DOCKETED	
Docket Number:	24-OPT-04
Project Title:	Potentia-Viridi Battery Energy Storage System
TN #:	260823
Document Title:	DR Response 1 - Appendix C Part 2, DPRs to Attachment 1, Revised Cultural Resources Inventory and Evaluation Report
Description:	Part 2 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 2

Revised Cultural Resources Inventory and Evaluation Report:DPRs

P-01-010947
P-07-002956

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

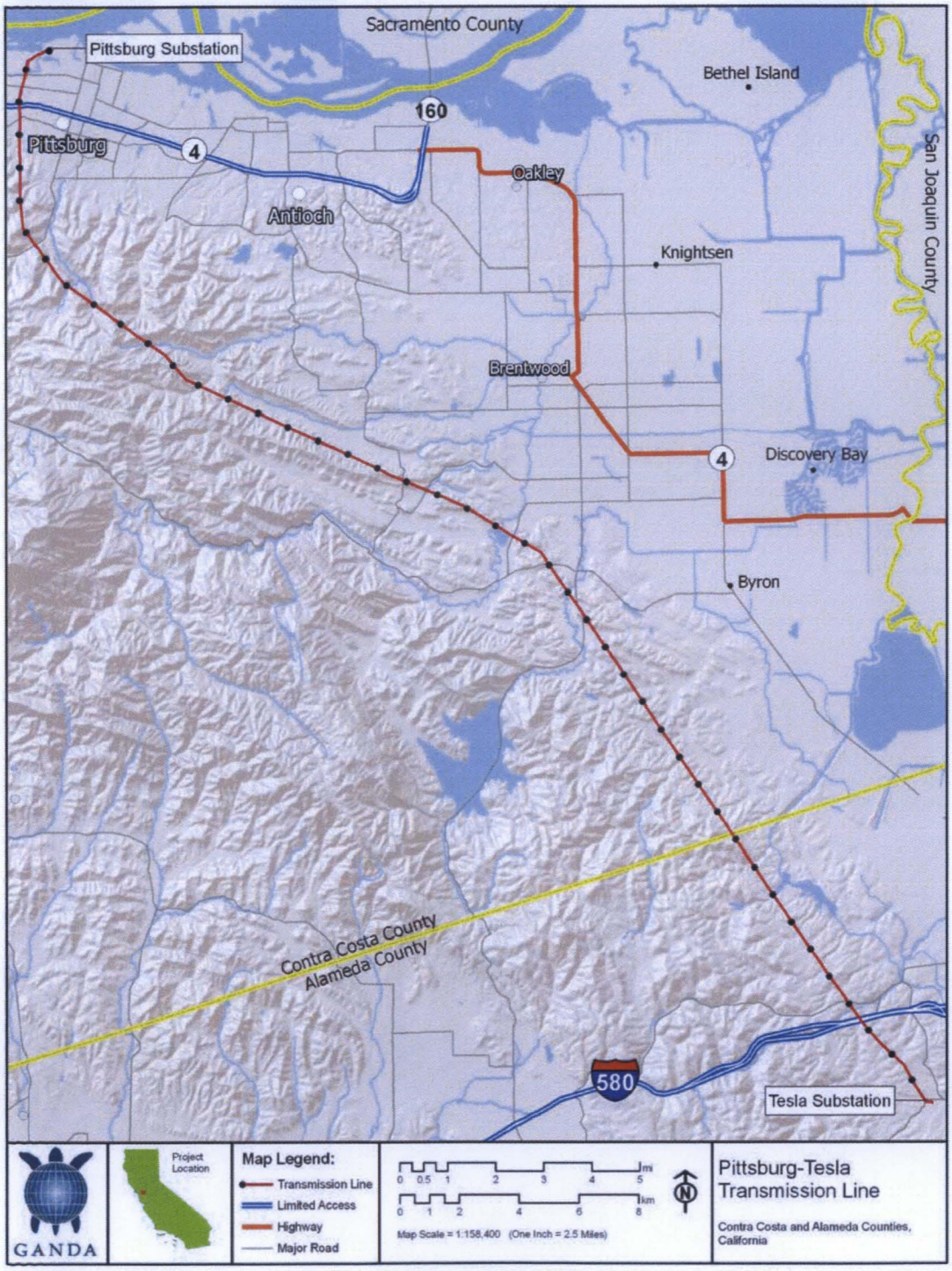
Primary #
HRI #

SKETCH MAP

Trinomial

Page 3 of 12 ***Resource Name or #** (Assigned by recorder): Pittsburg-Tesla Transmission Line

***Drawn By:** Josh Robino, Garcia and Associates ***Date:** November 2008



***Required Information**

a.

P-01-010947
P-07-002956

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

LOCATION MAP

Primary #
HRI #

Trinomial

 ***Resource Name or #:** Pittsburg-Tesla Transmission Line
***Map Name:** USGA 7.5' Quad Honker Bay ***Scale** 1:24000 *Date of Map: 1980

*Required Information

a.

P-01-010947
P-07-002956

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

Primary #
HRI #

LOCATION MAP

Trinomial

Page 5 of 12 *Resource Name or #: Pittsburg-Tesla Transmission Line
*Map Name: USGS 7.5' Quad Honker Bay and Clayton *Scale 1:24000 *Date of Map: 1980 and 1994

DPR 523J (1/95)

*Required Information

P-01-010947
P-07-002956

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

Primary #
HRI #

LOCATION MAP

Trinomial

Page 6 of 12 *Resource Name or #: Pittsburg-Tesla Transmission Line
*Map Name: USGS 7.5' Quad Clayton and Antioch South *Scale 1:24000 *Date of Map: 1994 and 1980

DPR 523J (1/95)

*Required Information

P-01-010947
P-07-002956

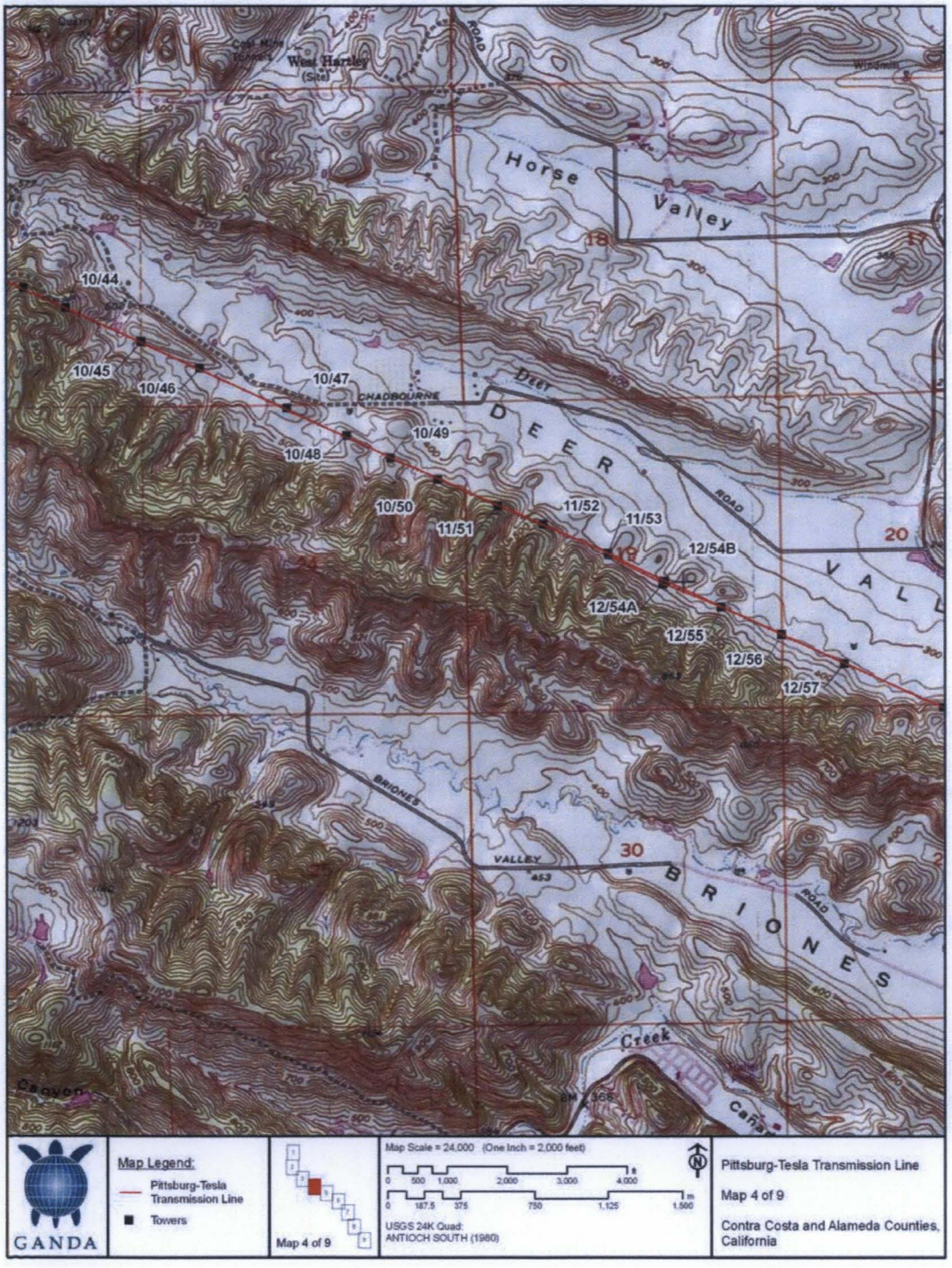
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI #

LOCATION MAP

Trinomial

Page 7 of 12 *Resource Name or #: Pittsburg-Tesla Transmission Line
*Map Name: USGS 7.5' Quad Antioch South *Scale 1:24000 *Date of Map: 1980



DPR 523J (1/95)

*Required Information

a.

P-01-010947
P-07-002956

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

Primary #
HRI #

LOCATION MAP

Trinomial

 *Resource Name or #: Pittsburg-Tesla Transmission Line
*Map Name: USGS 7.5' Quad Brentwood and Antioch South *Scale 1:24000 *Date of Map: 1978 and 1980

*Required Information

a.

P-01-010947
P-07-002956

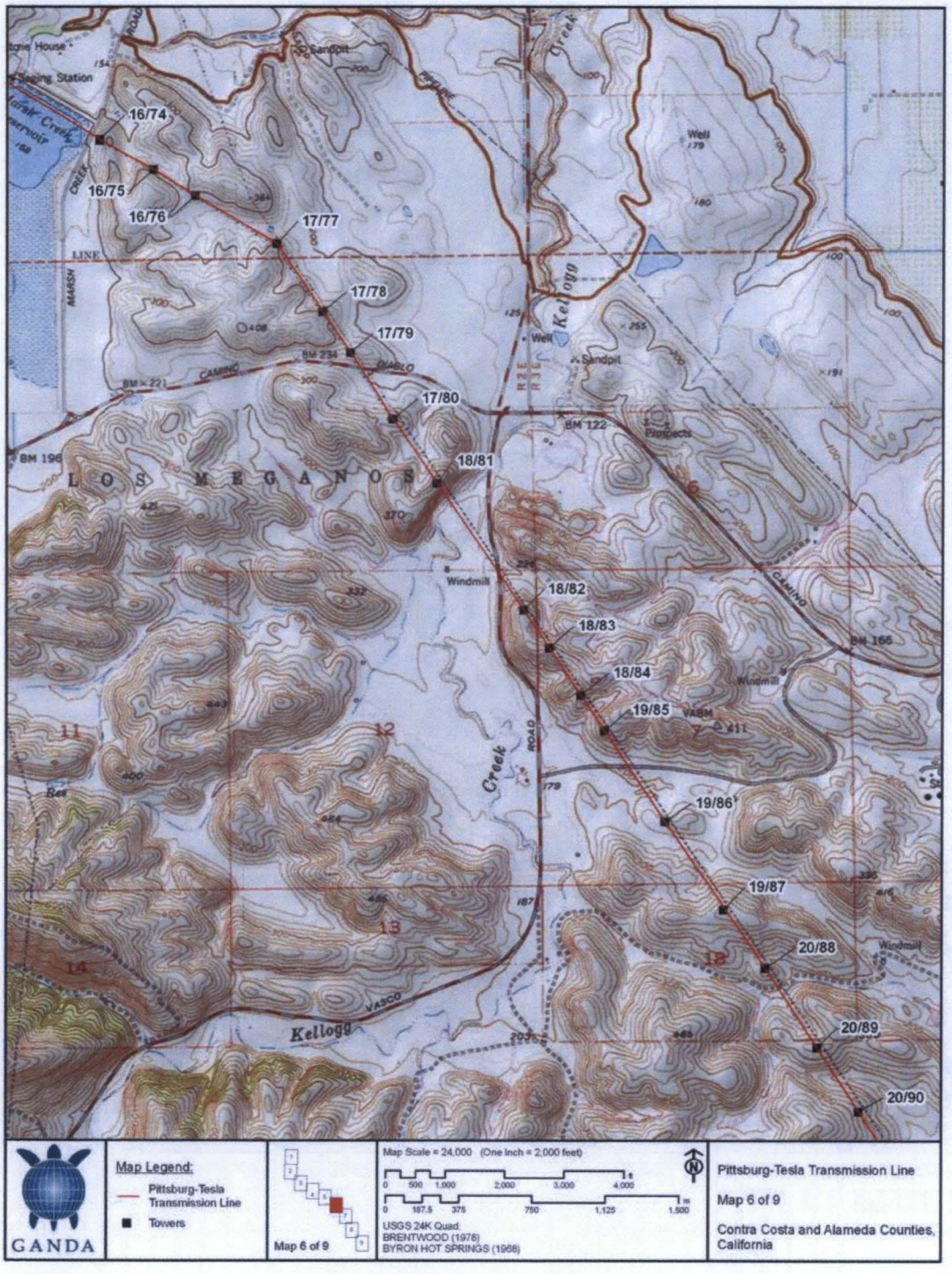
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI #

LOCATION MAP

Trinomial

 ***Resource Name or #:** Pittsburg-Tesla Transmission Line
***Map Name:** USGS 7.5'Quad Brentwood and Byron Hot Springs ***Scale** 1:24000 *Date of Map: 1978 and 1968



***Required Information**

a.

P-01-010947
P-07-002956

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

Primary #
HRI #

LOCATION MAP

Trinomial

 ***Resource Name or #:** Pittsburg-Tesla Transmission Line
***Map Name:** USGS 7.5' Quad Byron Hot Springs ***Scale** 1:24000 *Date of Map: 1968

*Required Information

a.

P-01-010947
P-07-002956

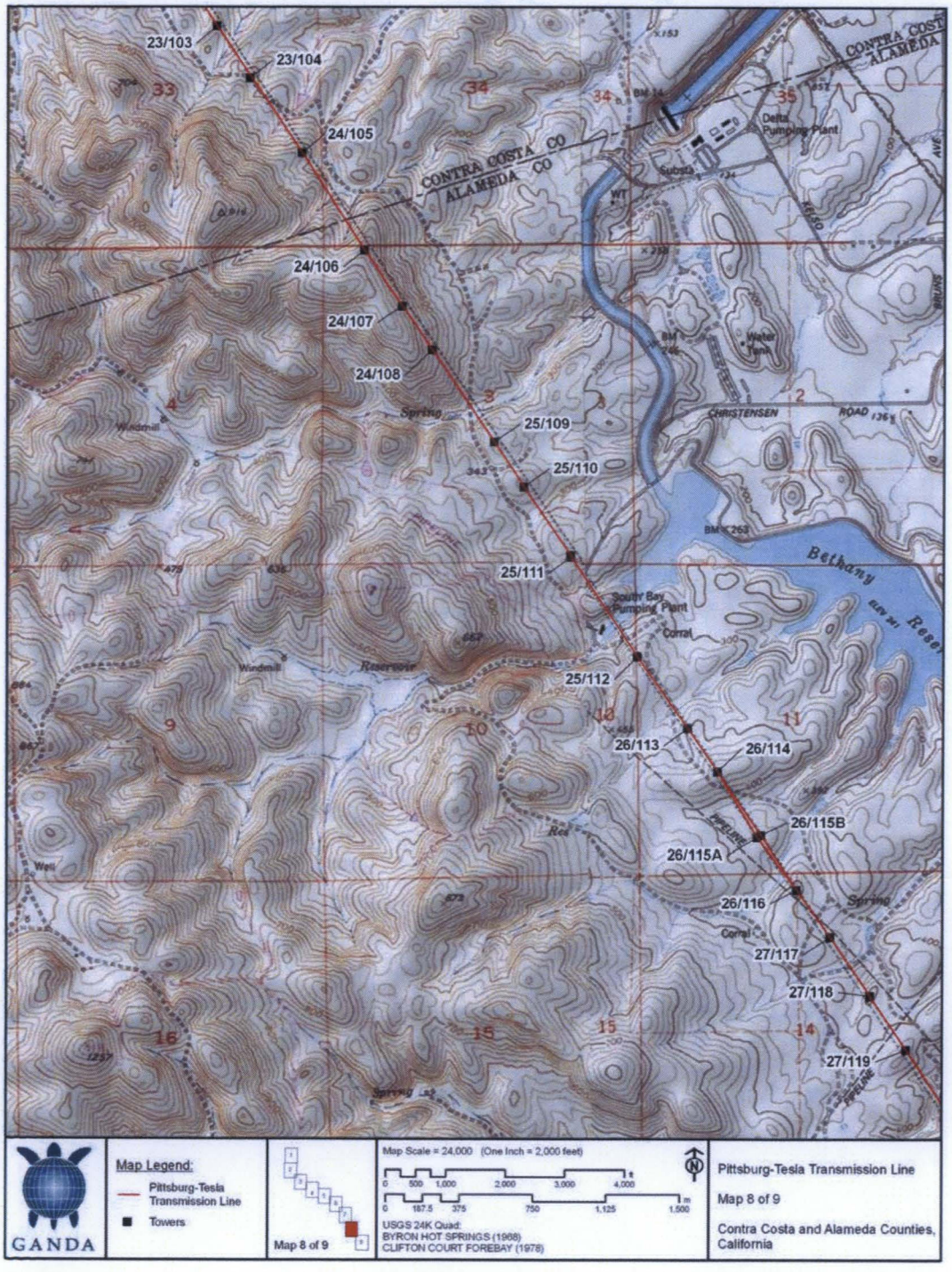
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI #

LOCATION MAP

Trinomial

 *Resource Name or #: Pittsburg-Tesla Transmission Line
*Map Name: USGS 7.5' Quad Byron Hot Springs and Clifton Court Forebay *Scale 1:24000 *Date of Map: 1968 and 1978



*Required Information

a.

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

Primary #
HRI #

Trinomial

LOCATION MAP

 *Resource Name or #: Pittsburg-Tesla Transmission Line
*Map Name: USGS 7.5' Quad Clifton Court Forebay and Midway *Scale 1:24000 *Date of Map: 1978

*Required Information

***NRHP Status Code** 6Z

***P3a. Description:** The segment of the Tracy-Tesla Transmission Line recorded within the survey area is approximately 0.42-miles long, beginning at the Tesla Substation at Patterson Road and North Midway Road. Dudek observed no changes to the transmission line since it was last recorded in 2013. A detailed description of the subject property is provided in the attached DPR form set.

P5b. Description of Photo: (View, date, accession #) Camera facing north, October 2, 2024

***P8. Recorded by:** (Name, affiliation, address)
Claire Flanegin, MA
Dudek
1904 Franklin Street, Suite 600
Oakland, CA 94612

***P9. Date Recorded:**
October 2, 2024

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dudek. 2024. *Cultural Resources Inventory and Evaluation Report Potentia Viridi BESS Project, Alameda County, California*.

***Attachments:** ☒Other (List): DPR 523 Form Set for P- 01-011395

*** B10. Significance:** This transmission line has been previously recorded in 2013 but was not evaluated for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR) or the Alameda County Register (Farrell 2013). Dudek evaluated the Tracy-Tesla Transmission Line and has determined that the resource does not meet the criteria for the NRHP, CRHR, or the Alameda County Register, which are nearly identical criteria to those of the NRHP and the CRHR. The transmission line was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to the resource.

PG&E's Historic Electrical Infrastructure Management Plan provides the historic context in which to evaluate this resource and provides the key significance themes and periods of significance related to PG&E's historic context, and it identifies the property types and character-defining features of those property types. This transmission line does not meet NRHP/CRHR/Alameda County Register Criterion A/1/A because it only reflects a mere association within the context of community development in the post-World War II era. It has no direct, specific association because all PG&E's infrastructure has a basic association with some aspect of California's development. Nor is it directly associated with important events or trends in PG&E's corporate history.

The line is not associated with individuals who made significant contributions to history and therefore does not meet NRHP/CRHR/Alameda County Register Criterion B/2/B.

Under NRHP/CRHR Criterion C/3/Alameda County Register C-E this transmission line lacks distinction and is not an important example of its type, period, or method of construction. It was not designed by a master engineer, is a ubiquitous property type for PG&E and lacks technological innovation and architectural merit.

As a built environment resource, this type of resource is well documented, and it is not a source of important information. Therefore, it does not meet NRHP/CRHR/Alameda County Register Criterion D/4/F.

Integrity is the ability of a property to convey its significance. The assessment of a property's integrity can only proceed after its significance has been fully established. The assessment of integrity requires consideration under the seven aspects or qualities. To retain integrity, a property will always possess several, and generally most, aspects of integrity. Determining which aspects are most important requires an understanding of why, where, and when the property is significant. Because the subject property does not meet any of the criteria for listing in the NRHP, CRHR, or Alameda County Register, an integrity analysis is considered immaterial for the subject resource.

***B14. Evaluator:** Danielle Baza, BA and Patricia Ambacher, MA

***Date of Evaluation:** October 2024

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

PRIMARY RECORD

Primary # P-01-011395
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

Page 1 of | *Resource Name or #: SH-JF-02

P1. Other Identifier: (Tracy-Telsa 230kv Transmission Line)

***P2. Location:** ☐ Not for Publication ☑ Unrestricted ***a. County:** Alameda

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

***b. USGS 7.5' Quad:** Midway and Clifton Court Forebay **Date:** 1978 **T2S**; **R4E** ; **por of Sec** 6, 7, 18, 19, 29, 30, & 32**;** M.D.**B.M.**

c. Address: City: Zip:

d. UTM: Zone: 10 ; Start: 625055.4 mE/ 4184451.4 mN (G.P.S)
624752.5, 4183974.3
624799.5, 4180790.3
End: 626600.5, 4175130.6

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

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

The site is a Pacific Gas and Electric (PG&E) Tracy-Tesla 230kV transmission line that was built between 1949-1953 as evident on historic maps and aerial photographs. This recording is only for a small segment of that line. The power line begins at the Tesla Substation located at Patterson Road and North Midway Road in eastern Alameda County. The transmission line extends six miles north-northwest across agricultural lands to the Tracy Switchyard, located at the intersection of Mountain House Road and Kelso Road in Alameda County. The overhead high voltage transmission line is strung between several galvanized steel-lattice towers, approximately 80 to 110 feet tall. The base of the towers extends outward and the footings are anchored to concrete pads. The towers have three arms on each side with insulators that support the lines.

***P3b. Resource Attributes:** (List attributes and codes) HP11 Engineering Structure (Functioning Transmission Line)

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

P5a. Photo or Drawing

P5b. Description of Photo: (View, date, accession #)
North, transmission line, #01

***P6. Date Constructed/Age and Sources:** ☑Historic ☐Prehistoric ☐Both
Betwee 1949 and 1953, historic map and aerial photographs

***P7. Owner and Address:**
Pacific Gas & Electric
77 Beal Street
San Francisco, ,CA 94105

***P8. Recorded by:** (Name, affiliation, and address)
Jenna Farrell,
Tetra Tech, Inc.
2969 Prospect Park Dr. Ste. 100
Rancho Cordova, CA 95670

***P9. Date Recorded:** 3/12/2013

***P10. Survey Type:** (Describe)
General Reconnaissance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Cultural Resource Survey for FloDesign Wind Trubine, Inc. Proposed Sand Hill Wind Farm Repowering Project, Alameda County, Calfironia, prepared by Tetra Tech, Inc. 2013

***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):

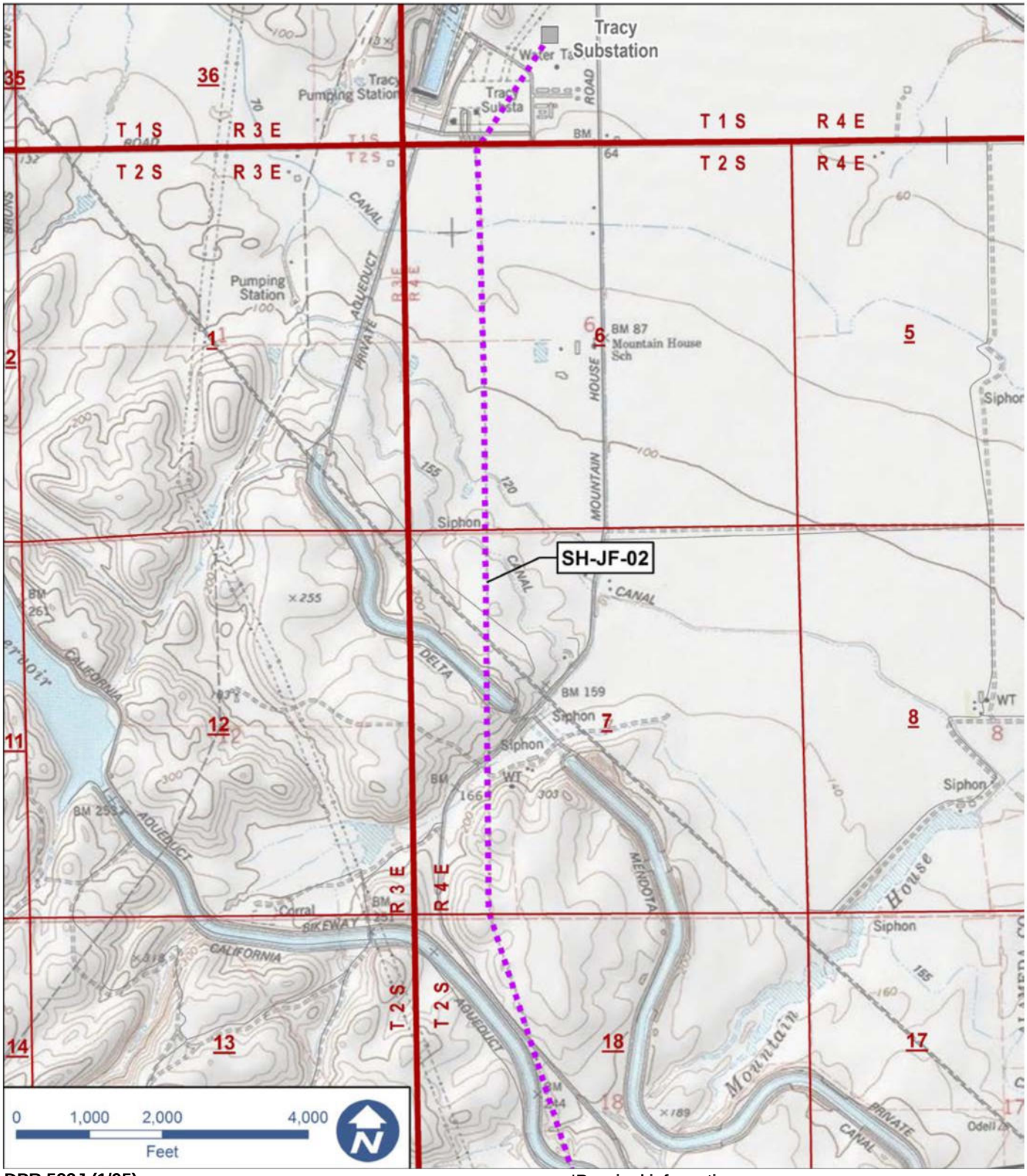
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-01-011395
HRI#
Trinomial

Page 2 **of** 3 ***Resource Name or #:** SH-JF-02

***Map Name:** Clifton Court Forebay, Ca (20ft Contour) ***Scale:** 1:24,000 ***Date of Map:** 1978



DPR 523J (1/95)

*Required information

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

LOCATION MAP

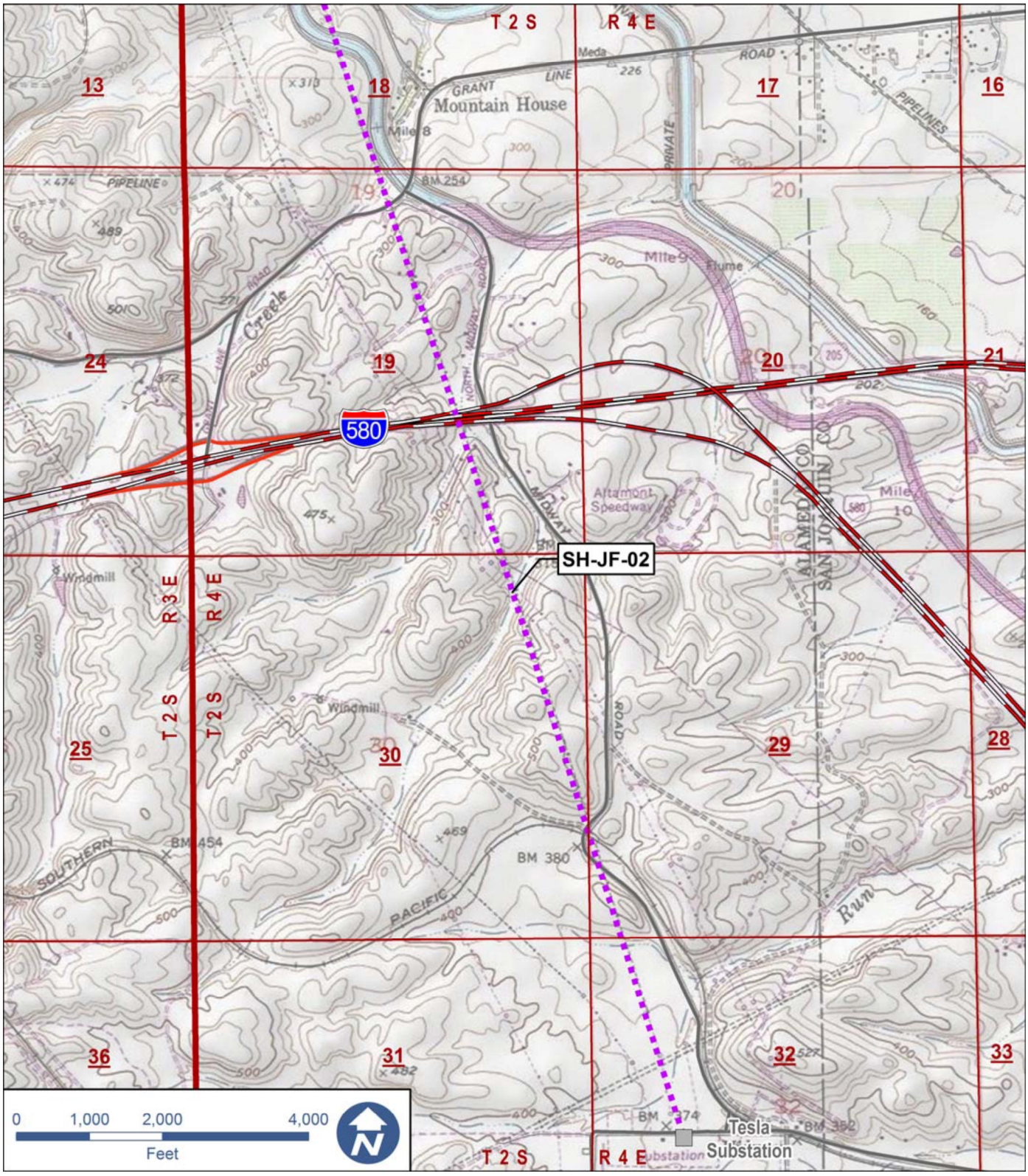
Primary # P-01-011395
HRI#
Trinomial

***Resource Name or #:** SH-JF-02

***Map Name:** Midway, Ca (20ft Contour)

***Scale:** 1:24,000

***Date of Map:** 1980



*Required information

***Recorded by:** C. Flanegin, MA, Dudek ***Date:** October 2, 2024 ☐ Continuation ☒ Update

***NRHP Status Code** 6Z

***P3a. Description:** The transmission line documented herein extend approximately 0.32 miles within the survey area and connects with the Tesla Substation in northeastern Alameda County. Dudek observed no changes to the transmission line since its last recordation in 2014. A detailed description of the subject property is provided in the attached DPR form set.

P5b. Description of Photo: (View, date, accession #) Camera facing west, October 2, 2024

***P8. Recorded by:** (Name, affiliation, address)
Claire Flanegin, MA
Dudek
1904 Franklin Street, Suite 600
Oakland, CA 94612

***P9. Date Recorded:**
October 2, 2024

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dudek. 2024. *Cultural Resources Inventory and Evaluation Report Potentia Viridi BESS Project, Alameda County, California*.

***Attachments:** ☒Other (List): DPR 523 Form Set for P-01-011479

***B10. Significance:** In 2014, the transmission line was evaluated and recommended not eligible for the National Register of Historic Places (NRHP) and the California Register of Historical resources (CRHR). Dudek discovered no new information that would require a re-evaluation of the transmission line's NRHP and CRHR eligibility. For the same reasons why the property does not meet the NRHP and CRHR criteria, Dudek has determined that the property does not meet any of the criteria for the Alameda County Register, which are nearly identical criteria to those of the NHRP and the CRHR. The property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6ZCalifornia Historical Resources Status Code to the resource.

Integrity is the ability of a property to convey its significance. The assessment of a property's integrity can only proceed after its significance has been fully established. The assessment of integrity requires consideration under the seven aspects or qualities. To retain integrity, a property will always possess several, and generally most, aspects of integrity. Determining which aspects are most important requires an understanding of why, where, and when the property is significant. Because the subject property does not meet any of the criteria for listing in the NRHP, CRHR, or Alameda County Register an integrity analysis is considered immaterial for the subject resource.

***B14. Evaluator:** Danielle Baza, BA and Patricia Ambacher, MA

***Date of Evaluation:** October 2024

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

PRIMARY RECORD

Primary # P-01-011479
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

Page 1 **of** 6 ***Resource Name or #:** SRI-2

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted** ***a. County:** Alameda

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

***b. USGS 7.5' Quad:** Midway **Date:** 1981 **T** 2S; **R** 4E; SW ¼ - NE ¼ **of Sec** 31; M.D. **B.M.**

c. Address: City: Zip:

d. UTM: Zone:10N; 625743 mE/ 4175050 mN (start); 626072 mE/ 4175217 mN (stop) (G.P.S.)

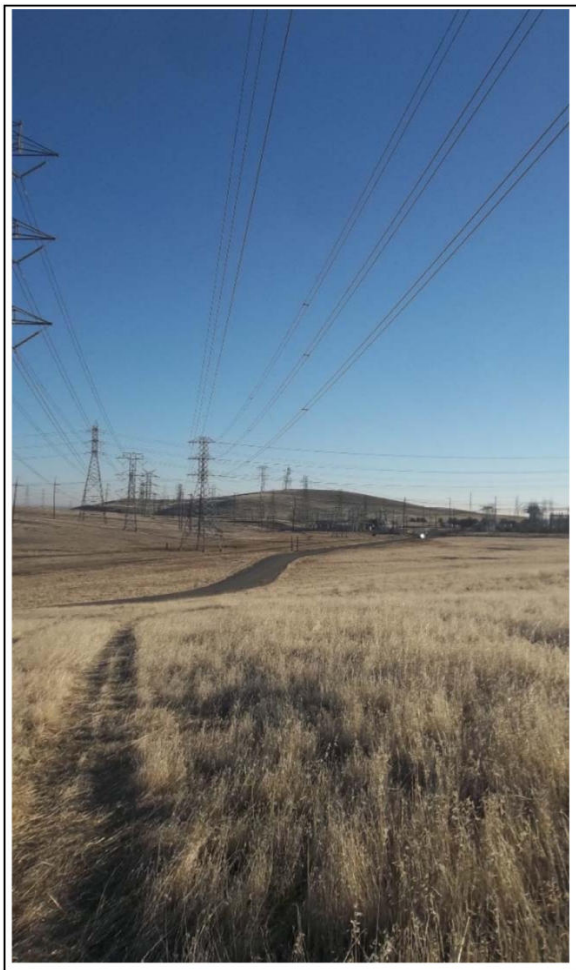
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:**

The site is a segment of the electrical transmission line that extends SW to NW through the project area and consists of two towers and cables. The line extends towards the Tesla Substation. Both towers are roughly 50 ft. tall and measures 19 ft.10 in. on each side. The towers are based on four cement footings and are constructed in a latticed steel frame. The cement footings measure 1 ft. 6 in. on a side. The site is in good condition and maintained by the PG&E Company.

***P3b. Resource Attributes:** HP: 11 – Engineering structures

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



P5b. Description of Photo: Overview of linear site, SRI-2, looking east.

***P6. Date Constructed/Age and Sources:**
■Historic
☐Prehistoric ☐Both

***P7. Owner and Address:**
Mulqueeney Ranch Properties, LLC
9169 Rosewood Dr.
Sacramento, CA 95826-4526

***P8. Recorded by:**
Dean M. Duryea. Jr.
Statistical Reseach, Inc
21 W Stuart Avenue
Redlands, CA 92374

***P9. Date Recorded:** 1/22/2014

***P10. Survey Type:** Intensive pedestrian survey

***P11. Report Citation:**
Reddy, Seetha N., Dean M. Duryea, Jr., Karen K. Swope, Jason D. Windingstad, and Michael K. Lerch
2014 *Cultural Resource Assessment of the Golden Hills Wind Repowering Project, Alameda County, California*. Draft report prepared for CH2M HILL and NextEra Energy Resources. SRI Technical Report 14-15, Woodland, CA

***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):

B1. Historic Name:
B2. Common Name:
B3. Original Use: electrical transmission line
B4. Present Use: electrical transmission line
***B5. Architectural Style:**
***B6. Construction History:** (Construction date, alterations, and date of alterations)

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: N/A
b. Builder: N/A
***B10. Significance: Theme:** electrical infrastructure
Area: Altamont Pass, CA
Period of Significance: 1950-1970
Property Type: Utility - Electrical
Applicable Criteria: N/A

This linear site dates from the mid-20th century and represents some of the mid-20th century energy infrastructure projects of the region. The line is currently used and maintained by PG&E. This line is in good condition, but elements have been replaced through routine maintenance. This line is a common infrastructure resource and does not offer additional information about this type of resource for the period of time the transmission line represents.

SRI recommends this site is not eligible for listing in the NRHP or the CRHR because this site is a common manifestation of land use patterns for electrical utility infrastructure in the mid-20th century. Taken apart from other cultural manifestations and resources of the similar period in the region, this site does not offer additional information about the utility infrastructure of the region in the mid-20th century. From the archival research we have performed as part of this survey and inventory project, we have not found any associations with any known person or important event in the past that represents the history of this region, and so it is not eligible under criteria (a) or (b), and the site fails to contribute elements of its architecture or style that represent an important artistic or architectural type, period, or method of construction, and is therefore not eligible under criterion (c). Lacking intact, artifact-rich deposits and a complete set of associated site elements, the site is not likely to yield additional information important in local or regional history under criterion (d). Applying AIMS-R (Caltrans pg. 212), this resource is associated with other utility infrastructure resources of the same period and to the modern era. However, the site has limited data potential as a common element of the era it represents, and no artifacts or features that could elucidate the scientific community further on utility infrastructure from the mid-20th century to the modern era.

B11. Additional Resource Attributes: HP11 – Engineering Structure (Transmission Line)

***B12. References:**

B13. Remarks:

(Sketch Map with north arrow required.)

***B14. Evaluator:** Dean Duryea Jr.
Statistical Reseach, Inc
21 W Stuart Avenue
Redlands, CA 92374

***Date of Evaluation:** 1/22/2014

DPR 523B

(This space reserved for official comments.)

L1. Historic and/or Common Name:
L2a. Portion Described: ☐ Entire Resource ■ Segment ☐ Point Observation **Designation:**
b. Location of point or segment: The UTM's of the segment are 625744 mE, 4175050 mN (start) and 626072 mE, 4175217 mN (stop) within the project area.

L3. Description:
The site is a segment of the electrical transmission line that extends SW to NW thru the project area and consists of two towers and cables. The line extends towards the Tesla Substation. Both towers are roughly 50 ft. tall and measure 19 ft. 10 in. on each side. The towers are based on four cement footings and are constructed in a latticed steel frame. The site is in good condition and maintained by PG&E Company.

Feature 1: A transmission tower measuring roughly 50 ft. tall and measure 19 ft. 10 in. at the base in width. The base of the tower is four cement footings and constructed of a lattice-work of galvanized steel beams.

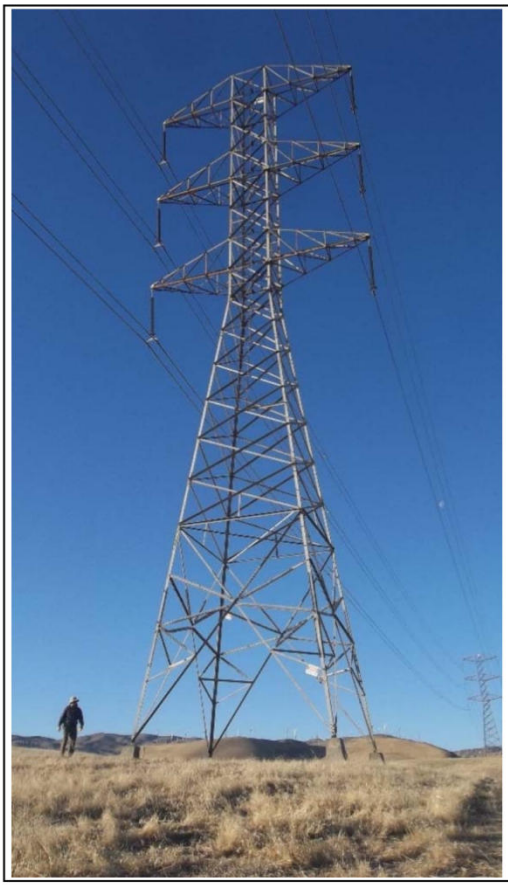
Feature 2: A transmission tower measuring roughly 50 ft. tall and measure 19 ft. 10 in. in width. The base of the tower is four cement footings and constructed of a lattice-work of galvanized steel beams.

L4. Dimensions: (for towers)
a. Top Width:
b. Bottom Width: 19 ft. 10 in.
c. Height or Depth: 50 ft.
d. Length of Segment: 1,222 ft.

L5. Associated Resources:

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

L6. Setting: The site is on the eastern slopes of the Diablo Range, south of the Altamont Pass and opening to the San Joaquin Valley. The site is in an open, hilly grass field that is part of the Mulqueeney Ranch. The area consists of grasses and forbs with the only trees in the nearby drainage. The closest water source is the nearby Patterson Run that runs parallel to Patterson Pass Road.



L7. Integrity Considerations:

L8b. Description of Photo, Map, or Drawing:
Overview of Feature 1 (PD7), SRI-2

L9. Remarks:

L10. Form Prepared by:
Dean M. Duryea. Jr.
Statistical Research, Inc
21 W Stuart Avenue
Redlands, CA 92374

L11. Date: 1/22/2014

***Map Name:** Locational Map of SRI-2 ***Scale:** 1:24,000 ***Date of Map:** 1/22/2014

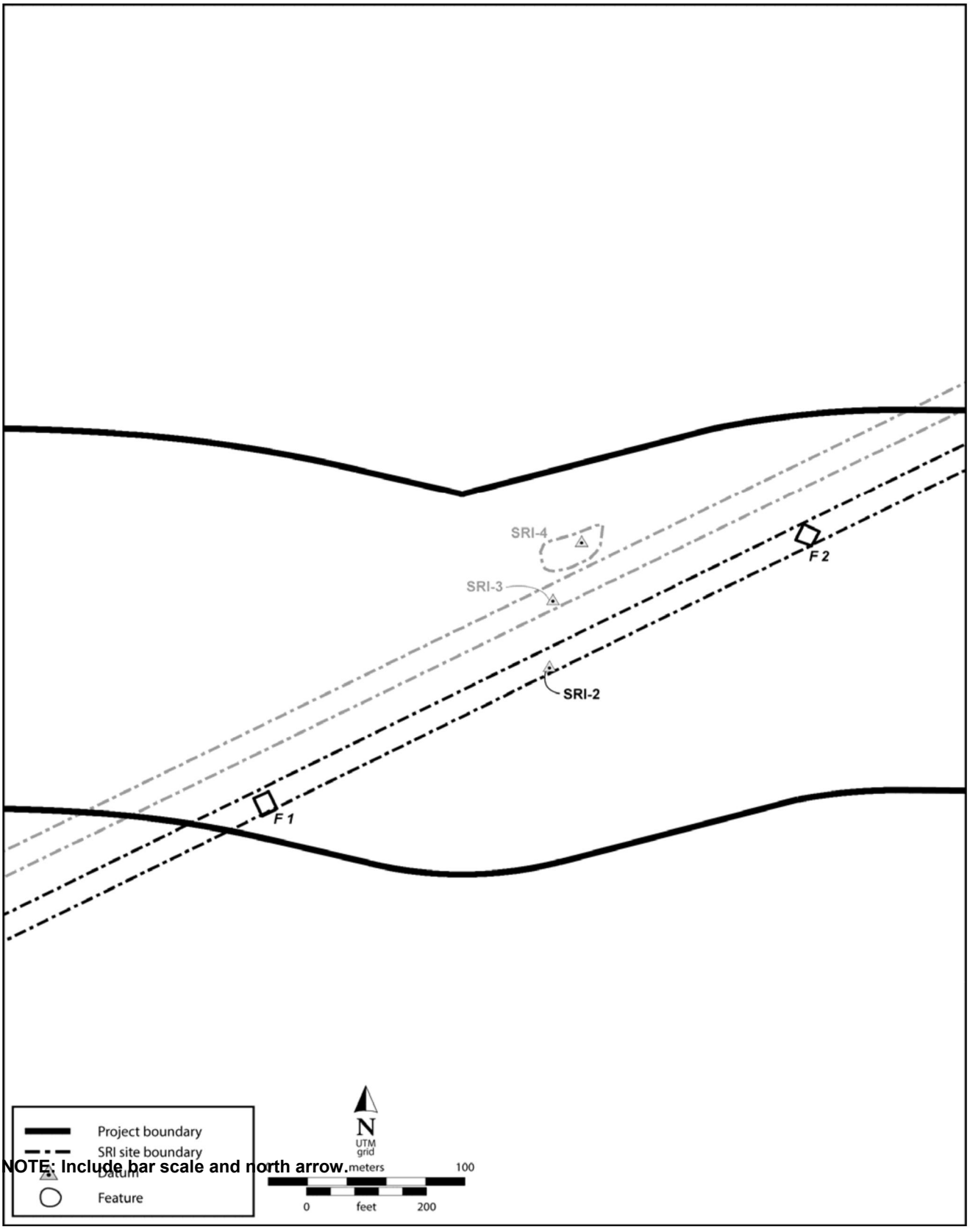
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary # **P-01-011479**
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or #** SRI-2

***Drawn By:** L. Wisner ***Date:** 3/3/2014



NOTE: Include bar scale and north arrow.

Camera Format: Digital Lens Size:
Film Type and Speed: Negatives Kept at:

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
1	22		100_1334	Overview of Feature 1 (PD 7)	West	
1	22		100_1335	Overview of site, linear feature	East	
1	22		100_1348	Overview of Feature 2 (PD 17)	East	
1	22		100_1349	Overview of Feature 2 (PD 17)	East	
1	22		100_1350	Overview of Feature 2 (PD 17)	East	

***Recorded by:** C. Flanegin, MA, Dudek ***Date:** October 2, 2024 ☐ Continuation ☒ Update

***NRHP Status Code** 6Z

***P3a. Description:** The transmission line documented herein extends approximately 0.32 miles within the survey area and connects with the Tesla Substation in northeastern Alameda County. Dudek observed no changes to the transmission line since its last recordation in 2014. A detailed description of the subject property is provided in the attached DPR form set.

P5b. Description of Photo: (View, date, accession #) Camera facing north, October 2, 2024

***P8. Recorded by:** (Name, affiliation, address) Claire Flanegin, MA
Dudek
1904 Franklin Street, Suite 600
Oakland, CA 94612

***P9. Date Recorded:**
October 2, 2024

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dudek. 2024. *Cultural Resources Inventory and Evaluation Report Potentia Viridi BESS Project, Alameda County, California*.

***Attachments:** ☒Other (List): DPR 523 Form Set for P-01-011480

***B10. Significance:** In 2014, the transmission line was evaluated and recommended not eligible for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Dudek discovered no new information that would require a re-evaluation of the transmission line's NRHP and CRHR eligibility. For the same reasons why the property does not meet the NRHP and CRHR criteria, Dudek has determined that the property does not meet any of the criteria for the Alameda County Register, which are nearly identical criteria to those of the NRHP and the CRHR. The property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code.

Integrity is the ability of a property to convey its significance. The assessment of a property's integrity can only proceed after its significance has been fully established. The assessment of integrity requires consideration under the seven aspects or qualities. To retain integrity, a property will always possess several, and generally most, aspects of integrity. Determining which aspects are most important requires an understanding of why, where, and when the property is significant. Because the subject property does not meet any of the criteria for listing in the NRHP, CRHR, or Alameda County Register, an integrity analysis is considered immaterial for the subject resource.

***B14. Evaluator:** Danielle Baza, BA and Patricia Ambacher, MA

***Date of Evaluation:** October 2024

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

Primary # P-01-011480
HRI #
Trinomial
NRHP Status Code

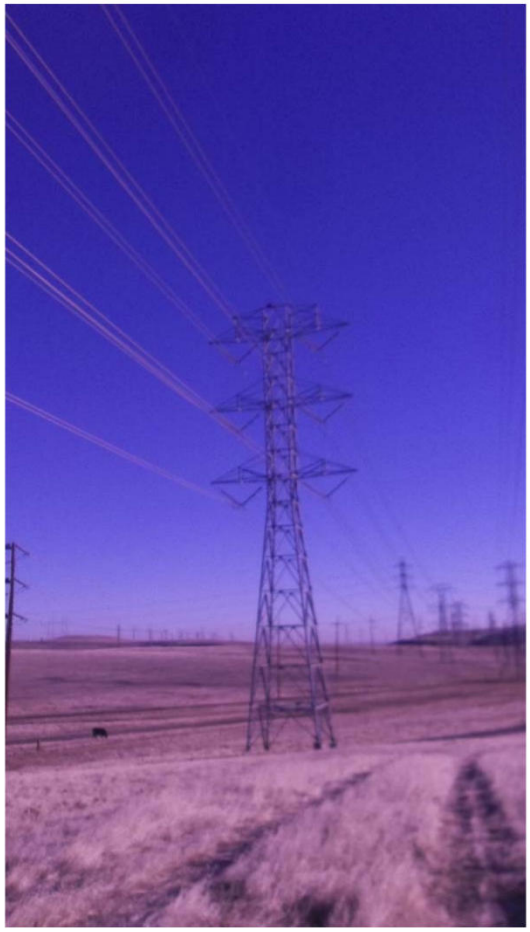
Other Listings
Review Code Reviewer Date

Page 1 of 6 *Resource Name or #: SRI-3

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted** ***a. County:** Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Midway **Date:** 1981 **T** 2S; **R** 4E; SW ¼ - NE ¼ **of Sec** 31; M.D. **B.M.**
c. Address: City: Zip:
d. UTM: Zone:10N; 625698 mE/ 4175055 mN (start); 626022 mE/ 4175217 mN (stop) (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:**
The site is a segment of the electrical transmission line that extends SW to NW thru the project area and consists of a tower and cables. The line extends towards the Tesla Substation. Both towers are roughly 50 ft. tall and measure 19 ft. 10 in. on each side. The towers are based on four cement footings and are constructed in a latticed galvanized steel frame. The site is in good condition and maintained by the PG&E Company.

***P3b. Resource Attributes:** HP: 11 – Engineering structures
***P4. Resources Present:** ☐Building ■Structure ☐Object ■Site ☐District ☐Element of District ☐Other (Isolates, etc.)
P5b. Description of Photo: (View, date, accession #)



***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both

***P7. Owner and Address:**
Mulqueeney Ranch Properties LLC
9169 Rosewood Dr.
Sacramento, CA 95826-4526

***P8. Recorded by:**
Dean M. Duryea. Jr.
Statistical Reseach, Inc
21 W Stuart Avenue
Redlands, CA 92374

***P9. Date Recorded:** 1/22/2014

***P10. Survey Type:** Intensive pedestrian survey

***P11. Report Citation:**
Reddy, Seetha N., Dean M. Duryea, Jr., Karen K. Swope, Jason D. Windingstad, and Michael K. Lerch
2014 *Cultural Resource Assessment of the Golden Hills Wind Repowering Project, Alameda County, California*. Draft report prepared for CH2M HILL and NextEra Energy Resources. SRI Technical Report 14-15, Woodland, CA

***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):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code**

***Resource Name or #** SRI-3

B1. Historic Name:
B2. Common Name:
B3. Original Use: electrical transmission line
B4. Present Use: electrical transmission line
***B5. Architectural Style:** mid-20th century utility
***B6. Construction History:** (Construction date, alterations, and date of alterations)

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect:
b. Builder:
***B10. Significance: Theme:** electrical infrastructure
Area: Altamont Pass, CA
Period of Significance: 1950-1970
Property Type: Utility - Electrical
Applicable Criteria: N/A

This linear site dates from the mid-20th century and represents some of the mid-20th century energy infrastructure projects of the region. The line is currently used and maintained by PG&E. This line is in good condition, but elements have been replaced through routine maintenance. This line is a common infrastructure resource and does not offer additional information about this type of resource for the period of time the transmission line represents.

SRI recommends this site is not eligible for listing in the NRHP or the CRHR because this site is a common manifestation of land use patterns for electrical utility infrastructure in the mid-20th century. Taken apart from other cultural manifestations and resources of the similar period in the region, this site does not offer additional information about the utility infrastructure of the region in the mid-20th century. From the archival research we have performed as part of this survey and inventory project, we have not found any associations with any known person or important event in the past that represents the history of this region, and so it is not eligible under criteria (a) or (b), and the site fails to contribute elements of its architecture or style that represent an important artistic or architectural type, period, or method of construction, and is therefore not eligible under criterion (c). Lacking intact, artifact-rich deposits and a complete set of associated site elements, the site is not likely to yield additional information important in local or regional history under criterion (d). Applying AIMS-R (Caltrans pg. 212), this resource is associated with other utility infrastructure resources of the same period and to the modern era. However, the site has limited data potential as a common element of the era it represents, and no artifacts or features that could elucidate the scientific community further on utility infrastructure from the mid-20th century to the modern era.

B11. Additional Resource Attributes: HP11 – Engineering Structure (Transmission Line)

***B12. References:**

B13. Remarks:

***B14. Evaluator:** Dean Duryea Jr.
Statistical Reseach, Inc
21 W Stuart Avenue
Redlands, CA 92374

***Date of Evaluation:** 1/22/2014

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

LINEAR FEATURE RECORD

L1. Historic and/or Common Name:

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

b. Location of point or segment: The UTM's of the segment are 625699 mE, 4175055 mN (start), 626022 mE, 4175217 mN (stop) within the project area.

L3. Description: The site is a segment of the electrical transmission line that extends SW to NW thru the project area and consists of a tower and cables. The line extends towards the Tesla Substation. Both towers are roughly 50 ft. tall and measure 19 ft. 10 in. on each side. The towers are based on four cement footings and are constructed in a latticed galvanized steel frame. The site is in good condition and maintained by the PG&E Company.

Feature 1: A transmission tower measuring roughly 50 ft. tall and 19 ft. 10 in. at the base in width. The base of the tower is four cement footings and constructed of a lattice-work of galvanized steel beams.

L4. Dimensions: (for tower)

a. Top Width:

b. Bottom Width: 19 ft. 10 in.

c. Height or Depth: 50 ft.

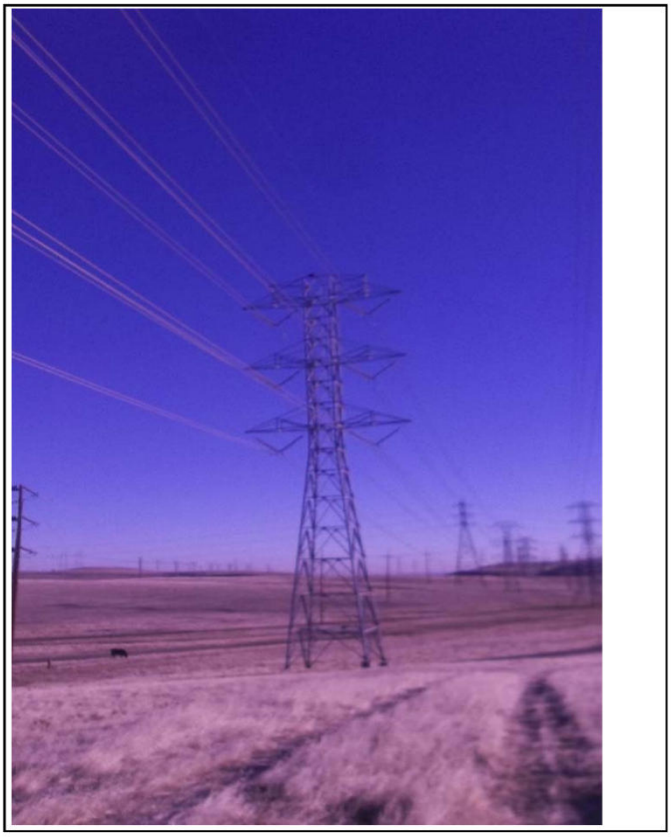
d. Length of Segment: 1,205 ft.

L5. Associated Resources:

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

L6. Setting: The site is on the eastern slopes of the Diablo Range, south of the Altamont Pass and opening to the San Joaquin Valley. The site is in an open, hilly grass field that is part of the Mulqueeney Ranch. The area consists of grasses and forbs with the only trees in the nearby drainage. The closest water source is the nearby Patterson Run that runs parallel to Patterson Pass Road.

L7. Integrity Considerations: The site has had elements of the structure and line replace over time as part of modernization of the transmission line. The linear feature however has not shifted and remains in the same setting and location.



L8b. Description of Photo, Map, or Drawing: Overview of Feature 1 (PD9), SRI-3

L9. Remarks:

L10. Form Prepared by:
Dean M. Duryea. Jr.
Statistical Reseach, Inc
21 W Stuart Avenue
Redlands, CA 92374

L11. Date: 3/4/2014

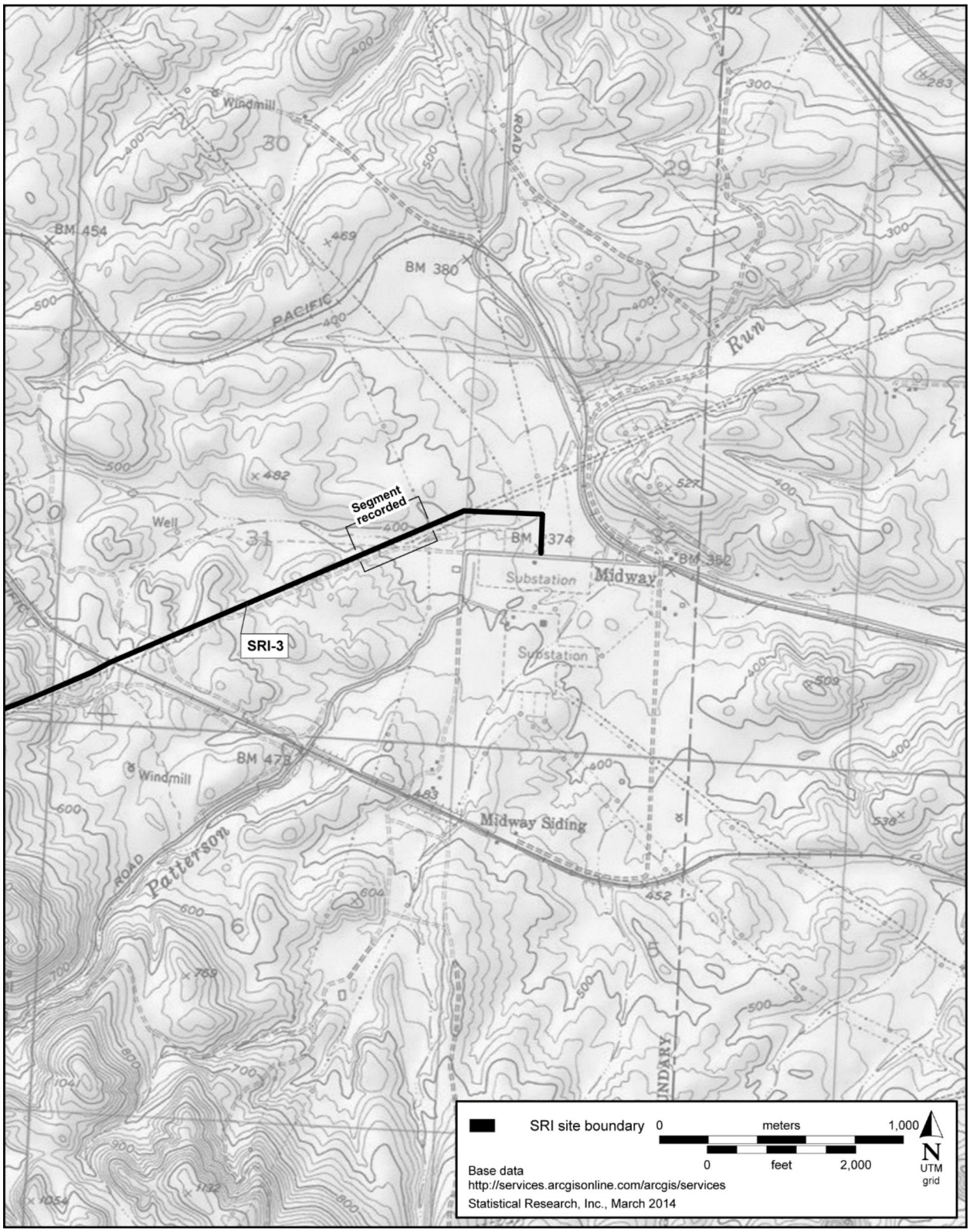
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-01-011480
HRI#
Trinomial

 ***Resource Name or #:** SRI-3

***Map Name:** Locational Map of SRI-3 ***Scale:** 1:24,000 ***Date of Map:** 3/4/2014



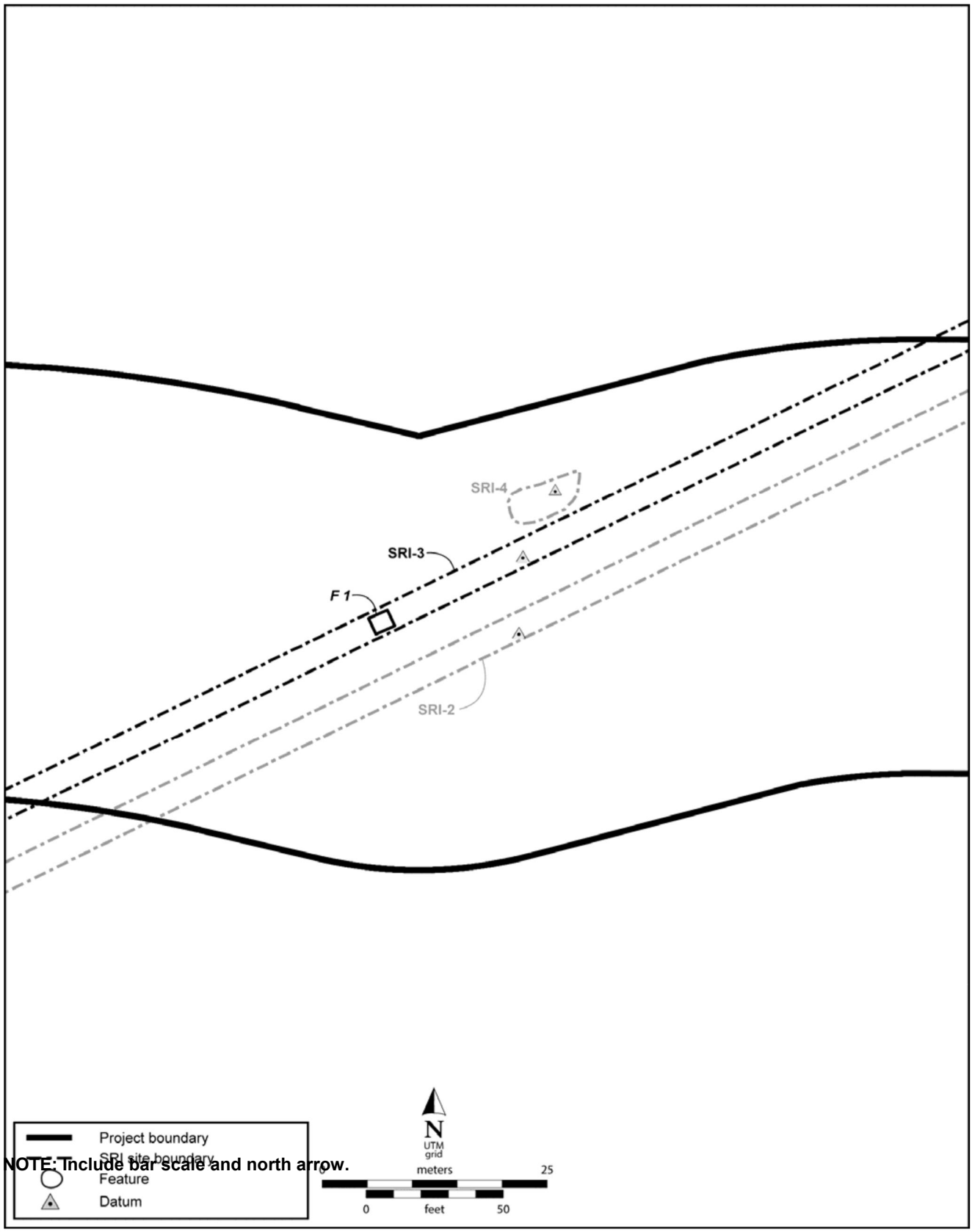
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary # P-01-011480
HRI#
Trinomial

 ***Resource Name or #** SRI-3

***Drawn By:** L. Wisner ***Date:** 3/4/2014



NOTE: Include bar scale and north arrow.

***Required information**

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

Primary # P-01-011480
HRI#
Trinomial

Page 6 **of** 6 **Resource Name or #:** SRI-3 **Year** 2014

Camera Format: Digital Lens Size:

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
1	22		100_1336	Overview of Feature 1, SRI-3.	East	

***Recorded by:** C. Flanegin, MA, Dudek ***Date:** October 2, 2024 ☐ Continuation ☒ Update

***NRHP Status Code** 6Z

***P3a. Description:** A description of the property was provided in the 2018 report and DPR 523 form set. That description remains valid and Dudek observed no changes.

P5b. Description of Photo: (View, date, accession #) Photo 1, camera facing south, October 2, 2024

***P8. Recorded by:** (Name, affiliation, address)
Claire Flanegin, MA
Dudek
1904 Franklin Street, Suite 600
Oakland, CA 94612

***P9. Date Recorded:**
October 2, 2024

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2024. *Cultural Resources Inventory and Evaluation Report Potentia Viridi BESS Project, Alameda County, California*.

***Attachments:** ☒Other (List): DPR 523 Form Set for P-01-012147

***B10. Significance:** In 2018, Evans & De Shazo, Inc. (EDS) inventoried the former Midway Public School as part of a historic resource survey and assessment for the building's potential relocation and restoration. EDS did not evaluate the property for its potential significance for the National Register of Historic Places (NRHP), the California Register of Historical resources (CRHR) or the Alameda County Register. Rather in their report they stated that it was "likely eligible for listing on the CRHR and possibly the NRHP; however, a full evaluation in accordance with CEQA would be required to make this determination." (EDS 2018, p. 16). EDS did not inventory or evaluate the other buildings and structures that share the parcel (APN 99B-7925-2-1) with the former school building.

Dudek determines that the former Midway Public School possesses significance under NRHP/CRHR/Alameda County Register Criterion A/1/A but does not retain sufficient integrity to be eligible for listing on the NRHP, CRHR, or Alameda County Register. The former Midway Public School meets NRHP/CRHR/Alameda County Register Criterion A/1/A for its association with patterns of events that have made a significant contribution to the broad patterns of history. The former schoolhouse played a significant role as the first public school and one-room schoolhouse in Midway Station as the Livermore area developed into an important ranching and agricultural area. After the initial Gold Rush of the 1850s ended, settlers in the area turned to farming. The construction of the rail station at Midway encouraged settlers, making the area popular enough to warrant the establishment of a postoffice in 1870. Many families, including the Haeras and Mulqueeneys established their ranches and families in Midway, necessitating the petition from the Midway School District in the early 1880s for a schoolhouse (EDS 2018: 12). The schoolhouse served as the primary educational center for Midway residents throughout the end of the nineteenth century and early twentieth century. As such, the Midway Public School meets NRHP/CRHR/Alameda County Register Criterion A/1/A.

The Midway Public School meets NRHP/CRHR/Alameda County Register Criterion B/2/B for its association with individuals whose specific contributions can be identified with the property. Franz Haera was one of the earliest settlers in the Midway area, and he, along with his half-brother Reinhold and prominent Midway rancher Michael Mulqueeney,

petitioned the Alameda County Board of Education to establish new district boundaries and construct a schoolhouse. Franz Haera was elected trustee for the new school district, and Reinhold took on the role as clerk for the district (MT 1878; EDS 2018: 10). Because of their efforts, the children of Midway, including the Haera and Mulqueeney children, were granted a schoolhouse that served the entire community until 1943 The Haeras and Mulqueeney initially petitioned the Alameda School District in the 1870s, and continued to solicit the district for a public schoolhouse until its construction in 1883. Both the Haeras and Mulqueeney were integral to the development of the community's school district and schoolhouse. Therefore, the property retains sufficient associative significance to meet this criterion.

Under NRHP/CRHR/Alameda County Register Criterion C/3/C–E, the Midway Public School does not appear to be of significant design. The schoolhouse is a common example of one-room schoolhouses, and therefore lacks distinction as a property type because it does not represent a transition of evolution of schoolhouses within a local or larger regional context. Additionally, the resource is not the work of a master. The carpenter, H.B. Goochey designed the property, but there is no indication that Goochey can be considered a master builder. As such, the former Midway Public School lacks sufficient significance under this criterion.

Under NRHP/CRHR/Alameda County Register Criterion D/4/F, the Midway Public School is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. As such, the property lacks sufficient associative significance to meet this criterion.

While the Midway Public School possesses significance under NRHP/CRHR/Alameda County Criteria A/1/A and B/2/B, the building does not retain sufficient integrity to convey significance as discussed below.

Location is the place where the Midway Public School was constructed and operated. The former schoolhouse was moved to its present location in c. 1950 (EDS 2018: 22). Since the location of the Midway Public School is not the same as it was at the time of its construction in 1883, the subject property does not retain its integrity of location.

Design is the combination of planned, developed, and constructed elements of the building that created its form, plan, and structure. The property's design as a one-room schoolhouse is altered by the construction of the shed addition and use as a horse stable and tack storage. Therefore, its integrity of design is diminished. Additionally, the removal of the original front entry porch impacts the integrity of design. As such, the subject property lacks sufficient integrity of design to convey its significance under NRHP/CRHR/Alameda County Register Criteria A/1/A and B/2/B (Exhibits 1-3).

Integrity of materials consists of the physical elements that were combined to form the Midway Public School during its construction. The materials associated with the subject building include the corrugated metal roof, wood cladding, wood-framed windows, and wooden porch and overhang. While the roof and cladding have remained intact, at the time of the 2018 and 2024 recordation, the windows were covered, and the porch was no longer present. Therefore, the building has a diminished integrity of materials.

Setting is the physical environment of Midway Public School, which includes properties adjacent to the structure, as well as the rural landscape of the Livermore Valley that characterizes the area. To retain integrity of setting, the existing general land uses adjacent to the property must be similar to those that existed historically during the schoolhouse's period of significance. The surrounding character of the place in which the property is located has changed significantly. The property maintains its rural setting, but it is surrounded by other structures and buildings that were not present at the time of its construction. Additionally, the mass amount of transmission lines and the Tesla Substation significantly impact the integrity of setting. As such, the Midway Public School does not retain integrity of setting.

Feeling is conveyed through the Midway Public School's ability to express its historic function and feel from its period of significance. The property's function as a public schoolhouse located in rural Midway Station has not been maintained. Because of the building's present use as a horse stable and tack storage and the addition of the shed, the property displays a dminished of integrity of feeling.

Association is the direct link between the Midway Public School and its role as the agricultural industry and Midway community developed. The property is no longer used as a schoolhouse, and as such does not retain its integrity of association.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The workmanship required to construct the 1883 Midway Public School has been minimally altered by the removal of the porch and addition of the shed. As such, the property does not display integrity of workmanship.

Because the Midway Public School lacks the necessary integrity to convey its significance under NRHP/CRHR/Alameda County Criteria A/1/A and B/2/B, Dudek finds that the property is not eligible for inclusion in the NRHP, CRHR, or the Alameda County Register. The building does not need to meet NRHP Criteria Consideration B or the CRHR Special Consideration for moved buildings because the building's loss of integrity makes it ineligible for listing. The property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to building.

Exhibits 1-3. Midway Public School c. 1930 (left), in 2018 (middle), and in 2024 (right).

Source: Livermore Heritage Guild; EDS 2018; Dudek, October 2024

***B12. References:** Evans & De Shazo, Inc. (EDS). 2018. *Historic Resource Survey and Assessment for the 1883 Midway Public School Relocation and Restoration Project, Alameda County, California*. Submitted to Livermore Heritage Guild. Copy on file with the Northwest Information Center, Rohnert Park, CA.

***B14. Evaluator:** Danielle Baza, BA and Patricia Ambacher, MA

***Date of Evaluation:** October 2024

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

Primary # P-01-012147
HRI #
Trinomial
NRHP Status Code

Other Review Code | Reviewer | Date | Listings

Page 1 **of** 6 ***Resource Name or #:** 1883 Midway Public School
P1. Other Identifier:

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

***a. County** Alameda **and**

***b. USGS 7.5' Quad** Midway **Date** 1980 **T** 3S ; **R** 4E ; ___ ☐ **of** ___ ☐ **of Sec** ___ ; MD **B.M.**

c. Address 17257 Patterson Pass Road City Alameda County Zip

d. UTM: Zone 10 , 626144 mE/ 4174196 mN

e. Other Locational Data: The building is currently located within the "Mulquenney Ranch" at 17257 Patterson Pass Road, Livermore, California within Assessor Parcel Number (APN) 099B79250020.

***P3a. Description:**

The 1883 Midway Public School (School) is a former one-room school house that has been utilized for at least the past 50 years as a house stable and tack storage. The School is located with a rural setting and is surrounded by ranch settlements. The School was originally constructed on an adjacent parcel but was moved in the 1950s. (See Continuation Sheet, Page 2)

P5a. Photograph or Drawing

***P3b. Resource Attributes:** HP15, Educational Building

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

P5b. Description of Photo: Primary façade, north elevation of the Midway Public School building

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1883; Primary resource

***P7. Owner and Address:**
Livermore Heritage Guild (building owner only)

***P8. Recorded by:** Stacey De Shazo, M.A., Evans & De Shazo, Inc. 6876 Sebastopol Avenue, Sebastopol, California, 95472

***P9. Date Recorded:** 05/15/2018

***P10. Survey Type:** Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Stacey De Shazo, M.A. Historic Resource Survey and assessment for the 1883 Midway Public School Relocation and Restoration Project, Alameda County, California, (Evans & De Shazo, 2018)

***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):

(Continued from Primary Records, Page 1)

The School is a one-story rectangular planned wooden building with a hipped roof that is clad in corrugated sheet metal. The exterior of the building is symmetrically planned with a centered front entry door flanked by two tall, horizontal window openings that are covered in plywood. The building is clad in horizontal redwood siding and is in good to fair condition. The building appears to rest on a post and pier foundation. The shadow of the original front entry porch and porch is still present; however, it was likely removed when it was moved in the 1950s. There is a horse stall/shed addition along the east elevation that is attached to the exterior. Along this elevation there are several tall, horizontal windows that are original; however, it appears one original window was enlarged to allow for a side entry door. The south elevation (rear façade) consists of a wood cladding and is void of any window of door openings. The west elevation consists of an original side entry door and tall horizontal window. The door, which is boarded up and patched in sections, and the hardware appear to be original to the building. The interior consists of modified interior spaces, but original chalk boards and flooring are intact.

Character-defining features include:

- tall, horizontal window openings and trim details
- centered from entry door
- exterior wood cladding
- building form and roof shape
- interior floors
- interior chalk boards and possibly some interior walls

Photo showing the primary façade, north elevation of the School.

Photo showing the horse stall/shed addition along the east elevation.

Photo showing the east elevation.

Photo showing the south elevation (rear façade).

Photo showing the west elevation.

The interior of the School, showing the original chalk board.

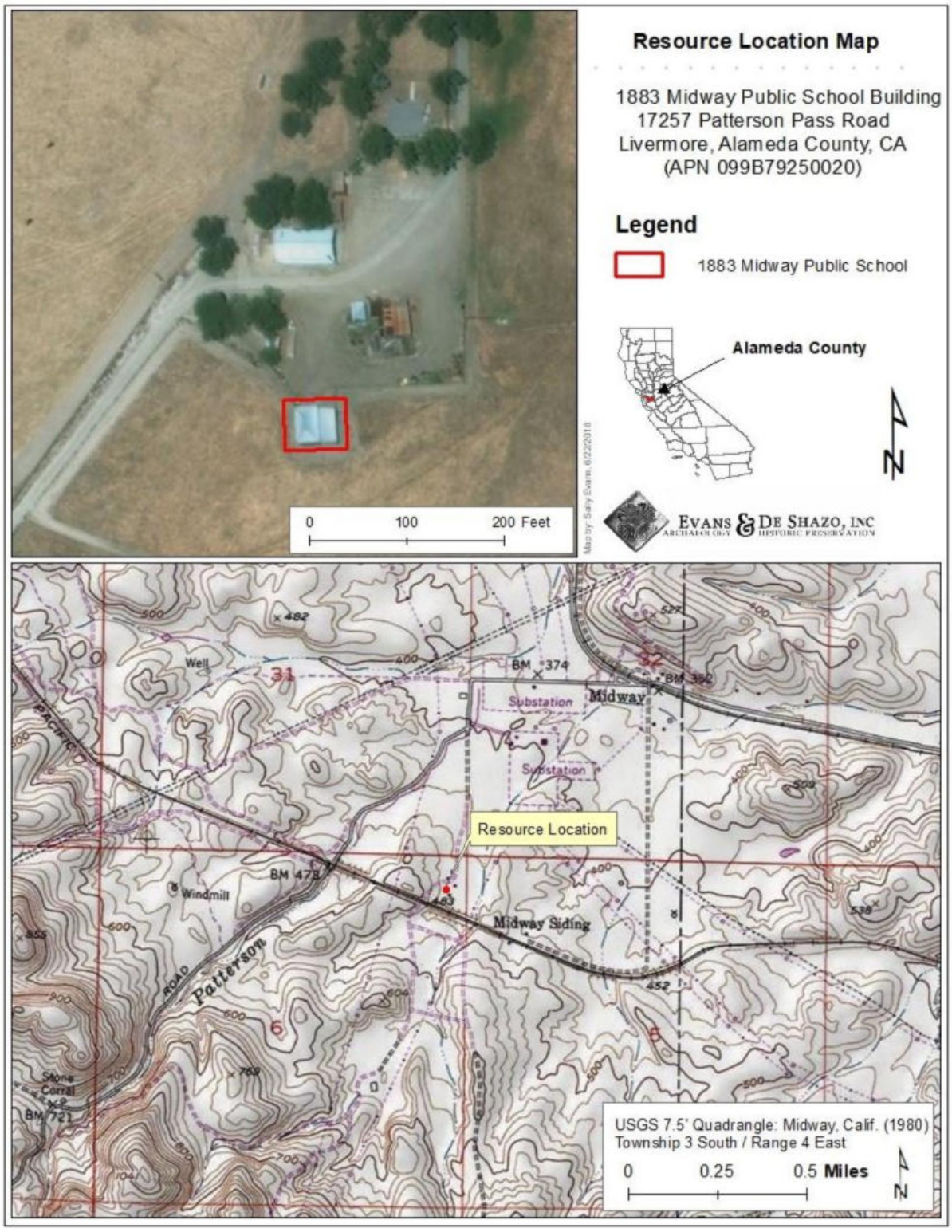
State of California ♦ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-01-012147
HRI#
Trinomial

Page 6 **of** 6 ***Resource Name or #** 1883 Midway Public School

***Map Name:** USGS Quadrangle: Midway ***Scale:** 1:24,000 ***Date of map:** 1980



***Recorded by:** C. Flanegin, MA, Dudek ***Date:** October 2, 2024 ☐ Continuation ☒ Update

***P3a. Description:** The field survey was done from the public right of way and visibility of the tracks was limited. The segment of the Western Pacific/Union Pacific Railroad documented herein extends approximately 1.47 miles in northeastern Alameda County near the community of Midway (see Location Map). Within the survey area is a railroad bridge that runs perpendicular to Patterson Pass Road. The bridge is concrete supported by two headers each with four piers. Metal railing flank either side of the bridge. The resource measures approximately 87 feet long and 17 feet wide. Descriptions of various sections of the railroad can be found in the attached DPR form sets.

P5b. Description of Photo: (View, date, accession #) Camera facing south, October 2, 2024

***P8. Recorded by:** (Name, affiliation, address)
Claire Flanegin, MA
Dudek
1904 Franklin Street, Suite 600
Oakland, CA 94612

***P9. Date Recorded:**
October 2, 2024

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dudek. 2024. *Cultural Resources Inventory and Evaluation Report Potentia Viridi BESS Project, Alameda County, California*.

***Attachments:** ☒Location Map ☒ Other (List): DPR 523 Form Set for P-39-000098

***B10. Significance:** The WPRR has been inventoried and evaluated using the criteria of the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) numerous times and throughout a variety of counties for which the railroad passed. These evaluations included the tracks, alignment, and associated features like bridges. It is recognized that the Western Pacific Railroad (WPRR) made significant contributions to history under NRHP/CRHR/Alameda County Register Criterion A/1/A but the resource lacks the necessary integrity to convey that significance. The State Historic Preservation Officer has previously determined the WPRR not eligible and in multiple counties it is assigned a 6Z California Historical Resources Status Code. The resource was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is not considered a historical resource under CEQA.

No new information was uncovered as part of the Potentia Viridi BESS Project that warrants a redetermination of this resource. Dudek concurs that the WPRR and the portion in the study area for this project is not eligible for the NRHP and the CRHR. For the same reasons that the WPRR was determined not eligible for the NRHP, the resource is not eligible for the Alameda County Register.

The loss of integrity for this resource has been well established in previous documentation. There is no new information that would warrant a reassessment of integrity.

***B14. Evaluator:** Danielle Baza, BA and Patricia Ambacher, MA

***Date of Evaluation:** October 2024


N MIDWAY RD
Patterson Run
Midway
MIDWAY RD
ALAMEDA COUNTY
SAN JOAQUIN COUNTY
0 1,000 2,000 Feet
0 260 520 Meters
P-39-000098 WPRR

PARENT RECORD

P-39-000098

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 & Tracy 7.5; filed in Tracy

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 crossing 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&SFC 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).

JRP 4/1994 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, Chilcoot, 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 it 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.

RAILROAD FEATURE INVENTORY FORM

P-39-000098

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project **LOCATION NO:** WPW-1
MILEPOST: 8.7 A-2 **PHOTO DATE:** April 15, 1994
QUAD NAME & NO.: Florin (37.71)

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

2. **Location of recordation:** West of Franklin Boulevard, where Dwight Road crosses the mainline.

3. **Structures at or near this location:** Railroad crossing warning signs, two modern steel culvert pipes carry drainage water beneath the tracks between drainage ditches **(Photographs 1 and 2)**. A poured concrete bulkhead is located on the southeast side of the intersection with Dwight Road, within the embankment and partially covered with ballast. It is about 3' below tie level. A large, modern, six line electrical transmission line parallels the mainline on the east, carried on steel poles.

4. **Setting at this location:** Site WPW-1 is located in an area of agricultural land and modern residential subdivision. On the southeast of the site is a modern (ca. 1990) subdivision with concrete block soundwall. To the southwest, northwest, and northeast are open pastures **(Photograph 3)**.

5. **Integrity considerations for this feature:** The Western Pacific Mainline at Site WPW-1 receives heavy use. The rails are tall (approximately 8 inches) and are heavy gauge. They are welded to allow for high speed trains. The ballasting appears to be of very recent origin, and the rails and tie plates date to the period 1968-1972.

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

   Width, berm-berm: 55

   Top width (crown): 20

   Height or Depth: 8' on west, 6' on east

   Ballast Material: Crushed rock

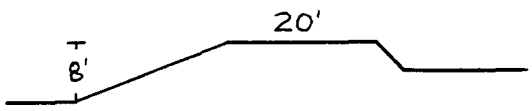
7. **Observed dates:**

   Rails: 1968

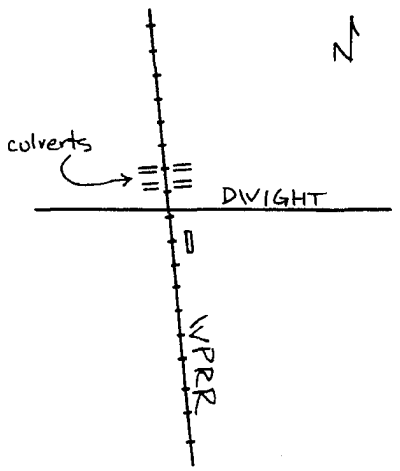
   Tieplates: 1970

   Other:

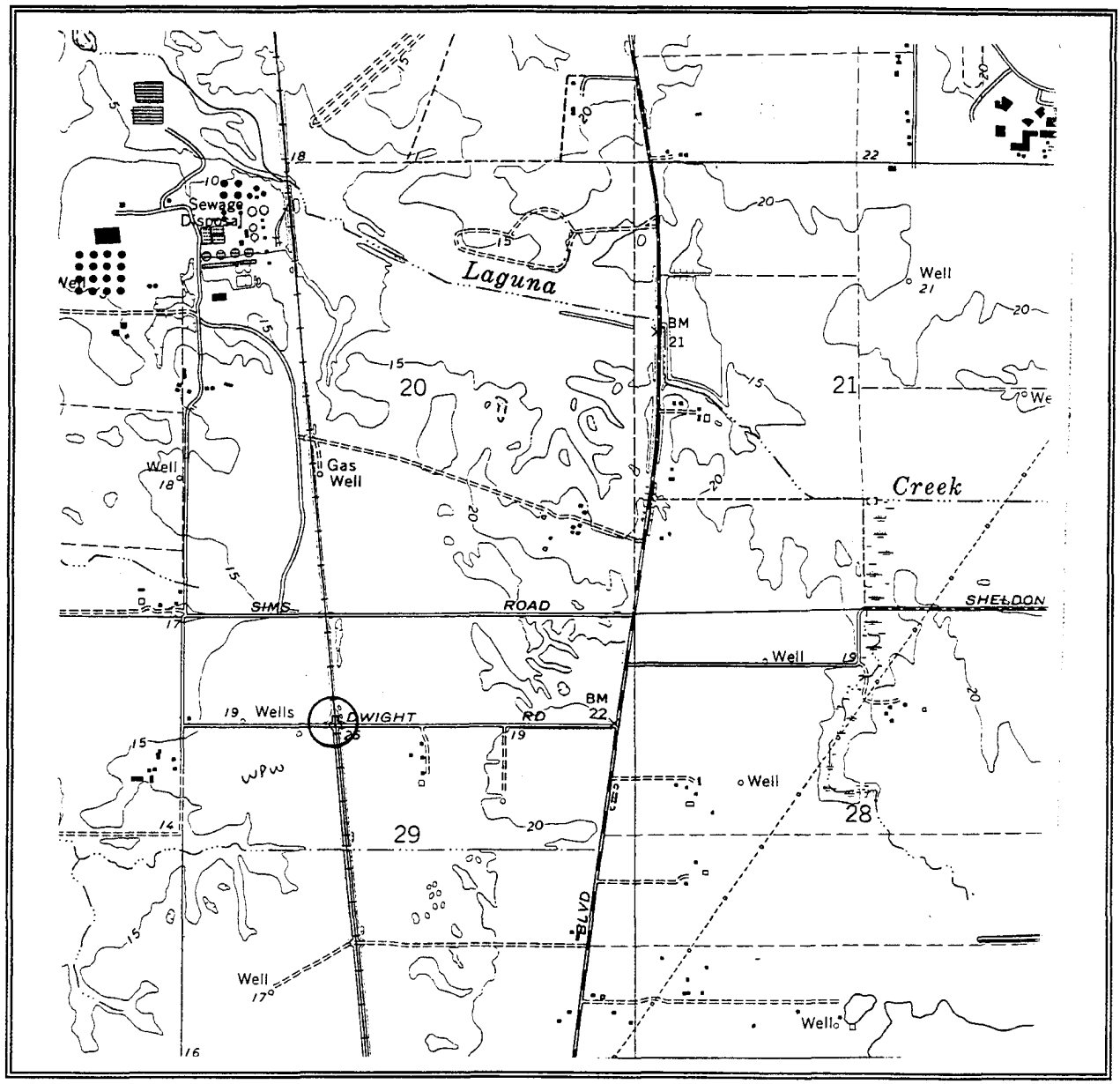
Sketch, in cross section: Looking north



Location Sketch:

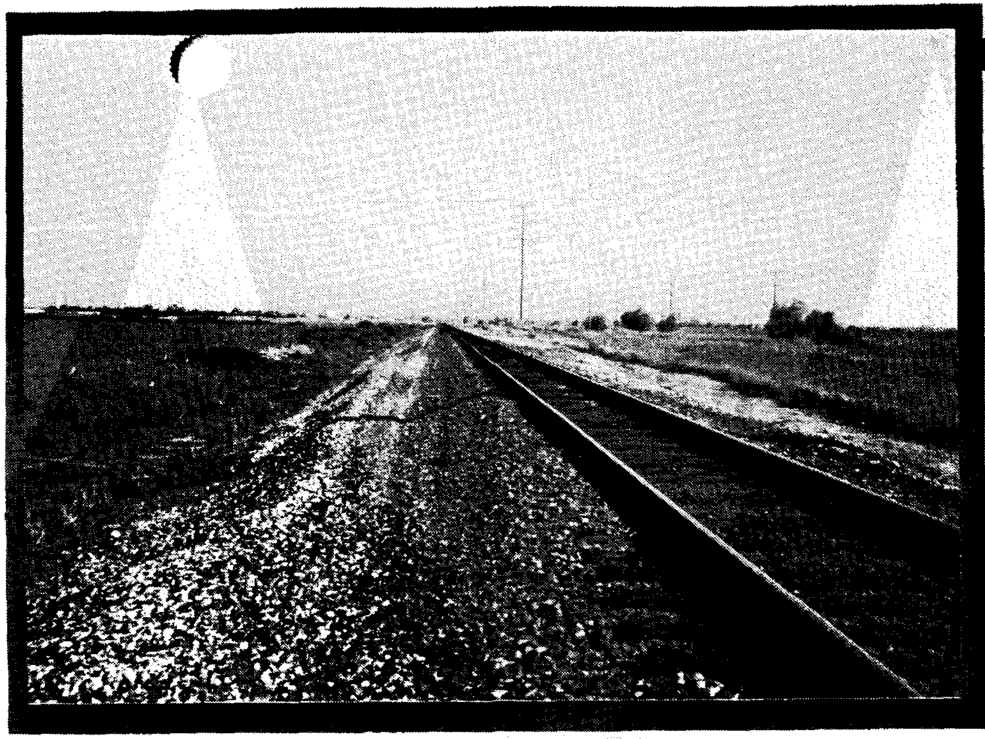


P-39-000098



SITE NAME: Western Pacific Mainline, Sacramento County
SITE NUMBER: WPW-1
QUAD SHEET: "Florin Quadrangle," USGS: 1968, photorevised 1980
PIPELINE LOCATION: MP 8.7 A-2

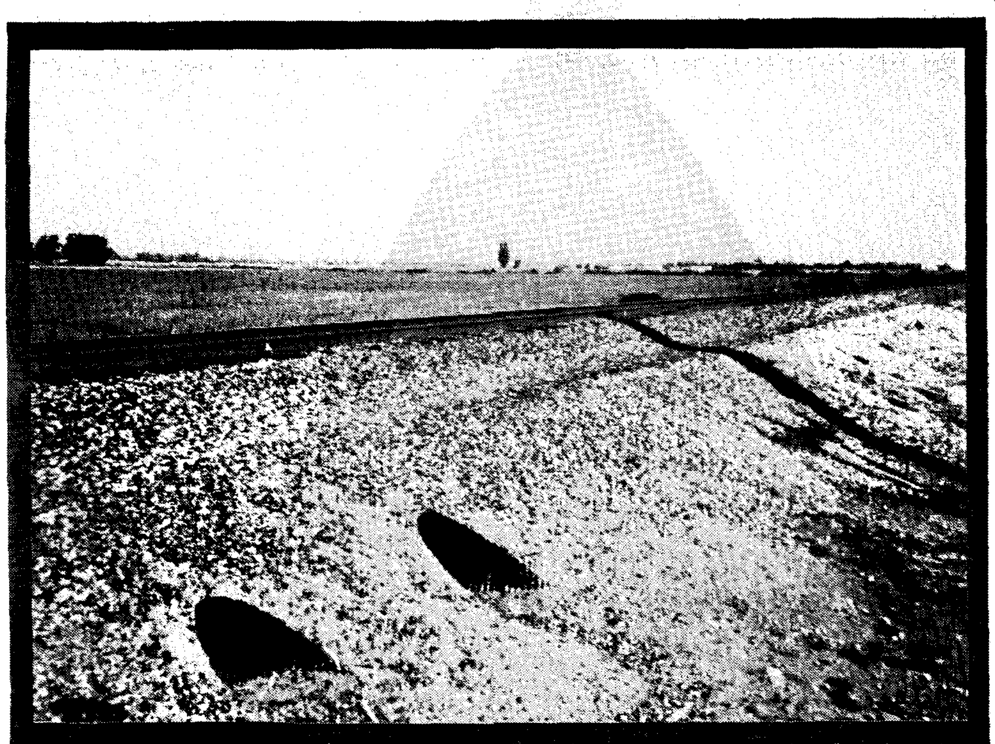
1



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

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

Photograph Number: 3
Site Number: WPW-1
Common Name: Western Pacific Mainline



2

3

P-39-000098

RAILROAD FEATURE INVENTORY FORM

P-39-000098

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 6.5 Lathrop Segment
QUAD NAME & NO.: Lathrop (37.10)

LOCATION NO: WPW-2
PHOTO DATE: April 20, 1994

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

2. **Location of recordation:** This site is located on the north side of the intersection of the railroad and Louise Avenue just east of Lathrop.

3. **Structures at or near this location:** There are gates and signals where the welded single track crosses Louise Avenue **(Photograph 1)**. West of the tracks and north of the road is an electrical control box for the signals. An earthen canal parallels the east side of the tracks. North of Louise Avenue the canal is roughly 300' east of the railroad; south of Louise Avenue it is about 100' east of the tracks.

4. **Setting at this location:** There is an abandoned magnesium plant roughly 400' northeast of the APE. To the southwest lies an large warehouse and trucking complex. The land is open to the northwest and southeast **(Photograph 2)**.

5. **Integrity considerations for this feature:** Western Pacific began replacing rails in this area sometime after 1965. The rails are welded into continuous track. The Louise Avenue crossing was renovated in June 1988 when the Pite Corporation poured new concrete.

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

Width, berm-berm: 30

Top width (crown): 11

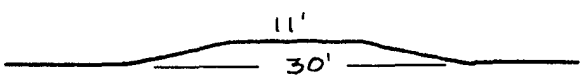
Height or Depth: 1

Ballast Material: Rock

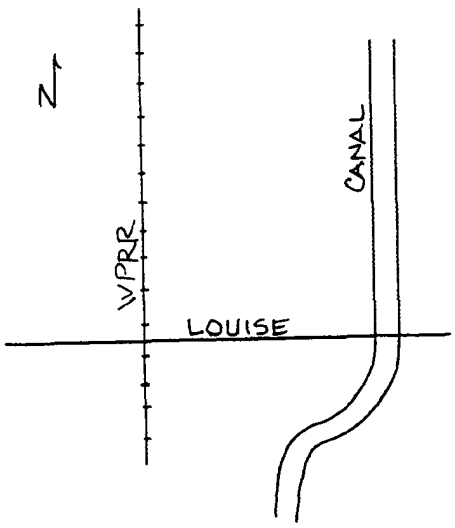
7. **Observed dates:**

Rails:	APE: 1965	North: 1979	South: 1965
Tieplates:	APE: 1947	North: 1947	South: 1947
Other:			

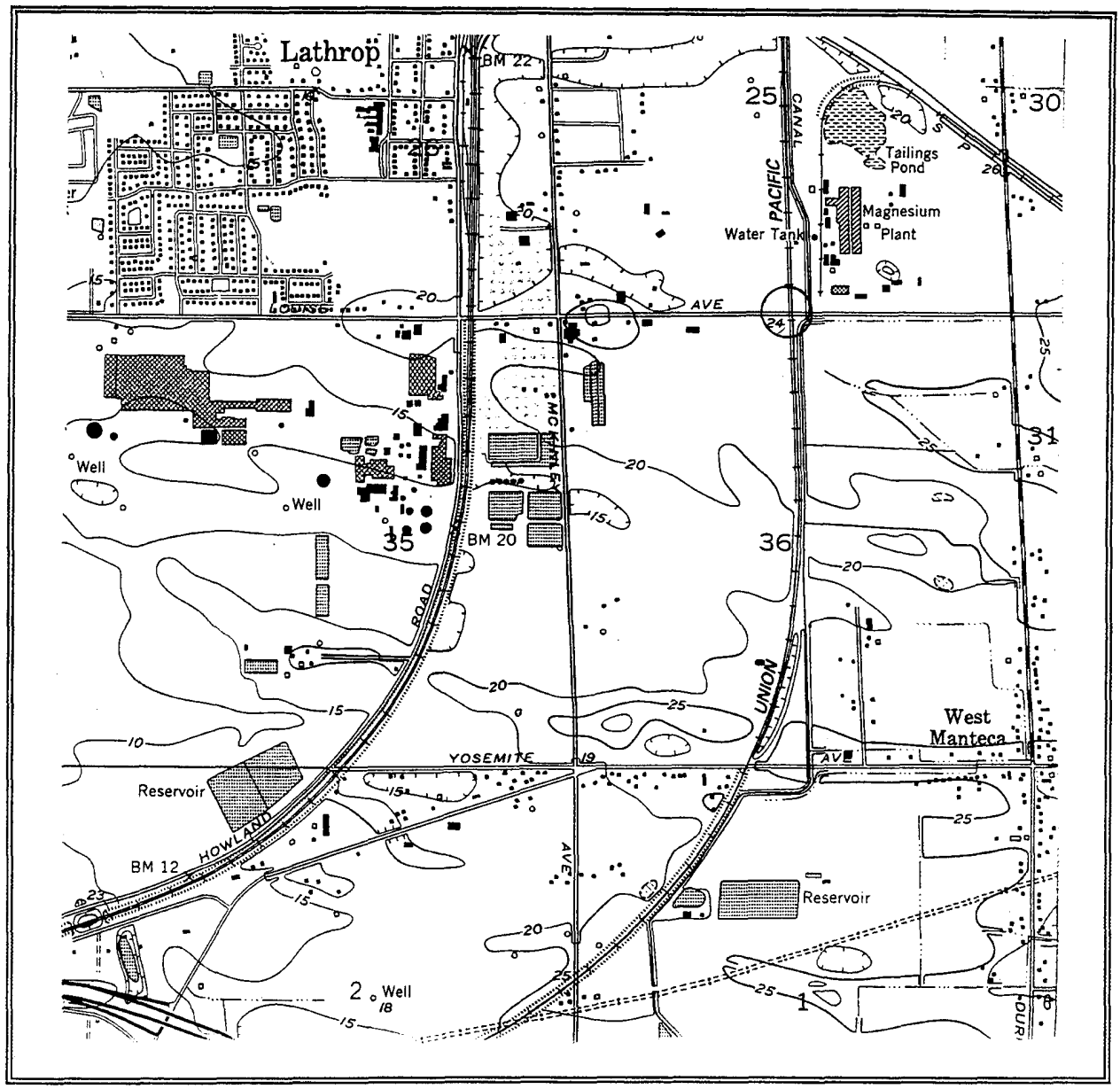
Sketch, in cross section: Looking south



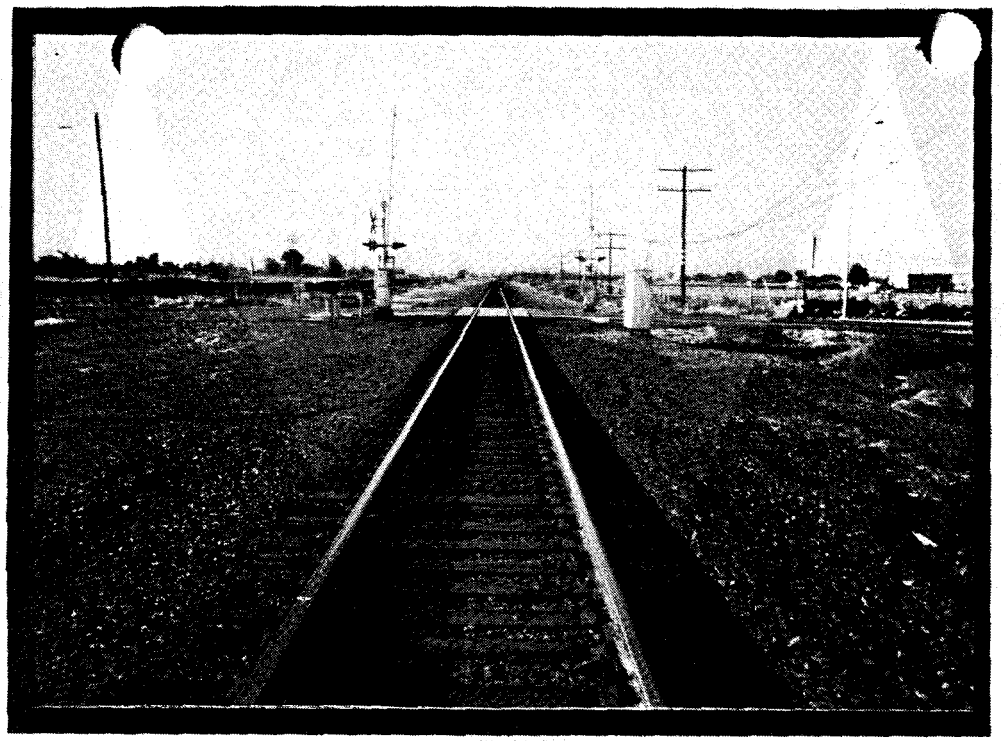
Location Sketch:



P-39-000098

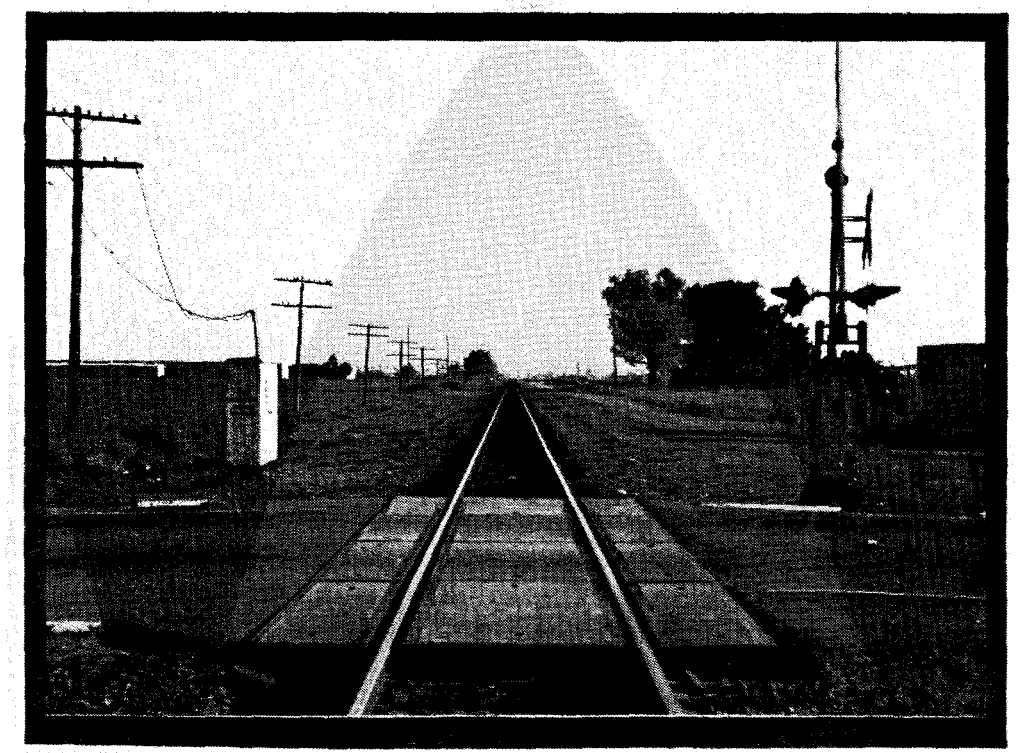


SITE NAME: Western Pacific Mainline, San Joaquin County
SITE NUMBER: WPW-2
QUAD SHEET: "Lathrop Quadrangle," USGS: 1952, photorevised 1987
PIPELINE LOCATION: MP 6.5 Lathrop Segment



1

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



2

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

A000-13-A

RAILROAD FEATURE INVENTORY FORM

P-39-000098

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 0.0 A-160
QUAD NAME & NO.: Tracy (39)

LOCATION NO: WPW-3
PHOTO DATE: April 17, 1994

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

2. **Location of recordation:** This site is parallel to and on the north side of Linne Road, south of Tracy and north of the gravel pits **(Photograph 1)**.

3. **Structures at or near this location:** None.

4. **Setting at this location:** Site WPW-3 is located along Linne Road in an agricultural area south of Tracy. South of the site, and south of Linne Road, is an area of gravel pits.

5. **Integrity considerations for this feature:** The tracks at WPW-3 are part of the Western Pacific Mainline south of Tracy. The line sits on a massive berm, with modern, heavy duty welded rails, new ballast, regular shaping, and recently laid ties **(Photograph 2)**. The rails have dates of 1948 through 1955. The line has the appearance of heavy and regular use.

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

   Width, berm-berm: 45

   Top width (crown): 13' across the top, 26' across secondary berm

   Height or Depth: 6

   Ballast Material: Flag (crushed slate)

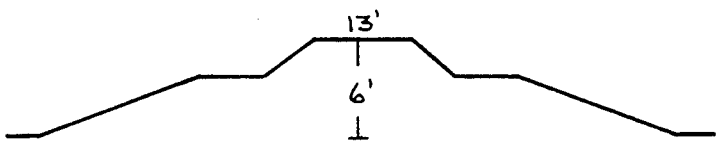
7. **Observed dates:**

   Rails: APE: 1948 West: 1955 East: 1948

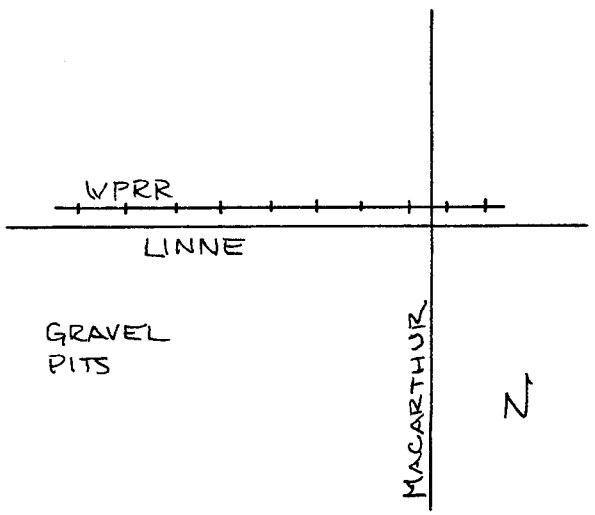
   Tieplates: CF&I pat. 1965, consistently along line

   Other: Date stamps on ties 1958, 1975

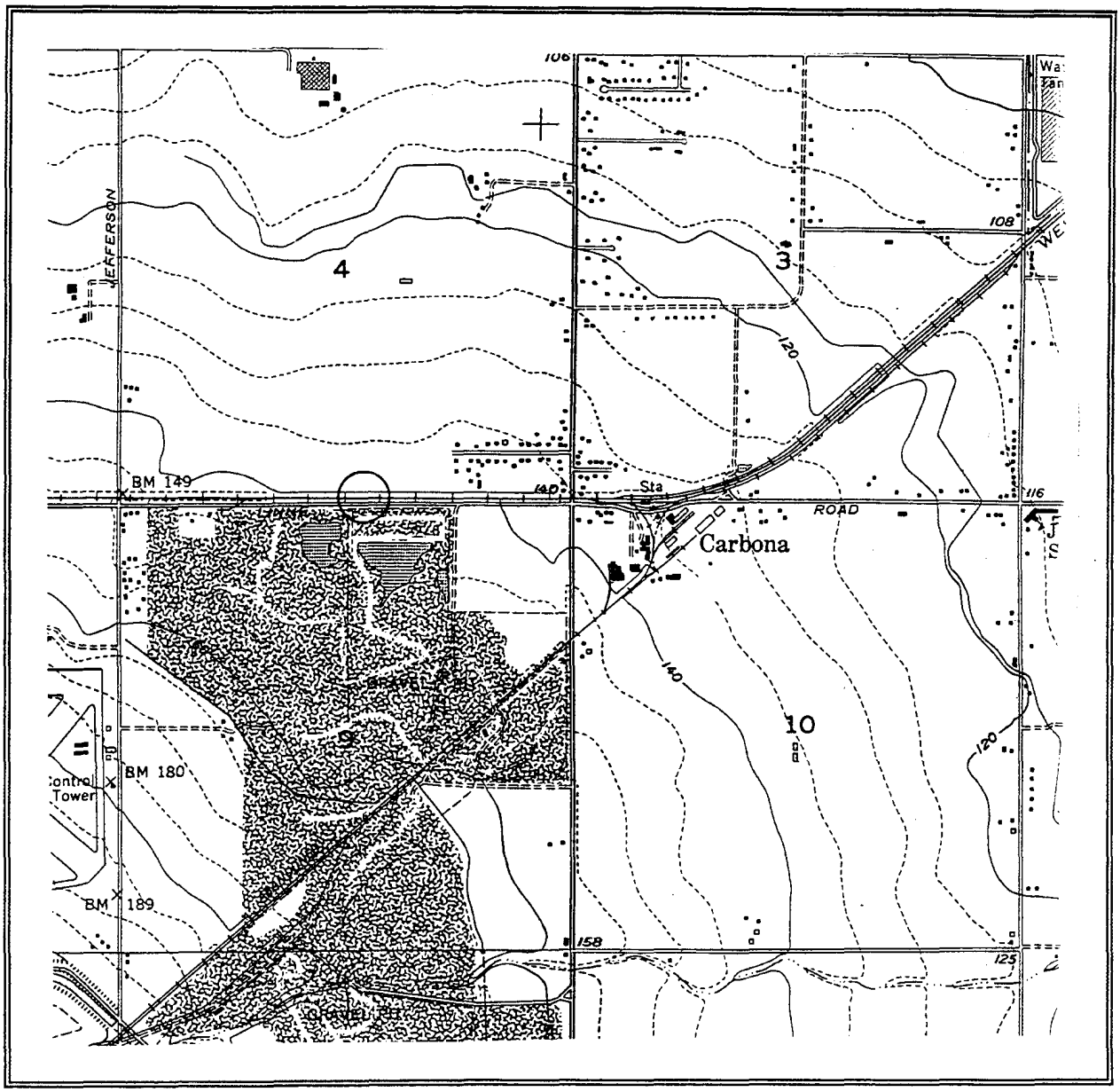
Sketch, in cross section: Looking east



Location Sketch:



P-39-000098



SITE NAME: Western Pacific Mainline, San Joaquin County
SITE NUMBER: WPW-3
QUAD SHEET: "Tracy Quadrangle," USGS: 1954, photorevised 1981
PIPELINE LOCATION: MP 0.0 A-160

1

Photograph Number: 1
Site Number: WPW-3
Common Name: Western Pacific Mainline

2

Photograph Number: 2
Site Number: WPW-3
Common Name: Western Pacific Mainline

RAILROAD FEATURE INVENTORY FORM

P-39-000098

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 0.0 A-160 Reroute
QUAD NAME & NO.: Tracy (39)

LOCATION NO: WPW-4
PHOTO DATE: April 17, 1994

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

2. **Location of recordation:** This site is parallel to and north of Linne Road, immediately west of the Corral Hollow Road crossing of the WPRR, and southwest of Tracy **(Photograph 1)**.

3. **Structures at or near this location:** There are modern crossing guards, and a poured concrete and steel crossing at Corral Hollow Road.

4. **Setting at this location:** Site WPW-4 is located at the western end of Linne Road, at its intersection with Corral Hollow Road, in an agricultural area southwest of Tracy. To the southeast of the site, and south of Linne Road, is the Tracy airport. To the northeast and southwest are open agricultural areas. Immediately to the northwest of the site is a modern windowless, heavily air conditioned and completely fenced cinderblock building, possibly related to the MCI cables running parallel to the mainline.

5. **Integrity considerations for this feature:** The tracks at WPW-4 are part of the Western Pacific Mainline south of Tracy. The line sits on a berm, with modern, heavy duty welded rails, new ballast, regular shaping, and recently laid ties. The crossing at Corral Hollow Road has been heavily modified, with a new poured concrete and steel box to allow automobiles and trucks smooth passage. The rails have dates of 1948 and 1974. Like site WPW-3, the line has the appearance of heavy and regular use.

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

   Width, berm-berm: 17

   Top width (crown): 14' across the top, 26' across secondary berm

   Height or Depth: Less than 1

   Ballast Material: Crushed granite and flag

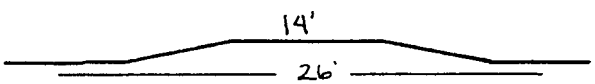
7. **Observed dates:**

   Rails: APE: 1948 West: 1948 East: 1974

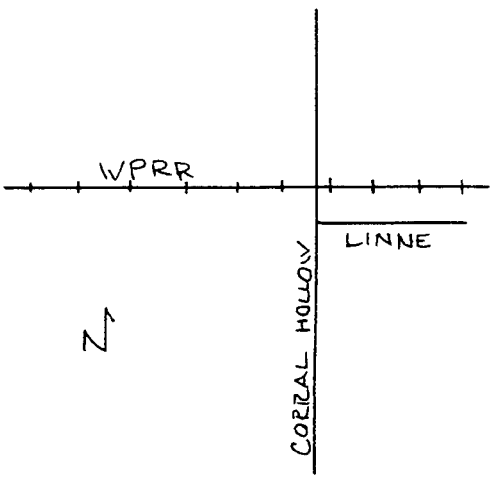
   Tieplates: CF&I pat. 1965, consistently along line

   Other:

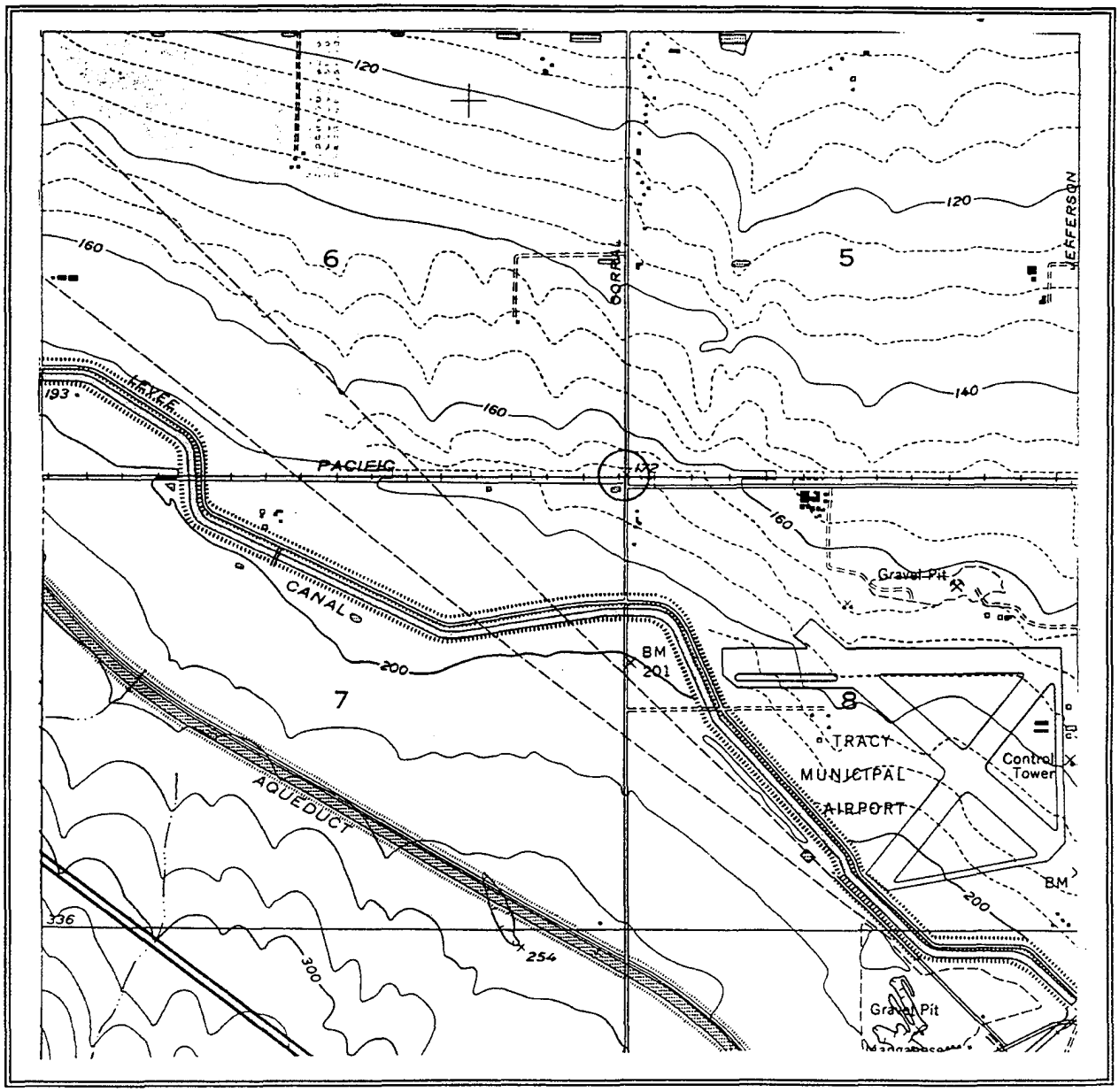
Sketch, in cross section: Looking west



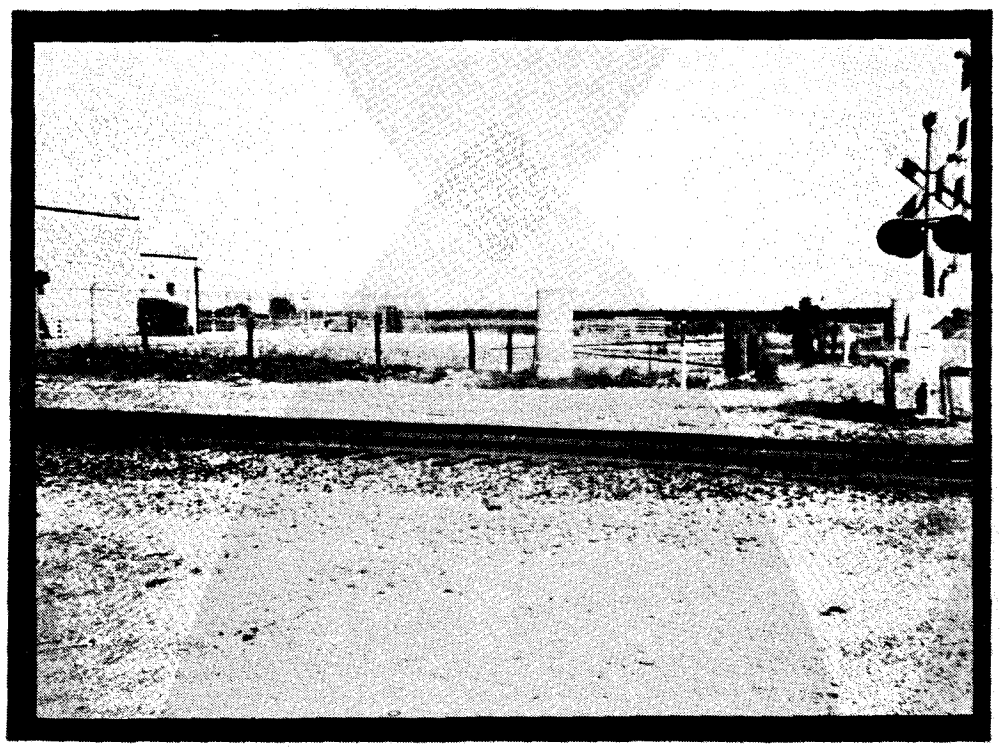
Location Sketch:



P-39-000098



SITE NAME: Western Pacific Mainline, San Joaquin County
SITE NUMBER: WPW-4
QUAD SHEET: "Tracy Quadrangle," USGS: 1954, photorevised 1981
PIPELINE LOCATION: MP 0.0 A-160



1

Photograph Number: 1
Site Number: WPW-4
Common Name: Western Pacific Mainline

P-29-000098

RAILROAD FEATURE INVENTORY FORM

P-39-000098

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 0.0 A-161
QUAD NAME & NO.: Tracy (39)

LOCATION NO: WPW-5
PHOTO DATE: April 17, 1994

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

2. **Location of recordation:** This site is 0.6 mile west of the intersection of Corral Hollow and Linne roads, southwest of Tracy.

3. **Structures at or near this location:** None.

4. **Setting at this location:** Site WPW-5 is located west of Corral Hollow Road in an agricultural area southwest of Tracy. The site is surrounded by open pasture land or orchards **(Photograph 1)**.

5. **Integrity considerations for this feature:** The tracks at WPW-5, like WPW-3 and WPW-4, are part of the Western Pacific Mainline south of Tracy. The line sits on a berm, with heavy duty welded rails, new ballast, and recently laid ties. The rails have dates of 1948. The line has the appearance of heavy and regular use.

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

   Width, berm-berm: 45

   Top width (crown): 12' across the top, 28' across secondary berm

   Height or Depth: 5' 8"

   Ballast Material: New crushed granite and flag (slate)

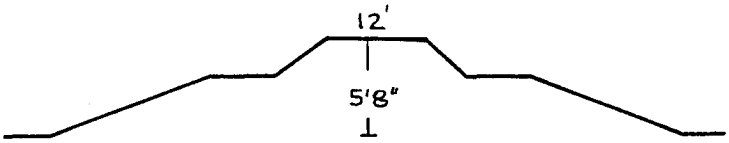
7. **Observed dates:**

   Rails: 1948, consistently along line

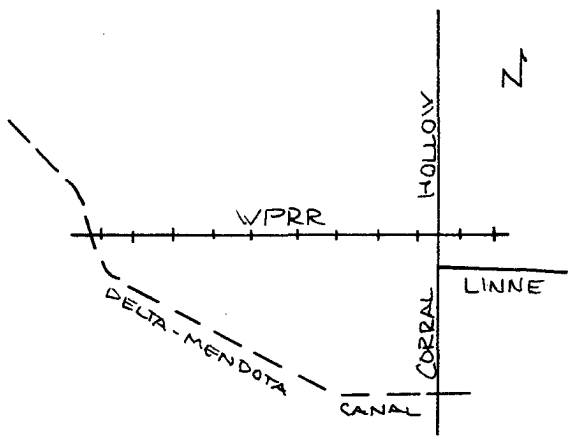
   Tieplates: CF&I pat. 1955, consistently along line

   Other:

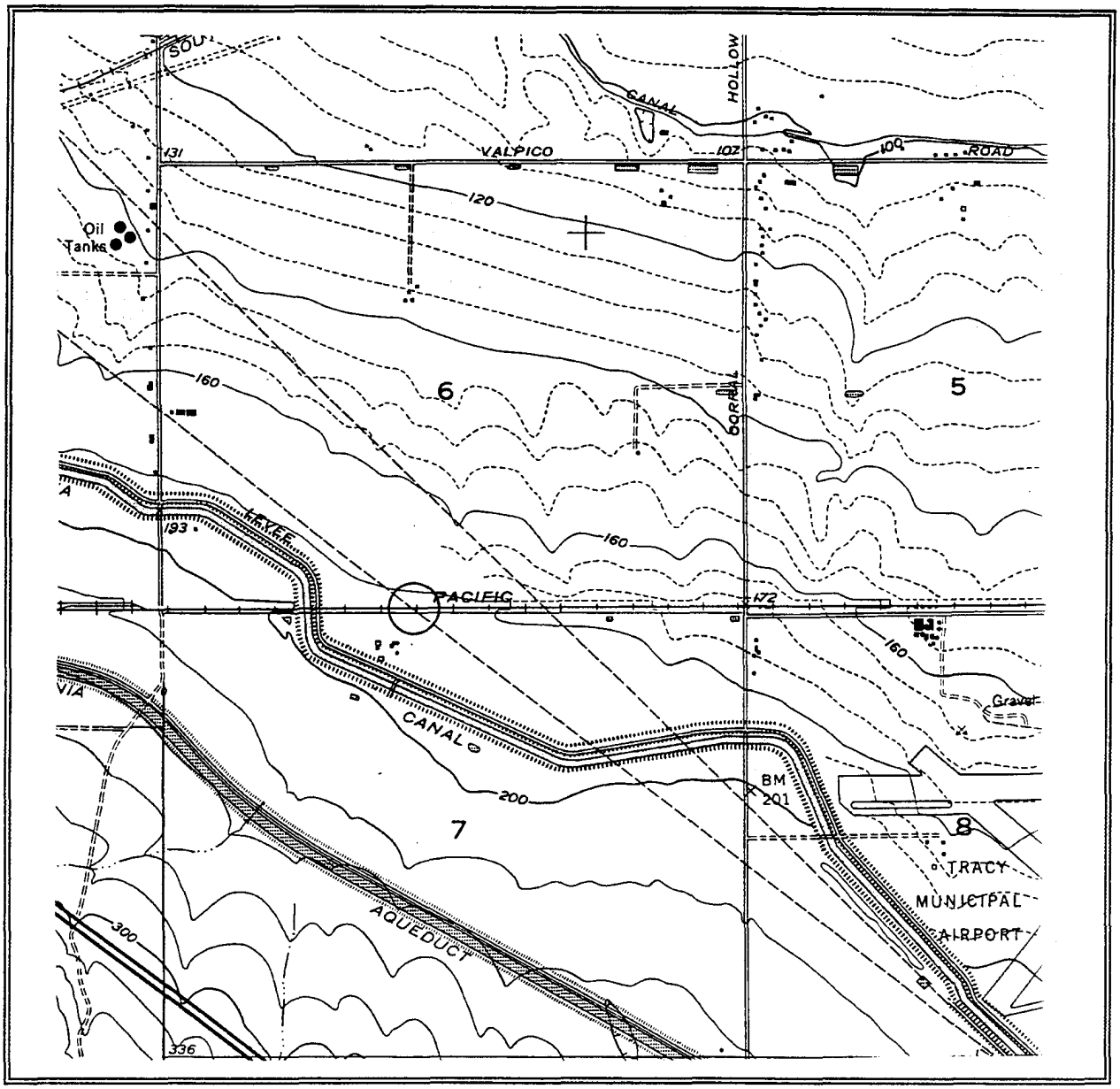
Sketch, in cross section: Looking east



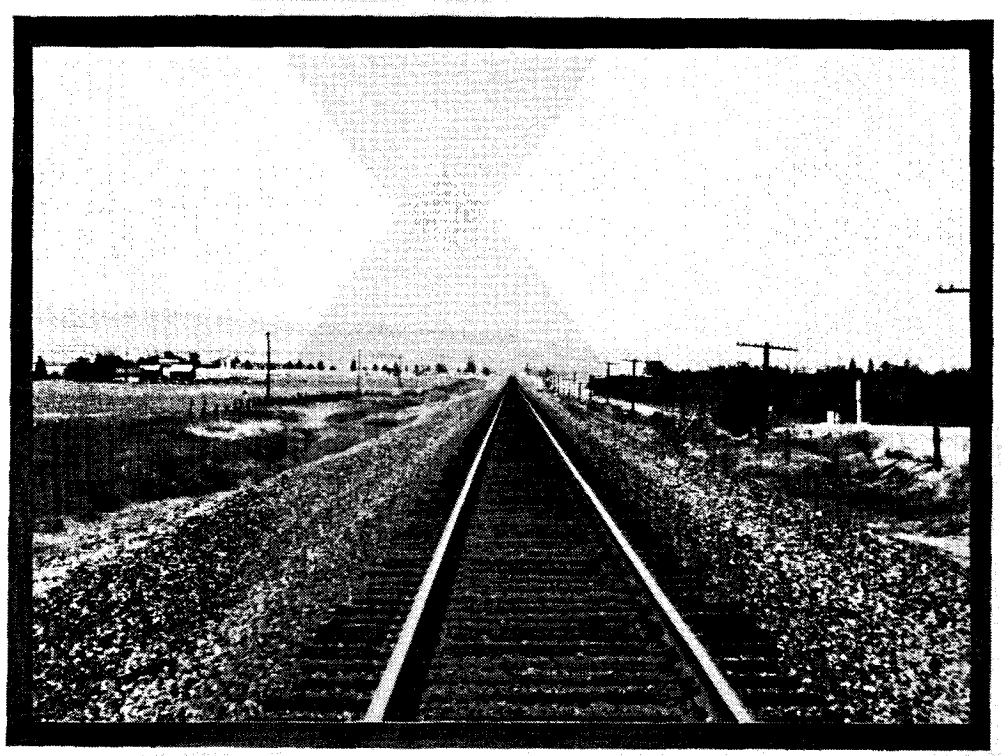
Location Sketch:



P-39-000098



SITE NAME: Western Pacific Mainline, San Joaquin County
SITE NUMBER: WPW-5
QUAD SHEET: "Tracy Quadrangle," USGS: 1954, photorevised 1981
PIPELINE LOCATION: MP 0.0 A-161



1

Photograph Number: 1
Site Number: WPW-5
Common Name: Western Pacific Mainline

P-39-000999

RAILROAD FEATURE INVENTORY FORM

P-39-000098

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project **LOCATION NO:** WPW-11
MILEPOST: 229.2 **PHOTO DATE:** April 17, 1994
QUAD NAME & NO.: Tracy (39)

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

2. **Location of recordation:** This site is on the north side of Linne Road at Carbona.

3. **Structures at or near this location:** Near this site there is a 5' x 5' shed roofed storage shed, a 12' x 16' corrugated metal flat roof shed, and a front gabled wood frame electrical shed with a wood door, tongue and groove horizontal siding, and a composition shingle roof. Across Linne Road, in the produce shipping plant, sits what appears to be a railroad watering tank on a tower **(Photograph 1)**.

4. **Setting at this location:** Site WPW-11 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 **(Photograph 2)**.

5. **Integrity considerations for this feature:** The tracks at WPW-11 are located on spurs for 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-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 ties for the spur at WPW-11 are located below grade, and no tie plates are visible. However, the rails date from 1906 to 1909.

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

7. **Observed dates:**

   Rails: APE: 1908 East: 1906 West: 1909

   Tieplates: None visible

   Other:

Sketch, in cross section: At grade

Location Sketch: