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**WALNUT GROVE BRANCH RAILROAD
NATIONAL REGISTER NOMINATION
SACRAMENTO COUNTY, CALIFORNIA**

FINAL REPORT

For

**U.S. Army Corps of Engineers
1325 J Street
Sacramento, California 95814**

By

**PAR ENVIRONMENTAL SERVICES, INC.
2116 T Street
P.O. Box 160756
Sacramento, California 95816-0756**

August 19, 1992

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Walnut Grove Branch Line Railroad

other name/site number: Sacramento Southern Railroad

2. Location

street & number: _____

not for publication:

city/town: Sacramento to Walnut Grove

vicinity: x

state: CA county: Sacramento

code: 067

zip code: 95814

3. Classification

Ownership of Property: Public-State/Private

Category of Property: Structure

Number of Resources within Property:

Contributing

Noncontributing

_____ buildings

1

_____ sites

1

_____ structures

_____ objects

_____ Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: N/A

6. Function or Use

Historic: TRANSPORTATION Sub: rail-related
Current : TRANSPORTATION Sub: rail-related
NOT IN USE

7. Description

Architectural Classification: N/A

Other Description: _____

Materials: foundation EARTH/WOOD roof _____
walls _____ other WOOD/EARTH/METAL/STEEL/CONCRETE

Describe present and historic physical appearance. X See continuation sheet.

The Walnut Grove Branch Line Railroad encompasses approximately 500 acres along a 24.5-mile-long corridor on the east side of the Sacramento River in Sacramento County, California. The property comprises 24.5 miles of railroad grade (17 miles with intact rails and ties), wooden trestles and concrete overpasses. The grade and wooden trestles were constructed between 1908 and 1912 and were innovative at the time due to the use of dredgers to construct the railroad on a levee of fill. The route extends from Sacramento City to Walnut Grove, passing through agricultural fields and orchards. Today the majority of the levee and features remain intact and are reminiscent of the 1920s era of the railroad. Changes to the alignment are evident in Sacramento where Interstate 5 caused the realignment of a short segment of the route. As a whole, however, the route retains a remarkable degree of integrity of location, setting, design, workmanship and feeling and is intact along most of its length, with the exceptions of paved road crossings. The route conveys a strong sense of time and place, evoking the rural feel and agricultural focus of the alignment during the 1910s and 1920s that has remained uncompromised through the decades.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: _____.

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions) : _____

Areas of Significance: TRANSPORTATION
ENGINEERING

Period(s) of Significance: 1908 - 1934

Significant Dates : N/A

Significant Person(s): N/A

Cultural Affiliation: _____

Architect/Builder: Hood, Wilhelm

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.
 See continuation sheet.

The Walnut Grove Branch Line Railroad was constructed between 1908 and 1912 specifically to link the agricultural communities of the upper Sacramento River Delta with Sacramento and distant markets. It played a vital and crucial role in the subsequent agricultural boom in the region, as well as in the development of numerous towns. The railroad is significant at a local level under criterion a for its direct influence on the development of agriculture, canning operations, and packing endeavors in the Delta, and for the role it played in the founding of the National Register-listed town of Locke, as well as Hood and Freeport. The railroad allowed direct shipping from the farms to distant markets, thus directly affecting the economic development of the Delta. The use of massive dredging equipment in construction of the line and its placement on an elevated levee, while not completely unique, represents an innovative technological and engineering feat for its time. As such, the route embodies distinctive characteristics of the methods employed in dredging and levee construction during a short time frame, adding to its significance under criterion c. The combination of urban and rural countryside, as viewed from the existing elevated grade, has changed little since the route construction, resulting in a high degree of integrity present along the route, one that embodies a strong sense of time and place during the peak years (1908-1934) of railroad operation and the Delta agricultural boom. In 1934 the railroad terminated all passenger service and reduced the number of freight trains operating on the line per day, thus ending the period of significance.

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9. Major Bibliographical References

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See continuation sheet.

Previous documentation on file (NPS):

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

Primary Location of Additional Data:

- State historic preservation office
- Other state agency (Railroad Museum, State Archives)
- Federal agency
- Local government
- University
- Other -- Specify Repository: Southern Pacific Transportation Company

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10. Geographical Data

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Acreage of Property: 500

UTM References: Zone Easting Northing Zone Easting Northing

A	10	630245	4271580	B	10	629430	4269920
C	10	630350	4266360	D	10	630900	4252880

See continuation sheet.

Verbal Boundary Description: See continuation sheet.

Boundary Justification: See continuation sheet.

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11. Form Prepared By

=====

Name/Title: Mary L. Maniery

Organization: PAR ENVIRONMENTAL SERVICES INC. Date: January 27, 1992

Street & Number: PO Box 160756 Telephone: 916/739-8356

City or Town: Sacramento State: CA ZIP: 95816

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DESCRIPTION

The Walnut Grove Branch Line Railroad extends 24.5 miles from old Sacramento to Walnut Grove. Generally, the line parallels the Sacramento River and State Highway 160 and averages 16 feet in width. The property encompasses about 500 acres of land.

The trackage primarily is situated on an extensive levee and embankment works extending from I Street in Sacramento to just north of Walnut Grove. Between Miller Park and Freeport the line follows the Sacramento River levee. The railroad levee south of Sacramento also serves as the western embankment for the Beach and Stone Lakes flood retardation basin. It returns to the river at Walnut Grove.

Changes to the alignment are evident in Sacramento where Interstate 5 caused the realignment of a short (0.5 mile) segment of the route (depicted in purple on the USGS quadrangle, see attached). As a whole, however, the route retains a remarkable degree of integrity of location. It begins adjacent to the Central Pacific Passenger Station in Sacramento at Front and I streets and continues south, passing along the east bank of the Sacramento River. South of Miller Park the line is elevated and parallels the Sacramento River on the west and Interstate 5 on the east for about 1.5 miles. It then passes over Interstate 5 and continues through the Florin Road Shopping Center and Meadowview Road at grade level. South of Meadowview Road it once again is located on the river levee for about 2.0 miles before turning inland. The line continues inland on a 15- to 20-foot-high levee and passes a series of small lakes, marshes and ponds, paralleling Willow Slough for approximately four miles to the community of Hood and then paralleling Snodgrass Slough for several miles extending north of Locke.

The railroad line runs through commercial and residential development in Sacramento. Beyond the city limits the route traverses extensive areas of fruit orchards and grain fields. Lengthy wooden trestles are found along the line and once dominated the approach to the Snodgrass Slough swing-span bridge. The Snodgrass Slough bridge and associated trestles were removed between 1984 and 1988. Small wooden trestle overcrossings, however, are still present along the route.

Generally, the route consists of a single track elevated on the levee. The levee averages 12 feet in height and is about 16 feet wide. The track uses a variety of rails, ranging from 75 to 113 pound rails; the heavier rails are used at road crossings. The rail is on 8-inch by 13-inch plates. Ties vary from six inches by eight inches by eight feet long to seven inches by nine inches by eight feet long. Today, tracks and rails are present on the grade from Sacramento to 1,000 feet south of Hood Junction, a distance

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of about 17 miles. The remainder of the grade between Hood and Walnut Grove is visible on the levee, although tracks are only visible at road crossings (e.g., Twin Cities Road), where they have been paved over. Crossing gates and working mechanisms were removed when the route was abandoned in the 1970s (International Engineering Company 1979), particularly between Post Miles 87 and 95, where the line travels through the City of Sacramento. These changes have not affected the overall integrity of the route, however, or of its overcrossings.

As of 1979, there were 11 bridge structures between Sacramento and Walnut Grove. The railroad bridge structures were of four types: reinforced concrete; composite-concrete and structural steel; timber pile trestles; and moveable metal structures. The reinforced concrete bridge, located at Post Mile (PM) 91.97, crosses Interstate 5 and was constructed in the mid-1970s as part of the freeway work. The composite concrete and structural steel bridge was constructed in 1951 and crosses over the Delta Cross Channel just south of Locke at Post Mile 112.88 (International Engineering Company 1979). These two bridges are not considered elements of the original design of the railroad but do not detract from the overall integrity of the property. The moveable metal structure included a turn bridge at Snodgrass Slough. This latter structure was removed between 1984 and 1988.

The majority of the bridge structures on the line are trestles with six driven wooden piles per bent and timber or concrete abutments. These bridges are open or ballast deck trestle structures and cross overflow drainage systems and roads. They range from 65 to 110 feet in length (average length is 75 feet) and are 16 to 20 feet in height. Some of the bridges have walkways for pedestrian traffic and repair work (International Engineering Company 1979; Southern Pacific Transportation Company 1960).

The original wooden overcrossings located within the City of Sacramento at Sutterville Road, 35th Avenue, and Blair Avenue were replaced with a culvert and filled, or lowered to grade between 1960 and 1968. The Riverside Boulevard overcrossing was removed as part of the Interstate 5 construction project in the early 1970s. Since 1980 a few of these overcrossings (e.g., at PM 113.46 in Walnut Grove) have been removed, although the trestle supports and levee abutments remain in place. Six structures north of Locke, however, remain intact and are representative samples of the original trestle work along the line. These are located at Post Mile 95 (one trestle), between Post Miles 99.0 and 99.6 (four trestles), and near Post Mile 108 (one trestle).

Originally spur tracks extended east and west from the main railroad to access warehouses and agriculturally oriented communities within the Delta. These elevated spur routes led to warehouses, sheds, or loading platforms within private ranches. While the packing sheds, platforms, and stations were dismantled beginning in the 1930s, the spur grades are still evident,

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contributing to the overall fabric of the structure. Eight spur grades, ranging in length from 200 feet to nearly one-quarter of a mile, are depicted on the USGS quadrangles (see attached).

The massive levee and embankment works along the length of the railroad is a prominent feature between Sacramento and Walnut Grove. In 1929 the route was extended south of Walnut Grove to Vorman's Landing, crossing over Georgiana Slough, and was again extended in 1943. This later work resulted in a termination of the line at Isleton, eight miles south of Walnut Grove. This segment (from Walnut Grove to Isleton) was compromised by flooding during the 1970s. The bridge at Georgiana Slough and the majority of the grade south of a point just north of the town of Walnut Grove are no longer present or do not retain integrity. Therefore, this section of line is not included as a part of the historic property.

The view from the route has changed little since it first opened for business. It retains its rural feel, passing through orchards and grain fields throughout the majority of its length. The landscape along that portion of the route that parallels the Sacramento River and Snodgrass Slough is included in a wildlife refuge and has not been developed or altered since the railroad was built. The rural feel of the countryside increases the integrity of the route's setting and reflects the agricultural focus of the original function of the route.

After its abandonment by Southern Pacific in 1978 the majority of the alignment was purchased by the State of California. The State retained the rails, ties, trestles and other features in place with little or no change. As a result, the system is intact along most of its length to Hood, with the exception of the paved road crossings. A two mile portion of the route, extending from Front and I streets in Sacramento to Miller Park, has been restored and is used seasonally by the State Department of Parks and Recreation as a steam train excursion route.

Today, the route retains the physical feel of the 1910s and 1920s agricultural boom period and retains integrity of location, design, setting, workmanship, and feeling. Six wooden trestles and two overcrossings remain in place, as does most of the original elevated main grade and spur lines. The location of the line, with the exception of a 0.5 mile segment within Sacramento city limits, remains unaltered. The original appearance of the main line, its layout and scale are intact. While road crossings, warning signals, and the Snodgrass Slough Bridge were removed after 1975, the overall route design retains integrity.

The route initially traversed residential and commercial areas in Sacramento before entering the rural upper Delta region. South of Meadowview Road, the agricultural setting of the line remains unchanged. The alignment passes through pear orchards, grain fields, and parallels

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Snodgrass Slough (a wildlife refuge), landscapes that retain the sense of time and place that was evident during the period of significance. Workmanship that went into the construction of the levee system that elevates the railroad is evident today with little change. In addition, the trestles and sections of track, although maintained through the years, retain a high degree of integrity of workmanship. The feeling of the alignment today, particularly south of the City of Sacramento in the rural countryside, is evocative of the 1920s agricultural boom of the Delta, when the railroad played a vital role in the development of the local economy. Visually, there is a strong sense of time and place associated with the alignment that has remained uncompromised through the ensuing decades since the period of significance.

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HISTORICAL CONTEXT

Reclamation projects in the Sacramento River Delta between Sacramento and Rio Vista began on Grand Island in 1852 and rapidly spread throughout the Delta. Massive levee building efforts were undertaken in the late 1860s by Chinese laborers hired by local farmers. Once the levee system was in place massive land reclamation ventures were started (Costello and Maniery 1988:3; Maniery and Costello 1986:38).

By 1900 the Delta region was renowned throughout the United States for its asparagus and other produce. The first of the spring asparagus crop grown by Alexander Brown near Walnut Grove, for example, was shipped to the Waldorf-Astoria Hotel in New York each year (Maniery 1990:n.p.). Other crops, such as sugar beets, potatoes and fruits, were also grown in the Delta, increasing its importance as a major agricultural region in the State.

During the early development of agriculture in the Delta, produce and supplies were shipped by steamers and barges. Warehouses and wharves were present in every town along the river to access the shipping route. In 1903 the Southern Pacific Railroad Company, recognizing an opportunity for profit, organized the Sacramento Southern Railroad Company (SSRR) in San Francisco. The company was controlled by the Southern Pacific Railroad Company through ownership of the outstanding stock. The project Chief Engineer was Wilhelm Hood; E. E. Calvin served as President, William F. Herrin was Vice President, and G. L. King was Secretary (SSRR Company 1909). The fifth owner of the railroad was C. H. Redington. By 1905, the SSRR began to buy up land between Sacramento and Walnut Grove for the sole purpose of constructing a railroad branch line to service the agricultural communities of the Delta (California, State of 1980). The railroad was constructed to compete with river traffic at a time when the era of great railroad expansion in the West was drawing to a close.

The Sacramento Southern Railroad was planned to provide service from Sacramento to Stockton, with a branch line extending from Walnut Grove to Antioch. Initially, the branch was to join the main line of either the Southern Pacific or Atchison, Topeka and Santa Fe. When these plans fell through, it became a branch line feeder of the Southern Pacific system instead, with management maintained through the Sacramento Southern subsidiary company (California, State of 1980:19).

Construction began on the route in 1908. The initial phase of construction, consisting of about eight miles of line extending from I and Front Streets in Sacramento to Freeport, was completed in June of 1909 for a cost of about \$1,000,000 (SSRR Co. 1909:15, 1910:15). The section from Freeport to Walnut Grove was finished by March, 1912, at a cost of nearly 2.5 million dollars (SSRR Co. 1912:36). Except for an extension south to Vorman's Landing on the Mokelumne River in 1929, the Branch Line remained

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unchanged until it was extended south to Isleton in 1943 (California, State of 1980:19; Southern Pacific Transportation Company n.d.).

While other railroads in the region, such as the Sacramento Northern and the route west from Stockton, were elevated on levees at certain sections, the Branch Line railroad was unique in that the majority of its length was elevated. The elevated grade afforded protection against flooding, a major concern in the reclaimed areas of the Delta. Numerous dredgers, operating out of Antioch, Rio Vista, Stockton and Sacramento, were used during the construction to cut through the sloughs for bridges and to dredge material from the river, and Willow, Morrison, and Snodgrass Sloughs for use in levee construction. A few of the big dredgers involved in the project included the "Antioch," "Big V," Dredger #5, "Yolo," "Argyle," "Mt. Diablo" and "Neptune." In addition to the dredgers, an on-site cement plant was established at Snodgrass Slough early in 1911 to provide a continual supply of cement for pier work and construction of the turn bridge at that location (California, State of n.d.). Cobbles and rocks were transported by truck from the dredge fields near Folsom, California, and were used to support the wooden trestles near Snodgrass Slough (Southern Pacific Transportation Company 1960).

In conjunction with the building of the levee was the construction of spur lines to service packing sheds and farm communities, passenger stations and platforms. Within the City of Sacramento, spur lines led to oil refineries situated near the tracks. Station accommodations were also built for railroad repair crews and workers. Hood Junction, for example, had a cook house, bunkhouse, section house, privy, sheds, stock corral and loading pen, as well as a loading platform (Southern Pacific Transportation Company n.d.). Other stations were developed at Bath, Del Rio, Freeport, Mofuba, Locke and Walnut Grove. Passengers were boarded at all of the stations, although Walnut Grove Depot was the largest along the line.

The primary purpose of the Branch Line was to transport agricultural produce from numerous packing houses along the line to Sacramento and points beyond. This was in competition with the Santa Fe Company, whose boat, the "Francis," stopped at canneries and packing sheds in the Delta and delivered produce to Antioch via the river, where it was then shipped by rail. The Branch Line railroad eliminated the need for the riverboat shipping, saving money and time for the local farmers (California, State of 1980:19).

When the line was completed to Walnut Grove in 1912, it resulted in immediate changes in the region. As part of the initial construction, Southern Pacific built spur lines to various packing houses and canneries in the Delta. At several locations, such as Locke, the Company also constructed packing houses to encourage use of the rails for shipping

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(Leung 1984:28). The Delta towns of Hood (named for chief engineer Wilhelm Hood) and Freeport were established by the railroad as stations and developed into thriving agriculturally-oriented towns. The Chinese-American town of Locke (a National Register-listed District) developed in direct response to the Southern Pacific packing shed and spur line. According to Leung (1984:28), once the shed and spur was completed three Chinese entrepreneurs realized that most laborers working at the shed would be Chinese. In light of this, they constructed their businesses (boarding house, restaurant) near the shed to attract the laborers. In 1925 Southern Pacific enlarged the packing shed in Locke in direct response to the opening of several canneries in the area, resulting in a population boom. (Southern Pacific still retains ownership of this shed, but it is not included in this nomination due to its location off the main grade and its lack of integrity). In the late 1920s, the three initial businesses had grown into an established Chinese-American community that peaked at over 1,500 residents (Leung 1984:28).

While the railroad's first objective was to transport agricultural produce from the Delta to Sacramento, it also served as a vital link between the communities in the upper Delta region and distant markets. Mail was brought in by railroad, as were supplies and cargo. The services provided by Southern Pacific are remembered fondly by local Asian residents in the Delta. For example, Tommy King, a Locke resident, recalled that his father would pick up slot machines, shipped cargo freight from Chicago, at the depot in Walnut Grove (King 1987:110). Other residents recalled that mail was delivered by train to Locke, Hood, and Freeport on a regular basis (Lai 1987:80).

The Branch Line Railroad served as more than a freight train. Soon after its completion a passenger service was initiated. This service was provided to stations along the route by conventional trains and self-propelled gasoline rail cars (California, State of 1980:19). As one Locke resident recalled, "There used to be a train right in back [of Locke] and it would take you to Sacramento or wherever you wanted to go in that direction. If you wanted to go to San Francisco you could pick up the freight ship." (Yow 1987:47). The railroad, then, was essential to the towns along the line, providing the only reliable overland passenger and freight connection between the Delta and Sacramento.

Throughout the 1920s the Delta continued to prosper and development was rapid, aided by the transportation provided by the Branch Line Railroad. The development of the refrigerator car allowed pears from the upper Delta and other produce to remain fresh during shipping, and increased the popularity of the railroad for transporting goods. Delta produce continued to find its way to the East Coast where consumer demand was great. Typically, four freight trains and four passenger trains served the Delta area per day during the 1920s (Hall 1922).

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The decline of the Branch Line started in 1930, when the effects of the Great Depression began to hit the Delta region. In that year several Delta canneries were forced to close. By 1932 another cannery at Isleton closed (Leung 1984). In 1934 the passenger service provided by the Branch Line was halted, signalling the beginning of the end of the railroad. Freight service continued, although it also began to decline due to the Depression and automobile and truck competition. In addition to the ending of the passenger service, routine track maintenance was deferred due to lack of funds (California, State of 1980:19-20) and several stations were dismantled and the land sold between 1939 and 1947 (Southern Pacific Transportation Company n.d.).

The cycle of decreased use of the line continued after World War II. General Maintenance Office records indicate that spur lines, buildings, platforms and trestles were gradually retired from service after 1945, due to deterioration or lack of use (Southern Pacific Transportation Company n.d.). Only one spur line, used to access the Stillwater Orchard Company, was constructed after 1940. In comparison, several miles of spur track were dismantled south of Hood, although the elevated levees remained in place. By the early 1970s trains ran only three or four times per week during the year, and less than 200 carloads of goods were transported annually (California, State of 1980:19).

The demise of the line under Southern Pacific ownership began in 1972, when a break in the levee at Isleton resulted in a massive flood that caused extensive damage between the Georgiana Slough Bridge and Isleton, a distance of about 2.3 miles. Soon after the flood, Southern Pacific filed an application with the United States Interstate Commerce Commission (ICC) to abandon 17.5 miles of track between Isleton and Hood Junction. Permission was granted on April 1, 1977. Authorization was given on March 8, 1978 to abandon an additional 13.8 miles of line between Hood Junction and Miller Park in Sacramento (Gray 1977).

The last Southern Pacific train on the branch line was operated on October 10, 1978. This run consisted of empty freight cars that had been in storage south of Hood. Soon after this run, all automatic grade crossing signals south of Miller Park were removed and some railroad crossings were paved over. The remainder of the line, however, including right-of-way, tracks between Sacramento and Walnut Grove, and undercrossings, were kept intact pursuant to purchase by the State of California (California, State of 1980:20; Gray 1977).

As of 1992 the California Department of Parks and Recreation owns the route and track between Old Sacramento and South Land Park Drive. The Sacramento Regional Transit District has ownership between South Land Drive and the Pocket area, and the State once again holds title to the land from the Pocket area to Hood, as well as a small track of land by Locke. The track has been refurbished between Old Sacramento and Miller Park and is

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currently used for steam train excursions operated by the State Railroad Museum. Future plans call for improving the track to Hood and extending the excursions south through the Delta.

PROPERTY OWNERS

State of California - the Resources Agency
Department of Parks and Recreation
California State Railroad Museum
P.O. Box 2390
Sacramento, CA 95814

California, State of
Department of General Services
Office of Real Estate and Design Services
400 R. Street 5th Floor
Sacramento, CA 95814

Citizens Realty Development
12441 Ventura Court
Studio City, CA 91604

Correa, Walter E., and L. Bellmeda
32338 S. River Road
Clarksburg, CA 95612

John McCormack Co
P. O. Box 527
Walnut Grove, CA 95690

Komoorian, Arika
8491 River Road
Sacramento, CA 95832

Lodi Gun Club
P. O. Box 1120
Lodi, CA 95241

Reclamation District #813
Tom Herzog
12300 Herzog Road
Cortland, CA 95615

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Sacramento, City of
Department of Real Estate
927 10th Street Room 200
Sacramento, CA 95814

Sacramento, County of
Real Estate Division
1007 7th Street 7th Floor
Sacramento, CA 95814

Sacramento Housing Authority
Tech Services Division
P. O. Box 1834
Sacramento CA 95809

Sacramento Redevelopment Agency
630 I Street
Sacramento, CA 95814

Sacramento Regional Sanitation District
8521 Laguna Station Road
Elk Grove, CA 95624

Sacramento Regional Transit District
Attn: Celia Scott
P.O. Box 2110
Sacramento, CA 95812-2110

South Sacramento Preservation Council
P. O. Box 43
Hood, CA 95639

Southern Pacific Transportation Company
Real Estate Department
1 Market Plaza
San Francisco, CA 94105

Western Pacific Railroad
c/o Union Pacific Railroad
Contracts and Real Estate Department
1416 Dodge Street
Omaha, NB 68179

Wilson, Darrell, M. Chilies, and R. Daniel
P. O. Box 248
Walnut Grove, CA 95690

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Maniery, Mary L.

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Maniery, Mary L., and Julia G. Costello

1986 Celadons and Sake Bottles: Asian History Underground. The Pacific Historian 30(4):36-46. University of the Pacific, Stockton, California.

Sacramento Southern Railroad Company

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Southern Pacific Transportation Company

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Yow, Wong

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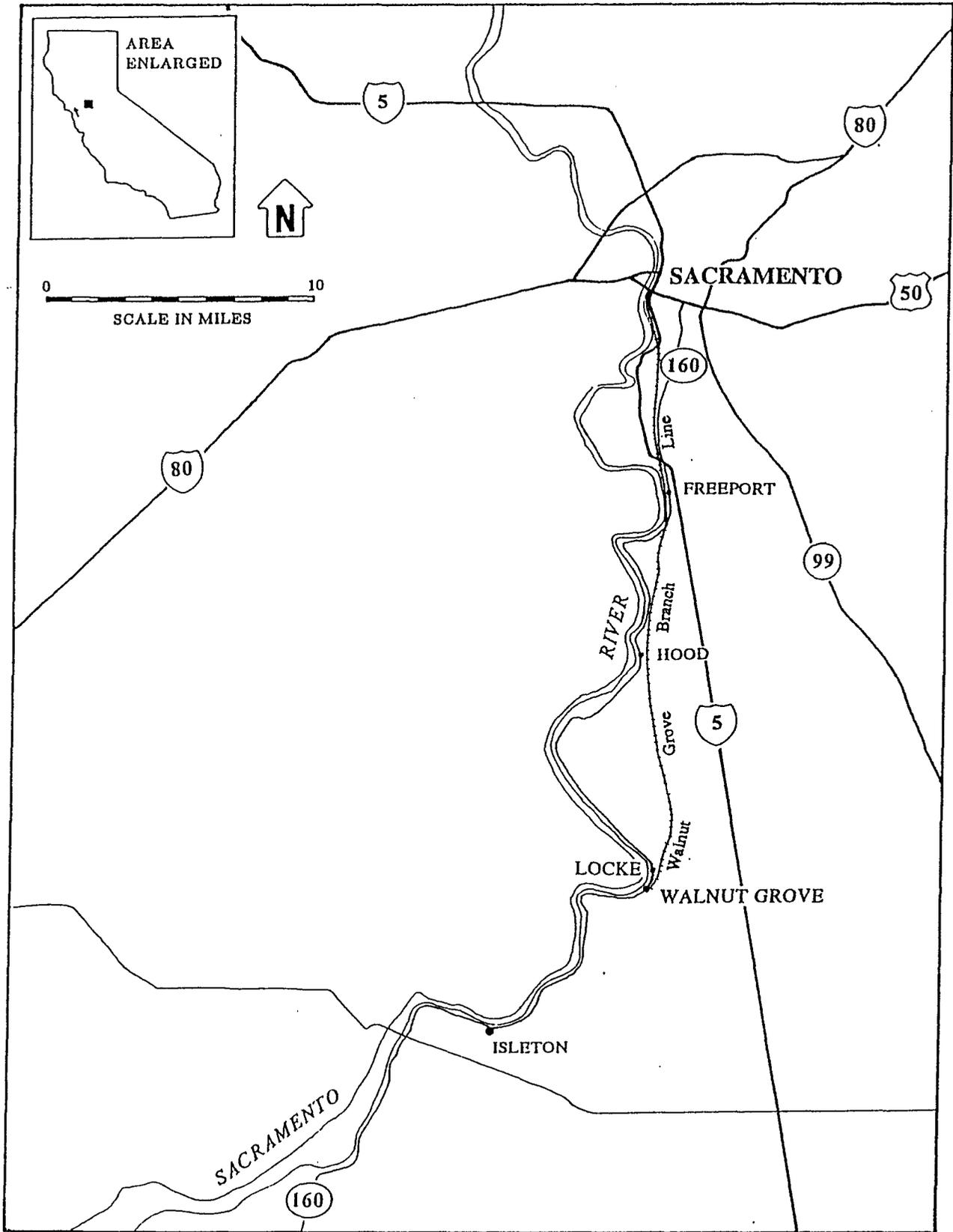
UTM REFERENCES:	Zone	Easting	Northing
E	10	630620	4252410
F	10	631730	4236750
G	10	630460	4233830

Verbal Boundary Description:

The Branch Line Railroad begins at the terminus of I Street at Front Street in the City of Sacramento and continues south and west 24.5 miles to the north end of Walnut Grove, California, just south of the Delta Cross Channel. It is contained entirely in Sacramento County and is depicted by the United States Geological Survey on five topographic quadrangles (7.5 minute series, see attached). The route averages 16 feet in width.

Boundary Justification:

The property boundaries are based on land purchases made by the Sacramento Southern Railroad Company in 1905 and historic alignment maps and include the historic location of the main line. The elevated levee is still evident traversing the landscape for the majority of the 24.5-mile corridor. The boundaries include the entire length and width of that portion of the railroad constructed between 1908 and 1912, with the exception of 0.5 miles of route within the town of Walnut Grove. This section of levee, rails, and ties was removed and subdivided around 1988, and therefore is not included in the property boundaries.



Location of Walnut Grove Branch Line Railroad

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

PHOTOGRAPHS - WALNUT GROVE BRANCH LINE RAILROAD

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Photo No.	Description
1	Walnut Grove Branch Line Railroad Sacramento County, California William Shapiro March 27, 1991 Negative on file: US Army Corps of Engineers Sacramento District Office 650 Capitol Mall Sacramento, CA View north of beginning of Railroad at I and Front Streets, Sacramento
2	Walnut Grove Branch Line Railroad Sacramento County, California William Shapiro March 27, 1991 Negative on file: US Army Corps of Engineers Sacramento District Office 650 Capitol Mall Sacramento, CA View south of main line (on right) and spur (on left) at Q and Front Streets, Sacramento
3	Walnut Grove Branch Line Railroad Sacramento County, California William Shapiro March 27, 1991 Negative on file: US Army Corps of Engineers Sacramento District Office 650 Capitol Mall Sacramento, CA View northwest of 1970s concrete bridge spanning Interstate 5 in Sacramento

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

PHOTOGRAPHS - WALNUT GROVE BRANCH LINE RAILROAD

Page 2

- 4 Walnut Grove Branch Line Railroad
Sacramento County, California
William Shapiro
March 27, 1991
Negative on file:
US Army Corps of Engineers
Sacramento District Office
650 Capitol Mall
Sacramento, CA
View southeast of elevated railroad grade with Sutterville
Road at left, Sacramento
- 5 Walnut Grove Branch Line Railroad
Sacramento County, California
William Shapiro
March 27, 1991
Negative on file:
US Army Corps of Engineers
Sacramento District Office
650 Capitol Mall
Sacramento, CA
View northwest of typical paved road crossing
- 6 Walnut Grove Branch Line Railroad
Sacramento County, California
Keith Syda
December 24, 1991
Negative on file:
US Army Corps of Engineers
Sacramento District Office
650 Capitol Mall
Sacramento, CA
View southwest of wooden trestle at Post Mile 99.10 south of
Freeport
- 7 Walnut Grove Branch Line Railroad
Sacramento County, California
Keith Syda
December 24, 1991
Negative on file:
US Army Corps of Engineers
Sacramento District Office
650 Capitol Mall
Sacramento, CA
View north of trestle overcrossing at Post Mile 99.16; note
orchards

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

PHOTOGRAPHS - WALNUT GROVE BRANCH LINE RAILROAD

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- 8 Walnut Grove Branch Line Railroad
Sacramento County, California
Keith Syda
December 24, 1991
Negative on file:
US Army Corps of Engineers
Sacramento District Office
650 Capitol Mall
Sacramento, CA
View south of trestle crossing with slough at left and orchard on right at Post Mile 99.24.
- 9 Walnut Grove Branch Line Railroad
Sacramento County, California
Keith Syda
December 24, 1991
Negative on file:
US Army Corps of Engineers
Sacramento District Office
650 Capitol Mall
Sacramento, CA
View west of wooden trestle (in background) with wooden bridge over slough in foreground. Trestle is at Post Mile 99.56
- 10 Walnut Grove Branch Line Railroad
Sacramento County, California
Keith Syda
December 24, 1991
Negative on file:
US Army Corps of Engineers
Sacramento District Office
650 Capitol Mall
Sacramento, CA
View north of intact railroad grade just north of Hood-Franklin Road with slough on right and farmland on left
- 11 Walnut Grove Branch Line Railroad
Sacramento County, California
Keith Syda
December 24, 1991
Negative on file:
US Army Corps of Engineers
Sacramento District Office
650 Capitol Mall
Sacramento, CA
View south of spur off main grade at north end of Freeport taken from main grade

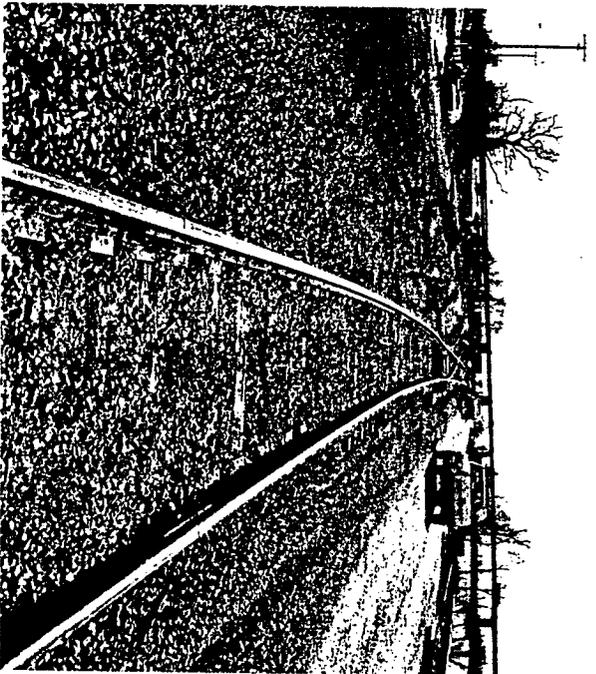
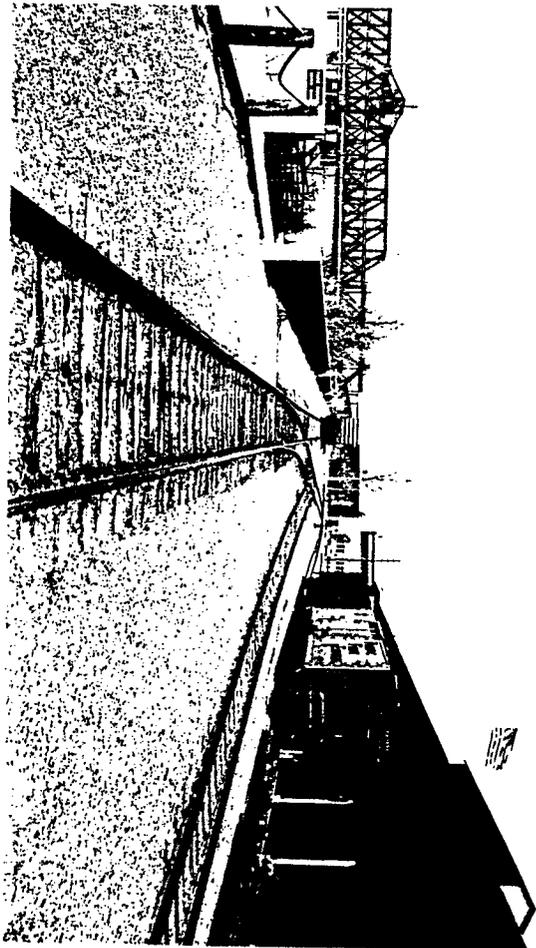
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

PHOTOGRAPHS - WALNUT GROVE BRANCH LINE RAILROAD

Page 4

- 12 Walnut Grove Branch Line Railroad
 Sacramento County, California
 William Shapiro
 March 27, 1991
 Negative on file:
 US Army Corps of Engineers
 Sacramento District Office
 650 Capitol Mall
 Sacramento, CA
 View southeast down main railroad grade at Hood Junction with
 elevated spur from Hood joining main spur on right

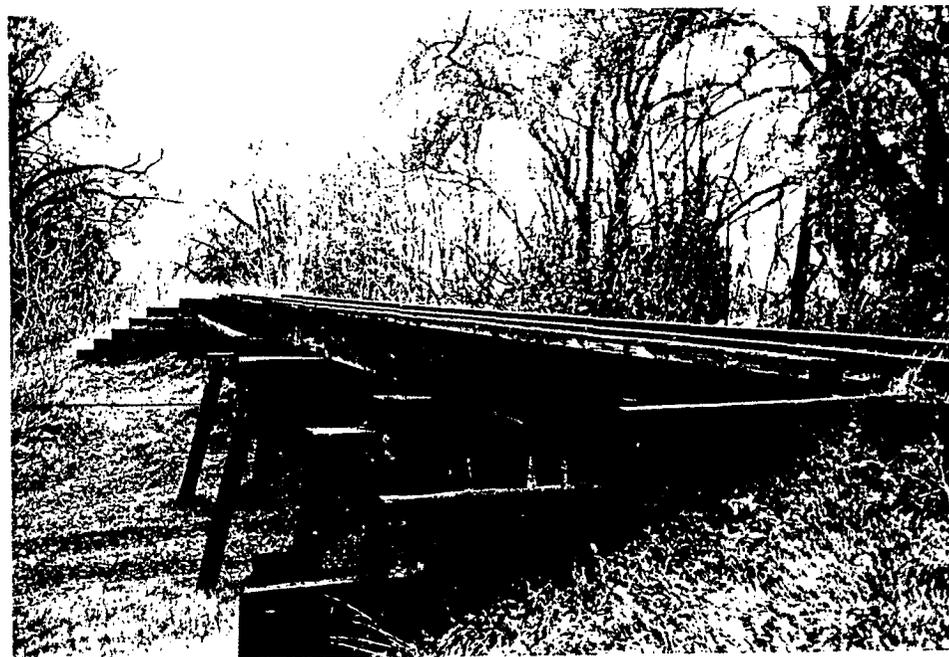


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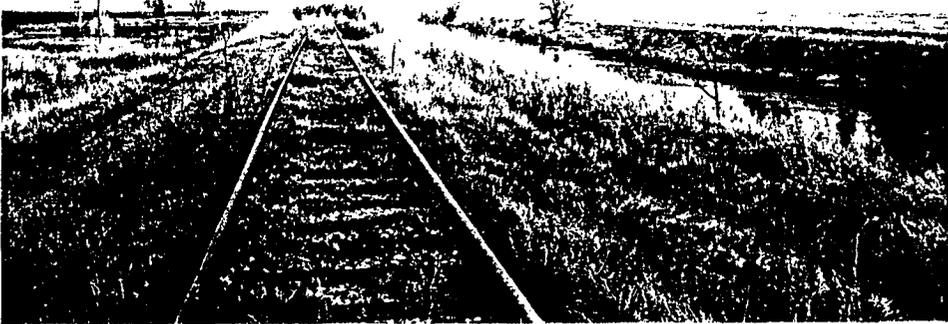
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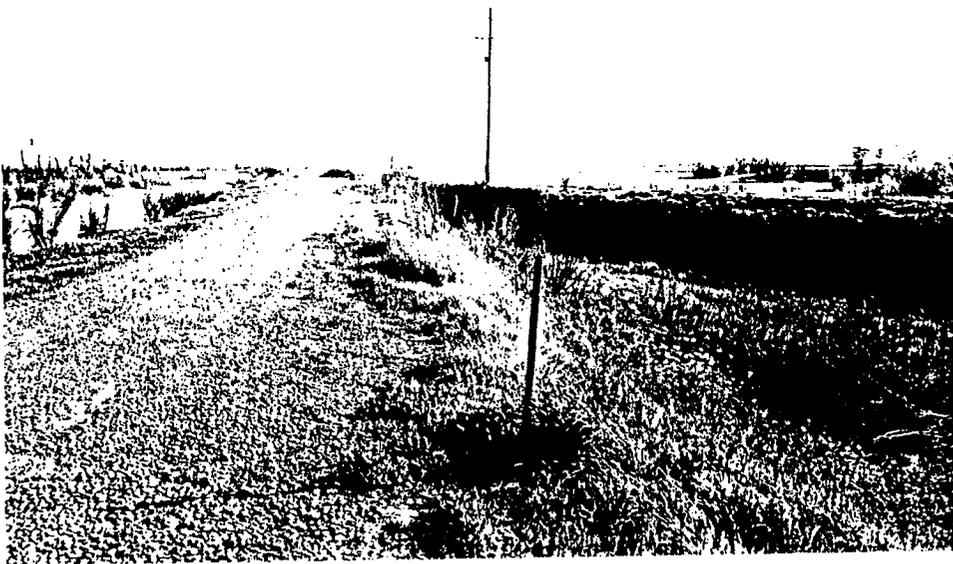


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C - 1 0 2 6 3 8