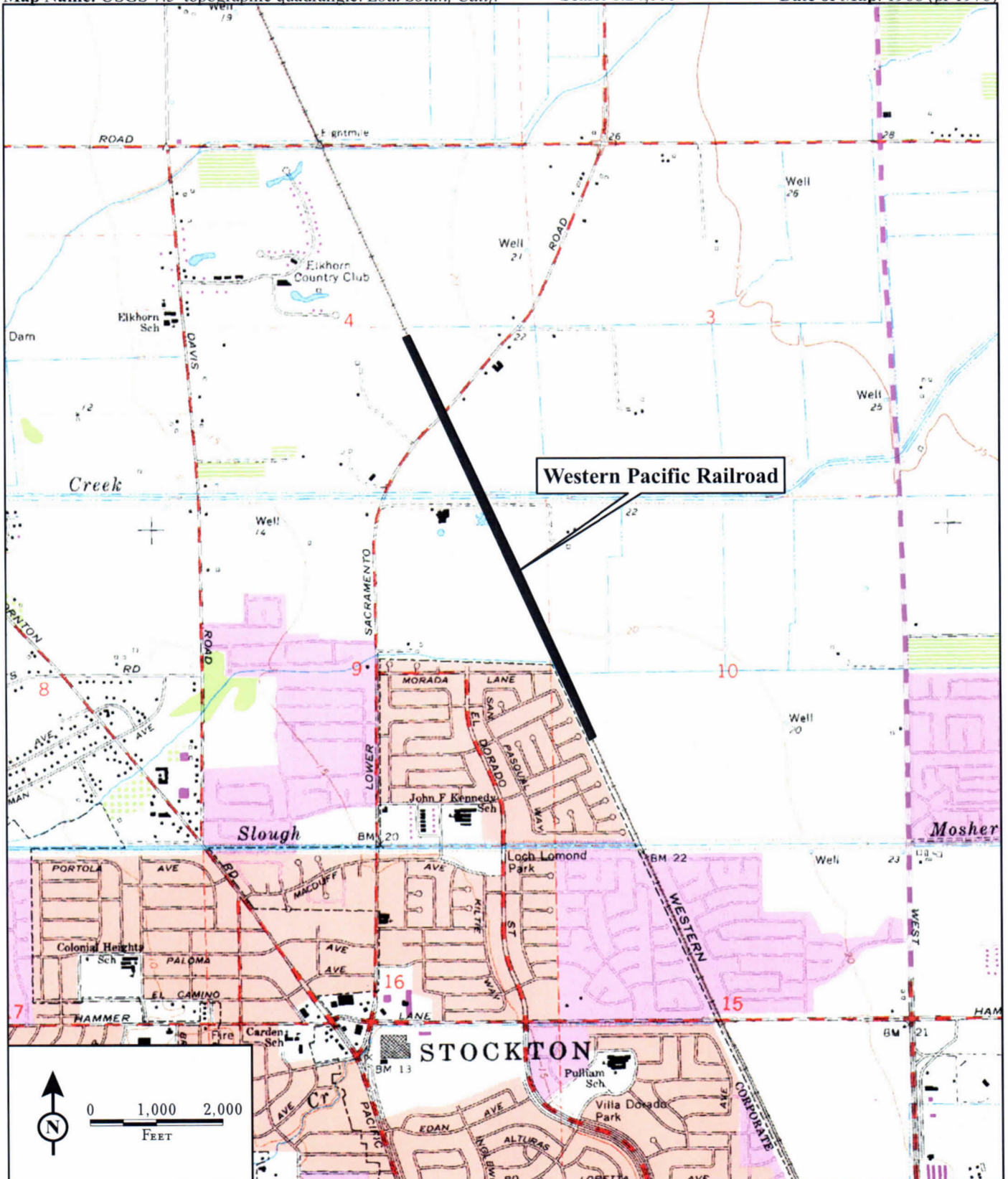
Page 2 of 2

Resource Name: Western Pacific Railroad: JJ-10

Map Name: USGS 7.5' topographic quadrangle: Lodi South, Calif.

Scale: 1:24,000

Date of Map: 1968 (pr 1976)



DPR 523J (1/95)

New Segment

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000098
HRI # _____
Trinomial CA-SJO-000292H
NRHP Status Code 7

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5

*Resource Name or #: Western Pacific Railroad; JJ-10

4/2004

P1. Other Identifier: Union Pacific Railroad

*P2. Location: ☒ Not for Publication ☐ Unrestricted *a. County: San Joaquin

*b. USGS Quad: Lodi South (1968; photorevised 1976); T3N R6E, ; MDBM

c. Address:

d. UTM: Zone 10; 643927 mE/ 4220011 mN NAD27 at the NW end; 644150 mE/ 4219517 mN at the NE end

e. Other Locational Data:

The southeast end is in the NW 1/4 of the NE 1/4 of Section 18; the northwest end is in the SW 1/4 of the SE 1/4 of Section 7. Highway 12, post mile 12.35, both (north and south) sides, intersects edge-of-pavement; segment passes through (is partially within) the Caltrans right-of-way.

From the intersection of Interstate 5 and Highway 12 in Lodi, travel approximately 2.1 miles east on Highway 12 to the railroad crossing.

GPS data were collected for the railroad segment and for the north and south edges-of-pavement.

*P3a. Description:

This resource, consisting of a segment of the old Western Pacific Railroad main line (now owned by Union Pacific), was recorded during the Caltrans District 10 Rural Roads Inventory, which is limited to the Caltrans right-of-way. The segment is described in detail on the attached Linear Feature Record.

In 1903, Western Pacific Railway Company incorporated to construct a main line from Oakland to Salt Lake City, crossing the Sierra Nevada by way of Feather River Canyon and Beckwourth Pass. Construction began in late 1905 and was completed in 1909. In California the track went from Oakland south to Niles Junction, then turned east to pass through the Livermore Valley and Altamont Pass. The route then turned south into the San Joaquin Valley toward Tracy, looping northward to Stockton, Sacramento, Marysville, and Oroville, before beginning its ascent of the Sierra Nevada.
(See Continuation Sheet)

*P3b. Resource Attributes: HP 11. Engineering structure

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

P5a. Photo or Drawing: none

*P5b. Description of Photo:

See Linear Feature Record.

*P6. Date Constructed/Age & Sources:

☒ Historic ☐ Prehistoric ☐ Both
1905-1909

*P7. Owner and Address:

Union Pacific Railroad, 1416 Dodge
Street, Omaha, NE 68179

*P8. Recorded by:

B. Larson, E. Johnson, JRP Historical
Consulting Services, 1490 Drew Ave.,
Suite 110, Davis, CA 95616

*P9. Date Recorded: 2/28/2003

*P10. Survey Type:

Reconnaissance survey

*P11. Citation: Leach-Palm, L. et al. 2004. Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways, Alpine, Amador, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne Counties, California.

* Attachments: ☐ None ☒ Location Map ☒ Sketch 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:

DPR523A (1/95)

*Required Information

CONTINUATION SHEET

Primary #

P-39-000098

HRI #

Trinomial

CA-SJS-0002924

Page 2 of 5

*Resource Name or #: Western Pacific Railroad; JJ-10

*Recorded By: B. Larson and E. Johnson

*Date: 2/28/2003

☒ Continuation

☐ Update

P3a. Description (continued):

The Western Pacific operated under its original name until 1983, when it and Missouri Pacific merged with Union Pacific Railroad to form the third largest rail system in the United States. Shortly after the merger, the Union Pacific laid plans to improve the old Western Pacific trackage so that larger locomotives and heavier freight cars could be hauled overland at higher speeds. In its application to take over the Western Pacific, the Union Pacific outlined a \$90 million five year plan for improvements to Western Pacific trackage in Northern California and Nevada. This work included laying new heavier rails, placing new ties in the roadbed, and improving the earth roadbed to permit higher tonnage.

References:

Crump, Spencer. Western Pacific: The Railroad That Was Built Too Late. Los Angeles: Trans-Anglo Books, 1963.

Hatoff, Brian. "Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project." Woodward-Clyde Consultants, 1995 (Draft).

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000098
HRI # _____
Trinomial CA-SJG-0002924

Page 3 of 5

*Resource Name or #: Western Pacific Railroad; JJ-10

L1. Historic and/or Common Name: Western Pacific Railroad; Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** JJ-10

L2b. Location of Point or Segment:

Lodi South quadrangle, Highway 12, post mile 12.35, both (north and south) sides, intersects edge-of-pavement; segment passes through the right-of-way. From the intersection of Interstate 5 and Highway 12 in Lodi, travel approximately 2.1 miles east on Highway 12 to the railroad crossing.

GPS data were collected for the segment and for the north and south edges-of-pavement.

L3. Description:

The railroad at this recordation point crosses the Highway 12 right-of-way following a roughly north-south alignment. The line consists of a single track with heavy gauge modern rails, pressure treated ties, and a broad, crushed granite ballast berm. There are modern crossing guards and a concrete plate deck at the highway crossing.

L4. Dimensions:

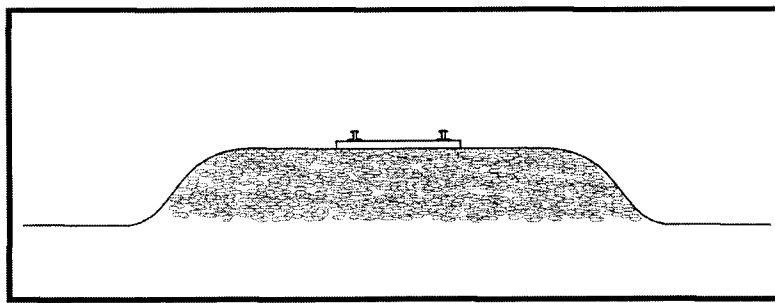
- a. **Top Width:** approximately 30 feet
- b. **Bottom Width:** approximately 40 feet
- c. **Height or Depth:** 8 feet
- d. **Length of Segment:** 200 feet

L5. Associated Resources:

Modern crossing guards and concrete plates at crossing.

L4e. Sketch of Cross-Section:

Facing: North

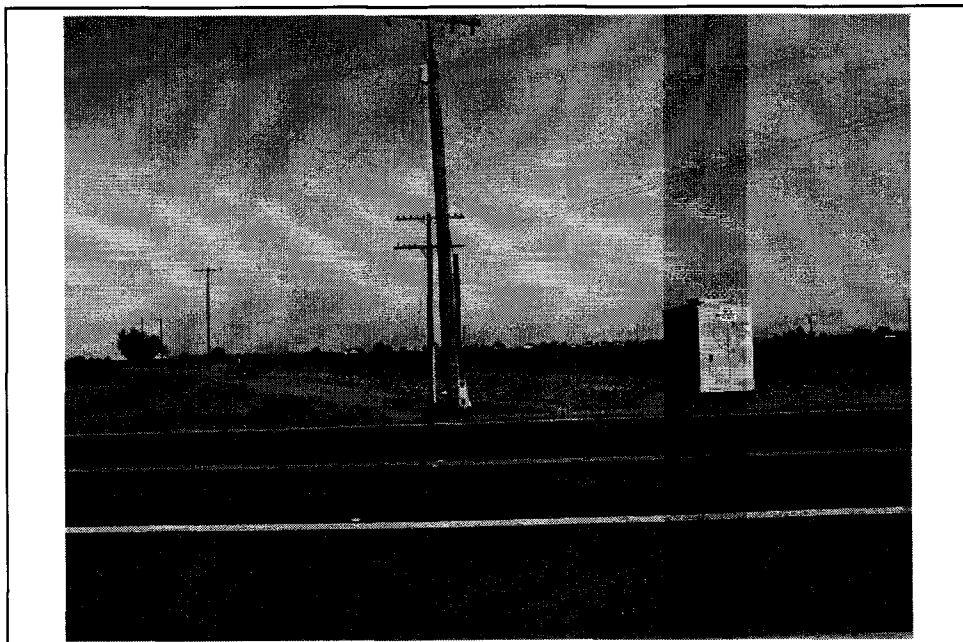


L6. Setting:

Orchards to east, open fields and a few residences to the west.

L7. Integrity Considerations:

The integrity of this resource has been compromised through replacement of its track, ballast, ties, and other engineering features following Union Pacific's 1983 acquisition of Western Pacific.



L8b. Description of Photo, Map, or Drawing

Facing north, Highway 12 visible in foreground.

L9. Remarks:

L10. Form Prepared By:

B. Larson, E. Johnson, JRP Historical Consulting Services, 1490 Drew Avenue, Suite 110, Davis, CA 95616

L11. Date: 2/28/2003

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

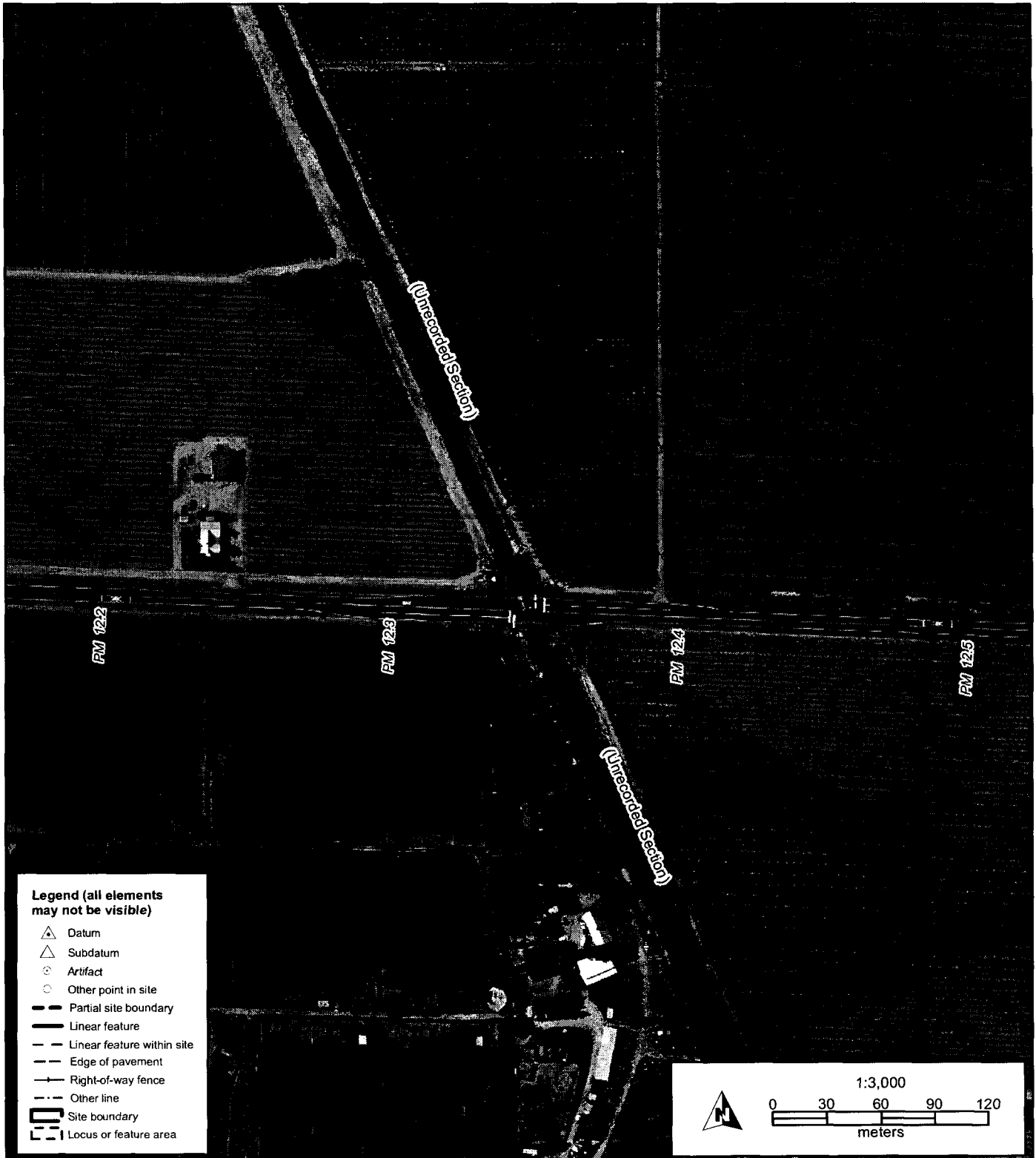
Primary # P-39-000098
HRI # _____
Trinomial CA-SJG-000292H

Page 4 of 5

*Resource Name or #: Western Pacific Railroad; JJ-10

*Drawn by: J. Collins

*Date: 2/28/2003



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #

P-39-0000 98

HRI #

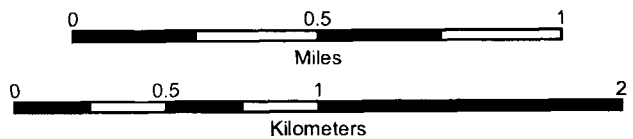
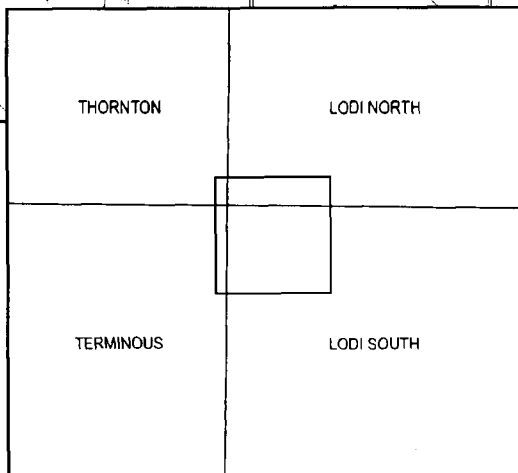
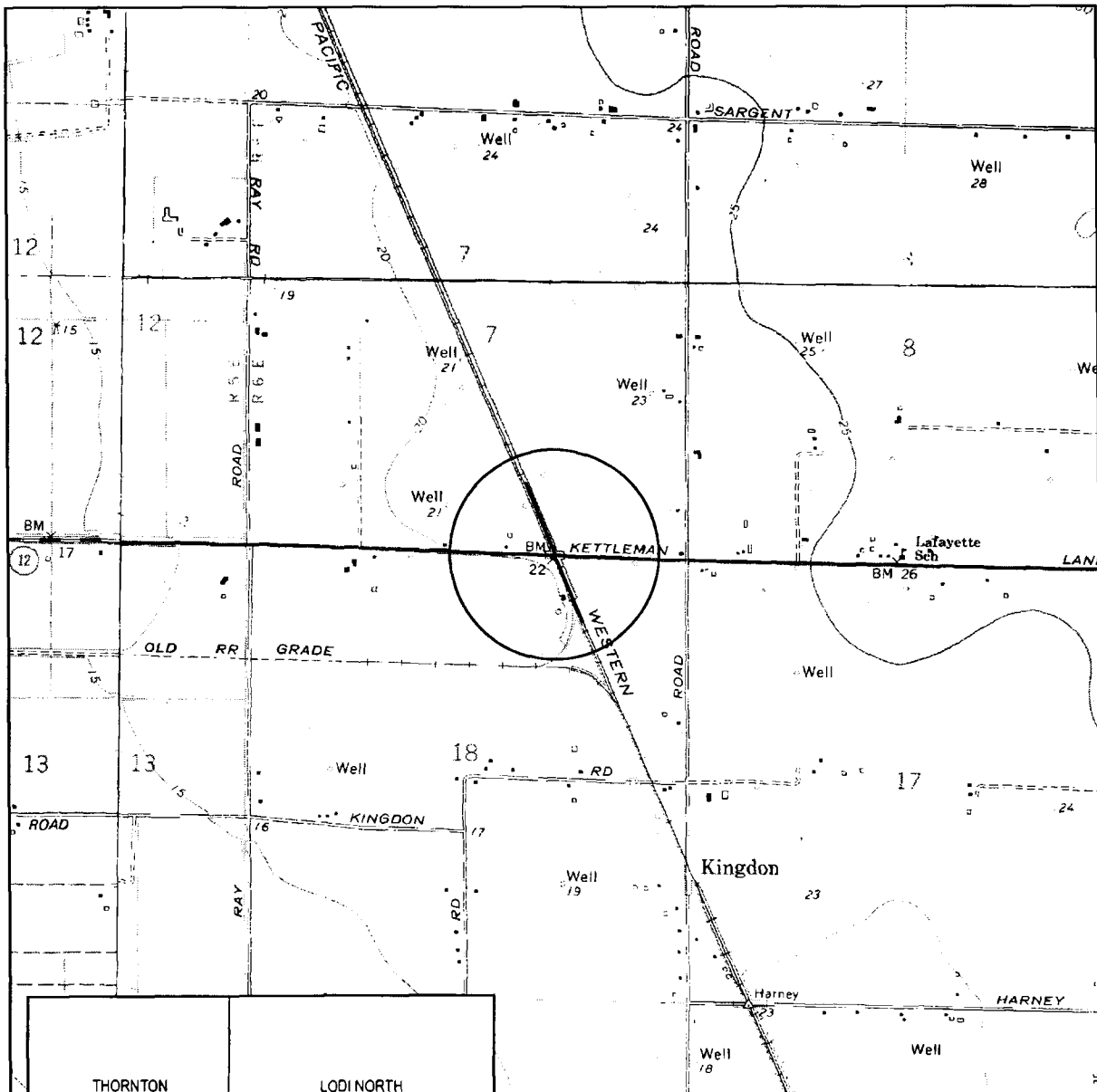
Trinomial

CA-556-000292H

Page 5 of 5

*Resource Name or #: Western Pacific Railroad; JJ-10

Lodi South 7.5'



SCALE 1:24,000

PRIMARY RECORD

Primary # P-39-000098
HRI #
Trinomial CA-SJO-000292H
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: LEC-1; Segment of the Western Pacific Railroad

P1. Other Identifier:

*P2. Location: ☒ Not for Publication ☐ Unrestricted

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County: San Joaquin

9/08

*b. USGS 7.5' Quad: Lodi South Date: 1968, photo revised 1976

T 3N ; R 6E ; W 1/2 of Sec 20; M.D. B.M.

c. Address:

City:

Zip:

d. UTM: Zone: 10 ; 645483 mE/ 4216639 mN (G.P.S.) NAD 27

+ NW 1/4 of NE 1/4 Sec. 29

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: From the SR-12 exit off I-5, turn south onto West Thornton Road. At DeVries Road, turn northeast. Take DeVries to West Armstrong Road and turn east. The recorded section of the Western Pacific Railroad crosses West Armstrong approximately 0.5 mile east of the intersection of DeVries Road and West Armstrong.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This historic resource consists of a segment of the Old Western Pacific Railway Company main line. This line is now a part of the Union Pacific Railroad (UPRR). The recorded section is limited to the section which bisects West Armstrong and extends approximately 50 feet north and south of the crossing.

The historic UPRR constructed in the late 1880's represented the westernmost portion of the Transcontinental Railroad between Sacramento and San Jose. These rail lines are recorded elsewhere in San Joaquin County with the following site numbers: Southern Pacific, P-39-000002, CA-SJO-000250H; Western Pacific, P-39-000098, CA-SJO-00292H; and Tidewater-Southern, P-39-000015, CA-SJO-00256H. The Western Pacific Railroad Company (WPRR) was founded in 1903 and built between 1905 and 1909. The rail line ran from Oakland, through the San Joaquin Valley and into the Sierra Nevadas to Salt Lake City by Feather River Canyon and Beckwourth Pass. The WPRR ran the California Zephyr passenger train and was the first large western railroad to eliminate steam locomotives and replace them with diesel locomotives.

The WPRR merged with the UPRR in 1983, two months before its 80th anniversary. Shortly after, the UPRR began a series of improvements to the Old WPRR track to enable larger locomotives and heavier freight cars running at higher speeds to run on the WPRR. The improvements included heavier rails, new ties, and improving the railbeds to permit higher tonnage.

*P3b. Resource Attributes: (List attributes and codes) AH 7 (Railroad grade)

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

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



P5b. Description of Photo: (View, date, accession #)

View of the railroad grade to the east from West Armstrong.

*P6. Date Constructed/Age and

Sources: ☒ Historic ☐ Prehistoric

☐ Both

1905-1909

*P7. Owner and Address: Union Pacific Railroad, 1416 Dodge Street, Omaha, Nebraska 68179

*P8. Recorded by: (Name, affiliation, and address)

Natalie Lawson, CH2M HILL, 3 Hutton Centre Drive, Santa Ana, CA 92707

*P9. Date Recorded:

July 25, 2008

*P10. Survey Type: (Describe)

Pedestrian survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Lodi Energy Center Project (LEC); Cultural Resources Assessment

*Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary #

P-39-000098

HRI #

Trinomial

CA-SSO-0002924

Page 2 of 3

Resource Name or #: (Assigned by recorder) LEC-1; Segment of the Western Pacific Railroad

L1. Historic and/or Common Name: Western Pacific Railroad; now the Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) The recorded section is limited to the section which bisects West Armstrong and extends approximately 50 feet north and south of the crossing. This section is located on the *Lodi South 7.5'* quadrangle approximately 1/2 mile east of the intersection of DeVries Road and West Armstrong Road.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This section of railroad is a single track with modern heavy gauge rails and pressure treated ties. The asphalt of West Armstrong gradually slopes up to the rail line which consists of a crushed granite ballast berm. The crossing guards and warning lights are modern.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. Top Width: 12 feet

b. Bottom Width: 20 feet

c. Height or Depth:

d. Length of Segment: approximately 100 feet

L5. Associated Resources: Modern crossing guards, warning lights

L4e. Sketch of Cross-Section (include scale) **Facing:**

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) This segment is located near agricultural fields, farms, residences, and a small dairy.

L7. Integrity Considerations: The integrity of this segment has been compromised due to the improvements made to the track in the 1980's following the UPRR acquisition of the WPRR. The original historic features of this line have been removed and thus, the historic integrity is gone.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.) View to the east from the north side of West Armstrong Road.

L9. Remarks:

While the original location of the WPRR line remains, the track has been upgraded and thus, has lost historic integrity.

L10. Form Prepared by: (Name, affiliation, and address)

Natalie Lawson, CH2M HILL, 3
Hutton Centre Drive, Santa Ana,
CA 92707

L11. Date: July 25, 2008

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

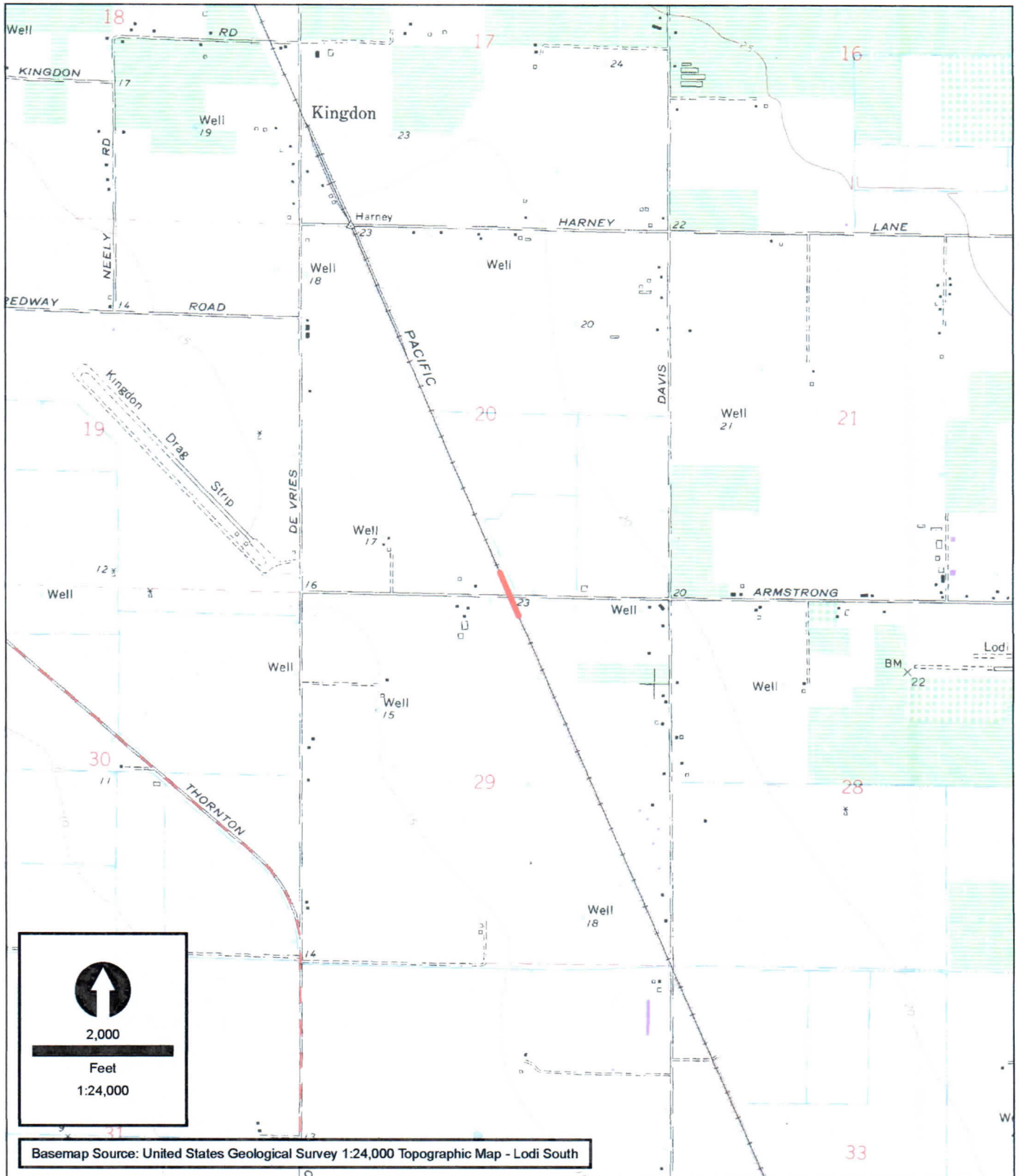
Primary # P-39-000098
HRI#
Trinomial CA-SJO-000292H

Page 3 of 3

*Resource Name or #: LEC-1, Western Pacific Railroad

*Map Name: Lodi South 7.5' USGS Topographic Map

*Scale: 1:24,000 *Date of Map: July 25, 2008



update

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

PRIMARY RECORD

Primary #

HRI #

Trinomial

NRHP Status Code

Other

Review Code

Reviewer

Date

Page 1 of 3

Resource Name or #: (Assigned by recorder) P-39-000098 (Update)

P1. Other Identifier: Western Pacific Railroad

*P2. Location: ☒ Not for Publication

☐ Unrestricted

*a. County San Joaquin County

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

*b. USGS 7.5' Quad Midway Date 1953 (photorevised 1980) T 3 S; R 4 E; NW and NE $\frac{1}{4}$ of NE $\frac{1}{4}$ of Sec 5;
SW and SE $\frac{1}{4}$ of NE $\frac{1}{4}$ of Sec 3; MD B.M.

c. Address _____ City _____ Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone 10, point A: 627,661 mE/ 4,173,792 mN
point B: 630,706 mE/ 4,173,626 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Traveling South on Highway 580 exit at Patterson Pass. Turn right at stop sign onto Midway Road. Continue west on Midway Road for approximately 1.5 miles. Turn left (south) on unnamed dirt road and drive 0.8 miles until the road intersects with the railroad tracks. Park and walk east along the path of tracks for approximately 0.3 miles. This is point A. From point A, continue walking east for approximately 2.0 miles to reach point B.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) In 1994, JRP Historical Consulting Services recorded and evaluated this historic feature (Hatoff 1995). P-39-000098 has been updated to include two newly recorded segments of the main line (point A and point B) that are located within 1 mile of the segments previously recorded by JRP. JRP's overall evaluation stated that the segments recorded do not appear to be eligible for listing in the National Register of Historic Places. The segments of the Western Pacific Railroad included within this update are consistent in materials, setting, design, workmanship, feeling and association with the segments previously recorded by JRP (See original Site Record).

*P3b. Resource Attributes: (List attributes and codes) HP11; Engineering structure

*P4. Resources Present:

☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District
☐ Other (Isolates, etc.)



P5b. Description of Photo: (view, date, accession #) Western Pacific Railroad, telegraph poles in the background; view to the east.

*P6. Date Constructed/Age and Sources:

☒ Historic
☐ Prehistoric ☐ Both

*P7. Owner and Address:

Union Pacific Railroad Company, 1416 Dodge St., Rm. 830, Omaha, NE 68179

*P8. Recorded by: (Name, affiliation, and address) R. Eggherman
URS Corporation
500 12th St., Suite 200
Oakland, CA 94607-4014

*P9. Date Recorded: 7/11/01

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

*P11. Report Citation: (Cite survey report

and other sources, or enter "none.") Hatoff. 1995 Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project; URS Corp., 2001. Technical Report: GWF Tracy Peaker Project: Appendix C of Application for Certification.

*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): Photos

CONTINUATION SHEET

Primary #

P-39-000098

HRI #

Trinomial

Page 2 of 3

*Resource Name or # (Assigned by recorder) P-39-000098 (Update)

*Recorded by: R.Egherman *Date Recorded 7-11-01 ☐ Continuation ☒ Update



Photo 1: Western Pacific Railroad, transmission lines in background, telegraph line across center of frame. View to the west.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # P-39-000098
HRI# _____
Trinomial _____

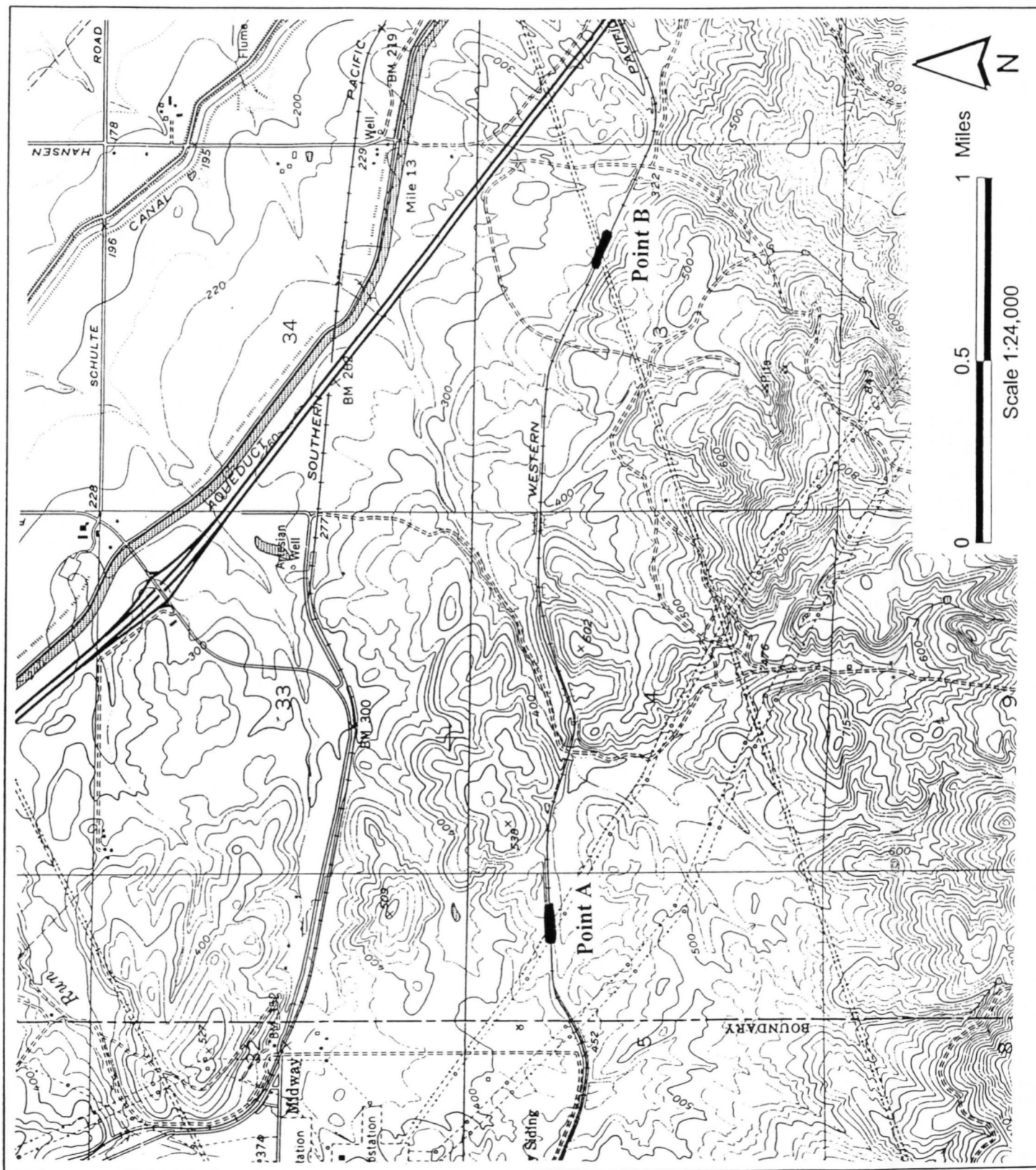
Page 3 of 3

*Resource Name or # (Assigned by recorder) P-39-000098 (Update)

*Map Name: Midway

*Scale: 1:24,000

*Date of map: 1953 (photorevised 1980)



update

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000098

HRI #

Trinomial CA-SJO-282H- 000292H

NRHP Status Code

Other Listings

Review Code

Reviewer

Date

Page 1 of 9

Resource Name: TC-7

2109

P1. Other Identifier: Sharpe Army Depot Field Annex Railroad Spur

P2. Location ☐ Not for Publication ☒ Unrestricted:

a. County: San Joaquin

b. USGS 7.5' Quad: Stockton East, Calif. and Stockton West, Calif. Date: 1968 (1987) T 1 North; R 7 East Lot 37; Campo de Los Franceses Land Grant, Mount Diablo Baseline & Meridian

c. Address: Airport Way City Stockton Zip 95206

d. UTM: Zone 10; 0653852 mE /4195067mN

e. Other Locational Data: APN 17734019

P3a. Description: This resource is an abandoned Western Pacific Railroad spur that formerly serviced the Sharpe Army Depot Field Annex. The Annex was built in 1940 and was in operation until the end of the Vietnam War in 1975. The spur ran from the north-south-trending mainline, crossed Airport Way, and terminated inside the Annex.

P3b. Resource Attributes: (AH7) Railroad grade

P4. Resources Present: ☒ Structure ☒ Site

P5a. Photograph:



P5b. Description of Photo:

Inactive rail line and ballast at the west end of spur, view to east

P6. Date Constructed/Age and

Source: Historic, 1940

Sharpe Army Depot

n.d. The "Can-Do" Depot.

Sharpe Army Depot, Lathrop, California.

P7. Owner and Address:

Not determined

P8. Recorded by:

Joy Longfellow

LSA Associates, Inc

157 Park Place

Point Richmond, CA 94801

P9. Date recorded:

December 27, 2006

P10. Survey Type:

Intensive

P11. Report citation: Kaptain, Neal, Christian Gerike, and Benjamin Matzen 2007 *A Cultural and Paleontological Resources Study for the Tidewater Crossing Project, Stockton, San Joaquin County, California*. LSA Associates, Inc., Point Richmond, California.

Attachments: ☒ Location Map ☒ Continuation Sheet ☒ Linear Feature Record

DPR 523A (1/95)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000098

HRI #

Trinomial CA-SJO-282H-000292H

Page 2 of 9

Resource Name: TC-7

L1. Historic and/or Common Name: Sharpe Army Depot Field Annex Railroad Spur

L2a. Portion Described: Remains of entire resource

b. Location of point or segment: Between Stockton Metropolitan Airport Business Park and the Union Pacific Railroad, west of the community of French Camp, San Joaquin County, California

L3. Description: Many of the rails exhibit extreme wear on the top and side. Approximately 120 feet of rail west of Airport Way have been removed. Tracks at the west end of the spur have been detached from the mainline and are now displaced to the side of its ballast, as shown in the photograph on Page 1. The turnout to the mainline has been removed and all electrical/mechanical rail crossing signal equipment has been removed except signal tower bases and the enclosed electrical panel at Airport Way. The rails are plate-and-bolt joined, not continuously welded like the active mainline, indicating that this spur was not upgraded during the infrastructure modernization instituted by the Western Pacific in the 1970s.

L4. Dimensions

a. Top Width: 5' 1" outside edge rail head to rail top

b. Bottom Width: 8' + dispersed ballast

c. Height: Rail = 4.5", Tie = 6"

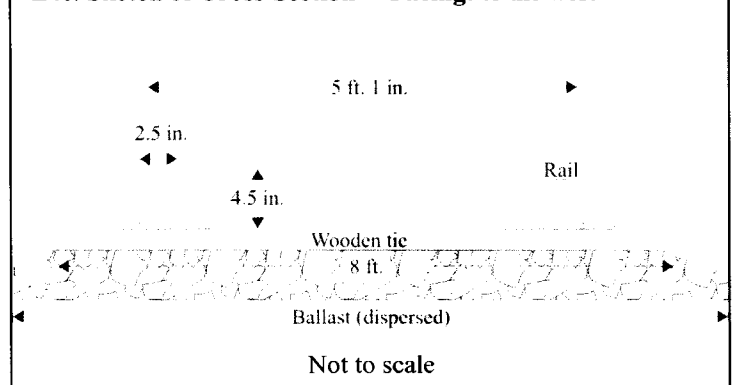
d. Length of Segment: .3 miles

L5. Associated Resources:

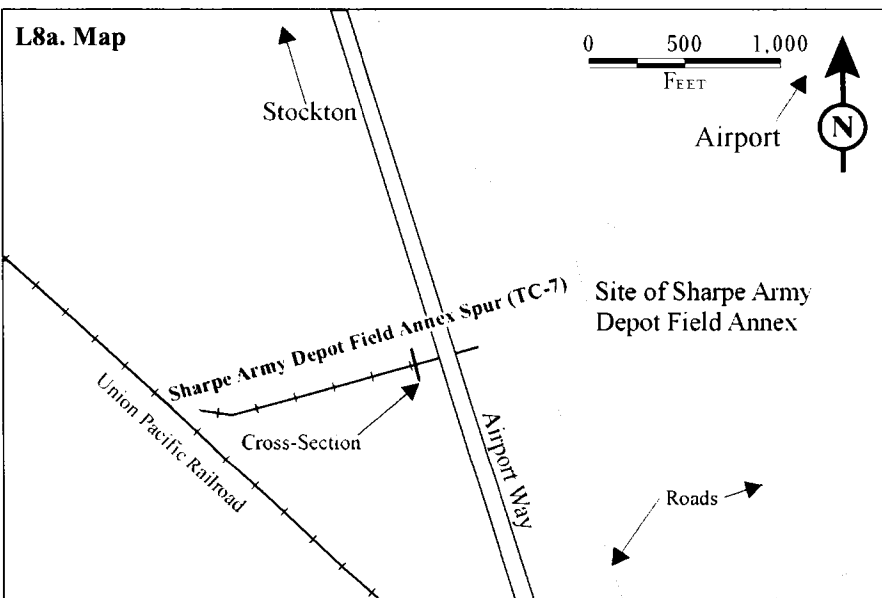
- 1) Sharpe Army Depot Field Annex
- 2) Western Pacific Railroad
- 3) Union Pacific Railroad

L6. Setting: Does not contribute to the resource's significance.

L4e. Sketch of Cross-Section Facing: to the west



L7. Integrity Considerations: Abandoned/dismantled, see Page 3, Continuation Sheet 1.



L8b. Description of Map:
Schematic plan view of TC-7

L9. Remarks: None

L10. Form prepared by:
Joy Longfellow
LSA Associates, Inc.
157 Park Place
Point Richmond, California
94801

L11. Date:
December 27, 2006

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 1

Primary # P-39-000098

HRI #

Trinomial CA-SJO-282H - 000292H

Page 3 of 9

Recorded by: Joy Longfellow

Date: December 27, 2006

Resource Name: TC-7

☑ Continuation

National Register of Historic Places and California Register of Historical Resources Evaluation

Introduction. The 1,500-foot-long railroad spur between the Union Pacific Railroad and the Sharpe Army Depot Field Annex (now a business park) in southern Stockton was evaluated for eligibility for listing in the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register) for the Tidewater Crossing Project by LSA Associates, Inc., cultural resources managers Neal Kaptain, B.A., and Christian Gerike, M.A., in December 2006 and January 2007. The spur was in use from 1940 to 1975 and is possibly significant under Criterion A/1, for its contribution to California's military and transportation history. However, the spur is not present in the Annex, is no longer connected to the mainline, and is in a deteriorated condition lacking the integrity necessary to convey its possible historical significance. The spur does not appear eligible for listing in the National or California registers.

Also, the spur is related to P-39-000015, a portion of the Union Pacific Railroad immediately south of the west end of the railroad spur, which was evaluated and found not eligible for listing in the National or California registers (Jensen 2000). P-39-000015 is listed in the Office of Historic Preservation's Historic Properties Directory as not eligible for listing in the National Register (California Office of Historic Preservation 2004). The spur was used to service the Sharpe Army Depot Field Annex, which has been significantly altered over the years as it was converted to a business park, and the Annex does not appear to be eligible for listing in the National and California registers.

Criterion A/1. The spur of the railroad is possibly significant at the local level under Criterion A/1 as a contributing element to the Western Pacific Railroad and the Sharpe Army Depot. The Western Pacific Railroad has been an integral part of California's transportation system throughout the 1900s and has contributed to the state's economic growth. The Sharpe Army Depot played a role in the United States' World War II military effort. There is no indication, however, that the spur was a significant contributor to the history of California transportation or the history of World War II, and does not appear to be significant under Criterion A/1.

Criterion B/2. Background research for the spur did not identify any important individuals in United States or California history associated with the spur. The spur does not appear to be significant under Criterion B/2.

Criterion C/3. The spur's bed, rails, and crossing equipment are common to railroads, and research did not identify any distinguishing design or construction features. The spur does not appear to be significant under Criterion C/3.

Criterion D/4. The spur of the railroad does not have any unique or special qualities that could be studied to answer questions important in history. The spur does not appear to be significant under Criterion D/4.

Integrity. While the spur retains some elements of its original location, design, materials, and workmanship, much of the spur and its associated features are missing, including rails, tie plates, ties, and signaling appurtenances. At its western end the spur has been separated from its connection to the Union Pacific Railroad mainline and displaced from its bed. The ballast for most of the length of the spur is dispersed into a thinner, flatter profile than it would have had during its operation. Road crossing safety equipment, e.g., electric warning lights and articulating gates are no longer present. The function of the spur was to service the Sharpe Army Depot Field Annex. The Annex, however, has been significantly altered and is now a business park. The rails embedded across Airport Way are extant, but do not continue into the business park to the east and are disconnected from the remains of the spur to the west. Due to its deteriorated condition, the spur lacks the integrity to convey any historical feeling, association, or significance that it may have had.

(Evaluation continued on Page 4)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 2

Primary # P-39-000098

HRI #

Trinomial CA-SJO-282H - 000292H

Page 4 of 9

Recorded by: Joy Longfellow

Date: December 27, 2006

Resource Name: TC-7

☑ Continuation

(Continued from Page 3)

References Cited

California Office of Historic Preservation

2004 *Directory of Properties in the Historic Property Data File, 12/3/04*. California Department of Parks and Recreation, Sacramento.

Jensen, Peter, M.

2000 *Archaeological Inventory Survey, Proposed 450 ac. Neilsen Industrial Park Project Area, Stockton, San Joaquin County, California*. Jensen and Associates, Chico, California.

Peak and Associates, Inc.

1997 *Cultural Resource Inventory and Evaluation for the Stockton Metropolitan Airport Expansion Project, City of Stockton, San Joaquin County, California*. Peak and Associates, Inc., El Dorado Hills, California.

Research for the National and California Register evaluations of the Western Pacific Railroad spur used sources available at LSA, on the internet, and the following research repositories:

- Stockton Public Library, Stockton, California
- Haggin Museum, Stockton, California
- California State Library, Sacramento, California
- California State Railroad Museum Library, Sacramento, California

The following documents were reviewed for information regarding the Western Pacific Railroad, the Tidewater Southern Railroad, and Sharp Army Depot Field Annex:

Anonymous

c.1969 *The Story of Sharpe Army Depot*. Boone Publications, Lubbock, Texas.

Fickewirth, Alvin A.

1992 *California Railroads: An Encyclopedia of Cable Car, Common Carrier, Horsecar, Industrial Interurban, Logging, Monorail, Motor Road, Short Lines, Streetcar, Switching and Terminal Railroads in California (1851-1992)*. Golden West Books, San Marino, California.

Hilton, George W. and John F. Due

1960 *The Electric Interurban Railways in America*. Stanford University Press, Stanford, California.

Robertson, Donald B.

1998 California. In *Encyclopedia of Western Railroad History, Volume IV*. Caxton Press, Caldwell, Idaho.

Ruhge, Justin M.

2005 *The Military History of California: The Chronicle of California's Historic Presidios, Forts, Camps, Stations, Fields, Bases and Cannon from the Pre-Spanish Occupation to the End of the Cold War, 1579-1974: the Defenders of the Western Front*. Quantum Imaging Associates, Lompoc, California.

Sharpe Army Depot

n.d. *The "Can-Do" Depot*. Sharpe Army Depot, Lathrop, California.

Spencer, Horace K.

1976 *Railroads of San Joaquin County: An Elementary School Source Book*. G.A. Nelson, Stockton, California.

(Continued on Page 5)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 3

Primary # P-39-000098

HRI #

Trinomial CA-SJO-282H - 0002924

Page 5 of 9

Resource Name: TC-7

Recorded by: Joy Longfellow

Date: December 27, 2006

☒ Continuation

(Continued from Page 4)

Taber, Thomas T. III

2001 *Railroad Periodicals Index 1931-1999*. Thomas T. Taber III, Muncy, Pennsylvania.

Tidewater Southern Historical Society

2006 *Tidewater Southern Railway History Pages*. <<http://www.tidewatersouthern.com/>>. Accessed December, 2006.

U.S. Environmental Protection Agency

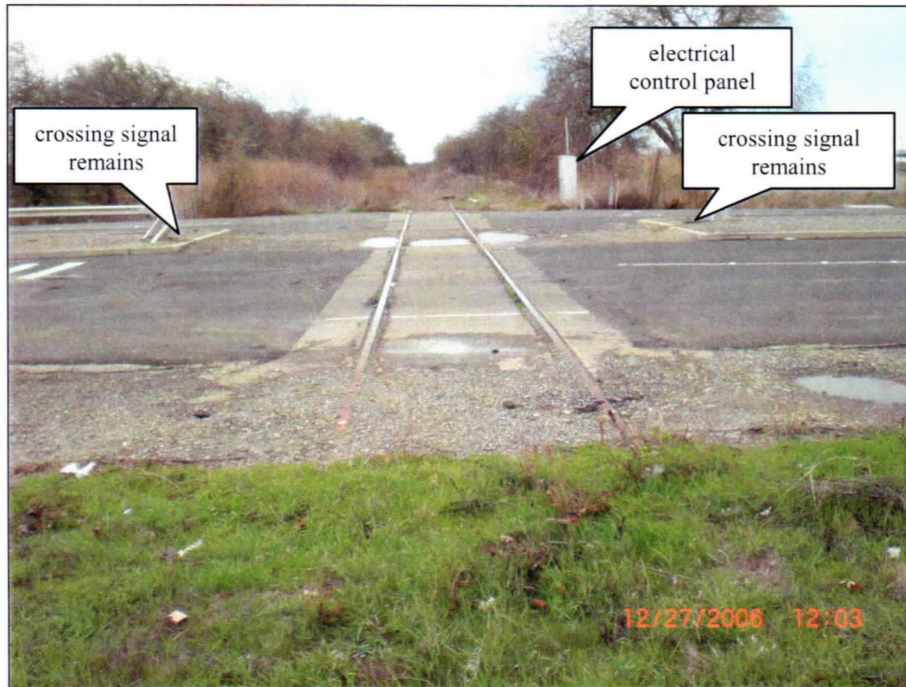
2007 *Sharpe Army Depot*.

<<http://yosemite.epa.gov/r9/sfund/overview.nsf/68b730f1cc88653388256ca800744b26/867ef658047f05718825660b007ee69d!OpenDocument>>. Accessed January 8, 2007.

Western Pacific Railroad Historical Society

2006 *Western Pacific History*. <<http://www.wprrhs.org/wphistory.html>>. Accessed December, 2006.

Also reviewed were issues of the *Western Pacific Milepost* 1970-1983 and *Pacific Rail News* 1971-1976.



Railroad spur alignment and crossing control electrical service box. View west across Airport Way. Note missing rails and ties in the foreground and in the background.



Railroad spur alignment. View east across Airport Way. Note missing rails and ties in the background.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 5

Primary # P-39-000098

HRI #

Trinomial CA-SJO-282H - 000292H

Page 7 of 9

Recorded by: Joy Longfellow

Date: December 27, 2006

Resource Name: TC-7

☒ Continuation



Single rail on ties, parallel rail has been removed. Rails missing from ties near center of photo. View to west.



Ties with rails removed; some tie plates remain. View to west.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 6

Primary # P-39-000098

HRI #

Trinomial CA-SJO-282H - 0002924

Page 8 of 9

Recorded by: Joy Longfellow

Resource Name: Sharpe Army Depot Field Annex Railroad Spur

Date: December 27, 2006

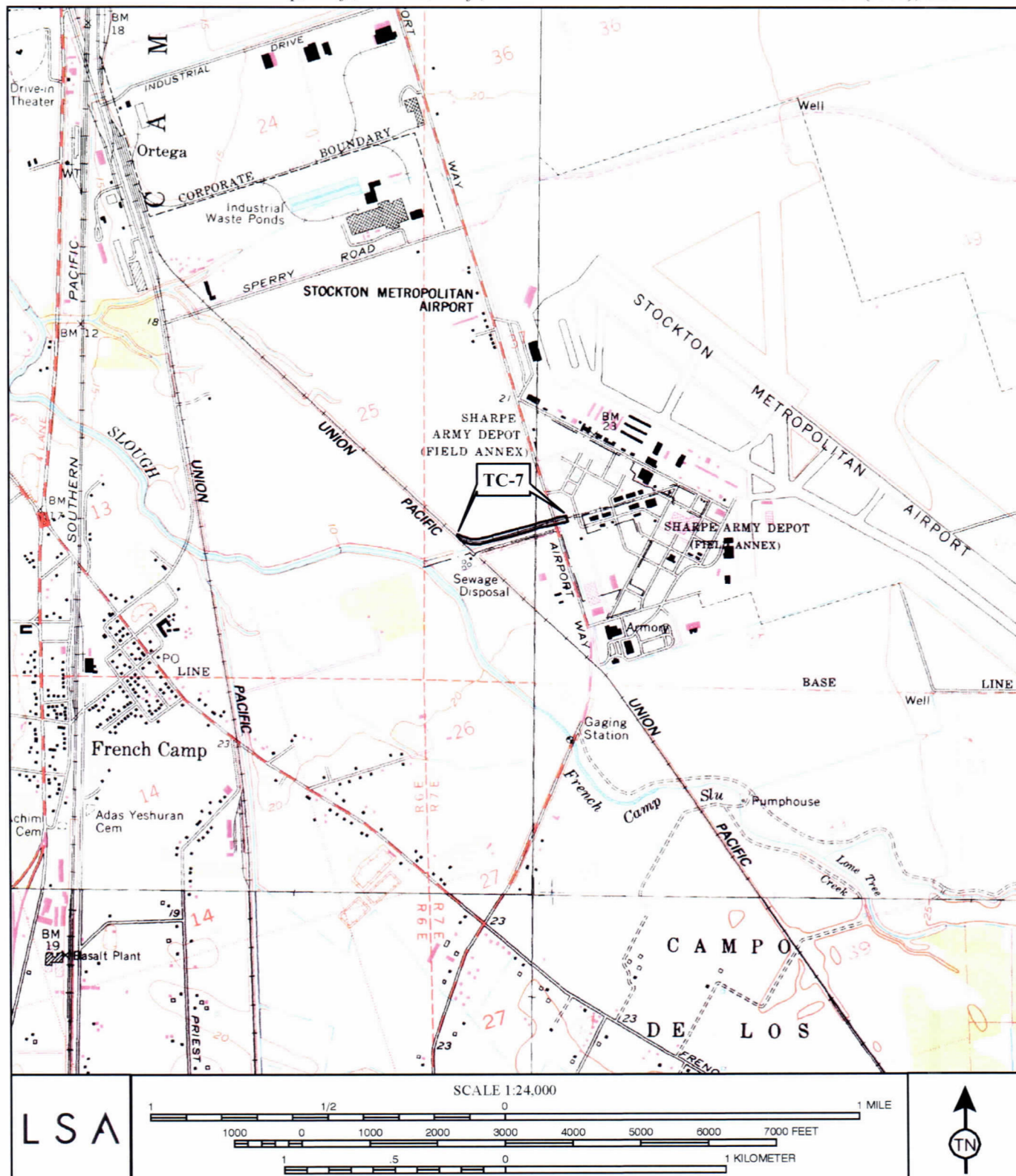
☒ Continuation



Remnant rails inside airport business park. View northwest toward Airport Way.



Close up of crossing signal remains, with vertical guard rails.



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # *P-39-000098*
HRI #
Trinomial *CA-SJO-292 H*
NRHP Status Code

Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 9

Resource Name: TC-7

P1. Other Identifier: Sharpe Army Depot Field Annex Railroad Spur

P2. Location ☐ Not for Publication ☒ Unrestricted:

- a. County: San Joaquin
- b. USGS 7.5' Quad: *Stockton East, Calif. and Stockton West, Calif.* Date: 1968 (1987) T 1 North; R 7 East *Sec 37;*
Campo de Los Franceses Land Grant, Mount Diablo Baseline & Meridian
- c. Address: Airport Way City Stockton Zip 95206
- d. UTM: Zone 10; 0653852 mE /4195067mN
- e. Other Locational Data: APN 17734019

P3a. Description: This resource is an abandoned Western Pacific Railroad spur that formerly serviced the Sharpe Army Depot Field Annex. The Annex was built in 1940 and was in operation until the end of the Vietnam War in 1975. The spur ran from the north-south-trending mainline, crossed Airport Way, and terminated inside the Annex.

P3b. Resource Attributes: (AH7) Railroad grade

P4. Resources Present: ☒ Structure ☒ Site

P5a. Photograph:



P5b. Description of Photo:

Inactive rail line and ballast at the west end of spur, view to east

P6. Date Constructed/Age and

Source: Historic, 1940

Sharpe Army Depot
n.d. *The "Can-Do" Depot.*
Sharpe Army Depot, Lathrop,
California.

P7. Owner and Address:

Not determined

P8. Recorded by:

Joy Longfellow
LSA Associates, Inc
157 Park Place
Point Richmond, CA 94801

P9. Date recorded:

December 27, 2006

P10. Survey Type:

Intensive

P11. Report citation: Kaptain, Neal, Christian Gerike, and Benjamin Matzen 2007 *A Cultural and Paleontological Resources Study for the Tidewater Crossing Project, Stockton, San Joaquin County, California.* LSA Associates, Inc., Point Richmond, California.

Attachments: ☒ Location Map ☒ Continuation Sheet ☒ Linear Feature Record

DPR 523A (1/95)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000098
HRI #
Trinomial CA-SJO-292H

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Resource Name: TC-7

L1. Historic and/or Common Name: Sharpe Army Depot Field Annex Railroad Spur

L2a. Portion Described: Remains of entire resource

b. Location of point or segment: Between Stockton Metropolitan Airport Business Park and the Union Pacific Railroad, west of the community of French Camp, San Joaquin County, California

L3. Description: Many of the rails exhibit extreme wear on the top and side. Approximately 120 feet of rail west of Airport Way have been removed. Tracks at the west end of the spur have been detached from the mainline and are now displaced to the side of its ballast, as shown in the photograph on Page 1. The turnout to the mainline has been removed and all electrical/mechanical rail crossing signal equipment has been removed except signal tower bases and the enclosed electrical panel at Airport Way. The rails are plate-and-bolt joined, not continuously welded like the active mainline, indicating that this spur was not upgraded during the infrastructure modernization instituted by the Western Pacific in the 1970s.

L4. Dimensions

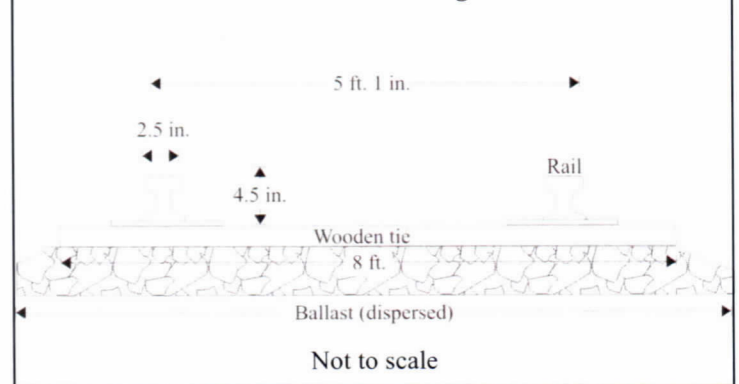
- a. Top Width:** 5' 1" outside edge rail head to rail top
- b. Bottom Width:** 8' + dispersed ballast
- c. Height:** Rail = 4.5", Tie = 6"
- d. Length of Segment:** .3 miles

L5. Associated Resources:

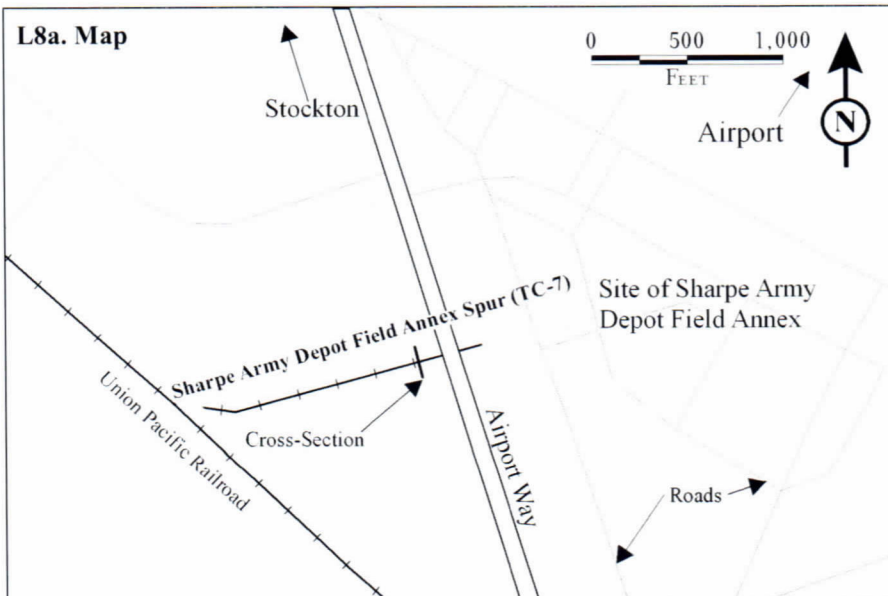
- 1) Sharpe Army Depot Field Annex
- 2) Western Pacific Railroad
- 3) Union Pacific Railroad

L6. Setting: Does not contribute to the resource's significance.

L4e. Sketch of Cross-Section Facing: to the west



L7. Integrity Considerations: Abandoned/dismantled, see Page 3, Continuation Sheet 1.



L8b. Description of Map:
Schematic plan view of TC-7

L9. Remarks: None

L10. Form prepared by:
Joy Longfellow
LSA Associates, Inc.
157 Park Place
Point Richmond, California
94801

L11. Date:
December 27, 2006

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 1

Primary # P-39-000098
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Recorded by: Joy Longfellow

Date: December 27, 2006

Resource Name: TC-7

☑ Continuation

National Register of Historic Places and California Register of Historical Resources Evaluation

Introduction. The 1,500-foot-long railroad spur between the Union Pacific Railroad and the Sharpe Army Depot Field Annex (now a business park) in southern Stockton was evaluated for eligibility for listing in the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register) for the Tidewater Crossing Project by LSA Associates, Inc., cultural resources managers Neal Kaptain, B.A., and Christian Gerike, M.A., in December 2006 and January 2007. The spur was in use from 1940 to 1975 and is possibly significant under Criterion A/1, for its contribution to California's military and transportation history. However, the spur is not present in the Annex, is no longer connected to the mainline, and is in a deteriorated condition lacking the integrity necessary to convey its possible historical significance. The spur does not appear eligible for listing in the National or California registers.

Also, the spur is related to P-39-000015, a portion of the Union Pacific Railroad immediately south of the west end of the railroad spur, which was evaluated and found not eligible for listing in the National or California registers (Jensen 2000). P-39-000015 is listed in the Office of Historic Preservation's Historic Properties Directory as not eligible for listing in the National Register (California Office of Historic Preservation 2004). The spur was used to service the Sharpe Army Depot Field Annex, which has been significantly altered over the years as it was converted to a business park, and the Annex does not appear to be eligible for listing in the National and California registers.

Criterion A/1. The spur of the railroad is possibly significant at the local level under Criterion A/1 as a contributing element to the Western Pacific Railroad and the Sharpe Army Depot. The Western Pacific Railroad has been an integral part of California's transportation system throughout the 1900s and has contributed to the state's economic growth. The Sharpe Army Depot played a role in the United States' World War II military effort. There is no indication, however, that the spur was a significant contributor to the history of California transportation or the history of World War II, and does not appear to be significant under Criterion A/1.

Criterion B/2. Background research for the spur did not identify any important individuals in United States or California history associated with the spur. The spur does not appear to be significant under Criterion B/2.

Criterion C/3. The spur's bed, rails, and crossing equipment are common to railroads, and research did not identify any distinguishing design or construction features. The spur does not appear to be significant under Criterion C/3.

Criterion D/4. The spur of the railroad does not have any unique or special qualities that could be studied to answer questions important in history. The spur does not appear to be significant under Criterion D/4

Integrity. While the spur retains some elements of its original location, design, materials, and workmanship, much of the spur and its associated features are missing, including rails, tie plates, ties, and signaling appurtenances. At its western end the spur has been separated from its connection to the Union Pacific Railroad mainline and displaced from its bed. The ballast for most of the length of the spur is dispersed into a thinner, flatter profile than it would have had during its operation. Road crossing safety equipment, e.g. electric warning lights and articulating gates are no longer present. The function of the spur was to service the Sharpe Army Depot Field Annex. The Annex, however, has been significantly altered and is now a business park. The rails embedded across Airport Way are extant, but do not continue into the business park to the east and are disconnected from the remains of the spur to the west. Due to its deteriorated condition, the spur lacks the integrity to convey any historical feeling, association, or significance that it may have had.

(Evaluation continued on Page 4)

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 2

Primary #

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P-39-000098

CA-SJO-292H

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Recorded by: Joy Longfellow

Date: December 27, 2006

Resource Name: TC-7

☒ Continuation

(Continued from Page 3)

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1997 *Cultural Resource Inventory and Evaluation for the Stockton Metropolitan Airport Expansion Project, City of Stockton, San Joaquin County, California.* Peak and Associates, Inc., El Dorado Hills, California.

Research for the National and California Register evaluations of the Western Pacific Railroad spur used sources available at LSA, on the internet, and the following research repositories:

- Stockton Public Library, Stockton, California
- Haggin Museum, Stockton, California
- California State Library, Sacramento, California
- California State Railroad Museum Library, Sacramento, California

The following documents were reviewed for information regarding the Western Pacific Railroad, the Tidewater Southern Railroad, and Sharp Army Depot Field Annex:

Anonymous

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(Continued on Page 5)

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CONTINUATION SHEET 3

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Recorded by: Joy Longfellow

Date: December 27, 2006

Resource Name: TC-7

☒ Continuation

(Continued from Page 4)

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<<http://yosemite.epa.gov/r9/sfund/overview.nsf/68b730f1cc88653388256ca800744b26/867ef658047f05718825660b007ee69d!OpenDocument>>. Accessed January 8, 2007.

Western Pacific Railroad Historical Society

2006 *Western Pacific History*. <<http://www.wprrhs.org/wphistory.html>>. Accessed December, 2006.

Also reviewed were issues of the *Western Pacific Milepost* 1970-1983 and *Pacific Rail News* 1971-1976.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 4

Primary #
HRI #
Trinomial

P-39-000098
CA-850-292H

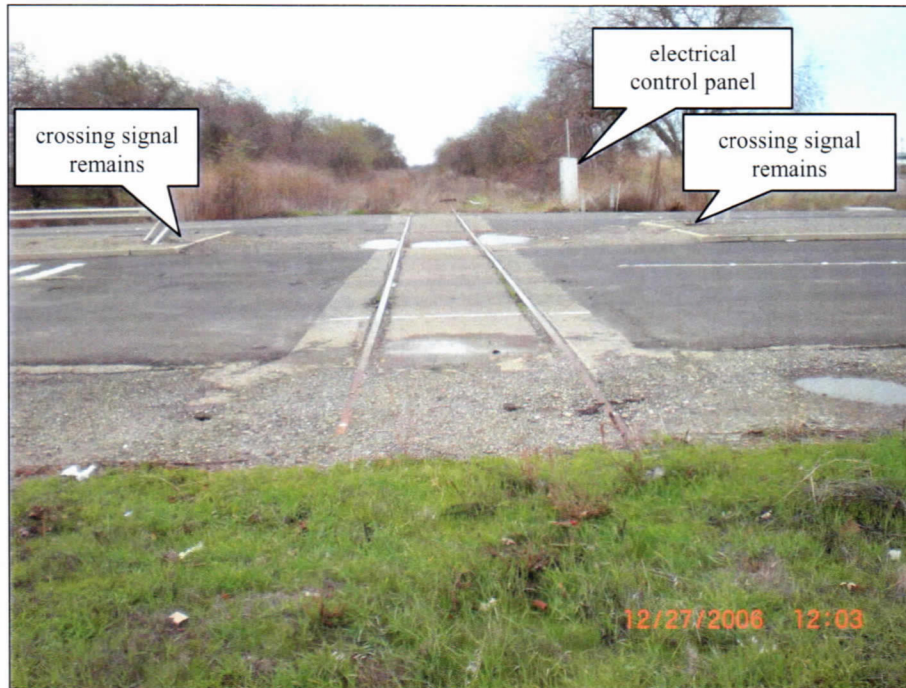
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Recorded by: Joy Longfellow

Date: December 27, 2006

Resource Name: TC-7

☒ Continuation



Railroad spur alignment and crossing control electrical service box. View west across Airport Way. Note missing rails and ties in the foreground and in the background.



Railroad spur alignment. View east across Airport Way. Note missing rails and ties in the background.