



There were two Western Pacific railroads, both of which pass through Pleasanton, California. The first WP was formed in December 1862 by a group associated with the San Francisco & San Jose Railroad (1864) to build a railroad connecting San Jose to Sacramento with the plan that the first transcontinental railroad would follow the WP from Sacramento to San Jose, where passengers and freight would continue to San Francisco on the SF&SJ. In October 1864, the Central Pacific Railroad assigned all its rights under the Pacific Railway Act to the WP for the route between Sacramento and San Jose, including land grants. In 1866, the first 20 miles from San Jose had been completed when funding problems halted construction. Part of the difficulty was that federal land grants were not available where Mexican land grants had previously been made.

By 1867 the CP determined that the route via San Jose to San Francisco was too long and that it would be better to change to a route to Oakland and from there use ferries from the CP's Oakland Pier to San Francisco. The CP bought the WP and construction started again in the spring of 1867. The railroad was completed through this location and in 1869 arrived at San Leandro (on San Francisco Bay), where it joined the local San Francisco & Alameda Railroad (not shown separately on the map). The first transcontinental train to reach San Francisco Bay arrived at the SF&A's Alameda Pier on September 6, 1869, and the passengers took the SF&A ferry to San Francisco. Two months later the rail connection to the local San Francisco & Oakland Railroad (not shown separately on the map) was in place and the transcontinental trains now ran through Oakland instead of Alameda. In 1870, the WP was absorbed into the CP. By 1879, the CP had built shorter routes from Sacramento to the north San Francisco Bay and the WP's route (including this location) became a secondary route between the East Bay and the San Joaquin Valley.

In 1903, a second Western Pacific Railroad was formed by Union Pacific interests to build a line between Oakland and Salt Lake City, which was completed in 1909. The WP (1909) route from Sacramento to Oakland with a branch to San Jose closely parallels and in a few places crosses the original WP (1869) alignment. In 1979, the Southern Pacific Railroad (successor to the CP) obtained trackage rights over the WP (1909) and abandoned its parallel WP (1869) track over Altamont Pass, including this location. As of 2016, the abandoned section of the WP (1869) grade extends eastward from Verona, California (2 miles west of this location at Pleasanton), through Pleasanton, Livermore, and Altamont Pass, to a location about 6 miles east of the pass. Other sections of the WP (1869) route, to Stockton and Sacramento, to Oakland, and to San Jose remained as part of the SP (now UP) system.

Southwestward view of the Pleasanton Station. The paved alley to the left (southeast) of the station is the abandoned WP (1869) grade. There have been three depots in Pleasanton on the WP (1869) line. The original Pleasanton station was built 1868-1869 and included a 20 x 32 foot passenger depot and a 32 x 100 foot freight building. These buildings were destroyed by fire on July 26, 1873, and were replaced by a one story building, which in turn was replaced by the current building, a SP standard depot design, built in November 1894.



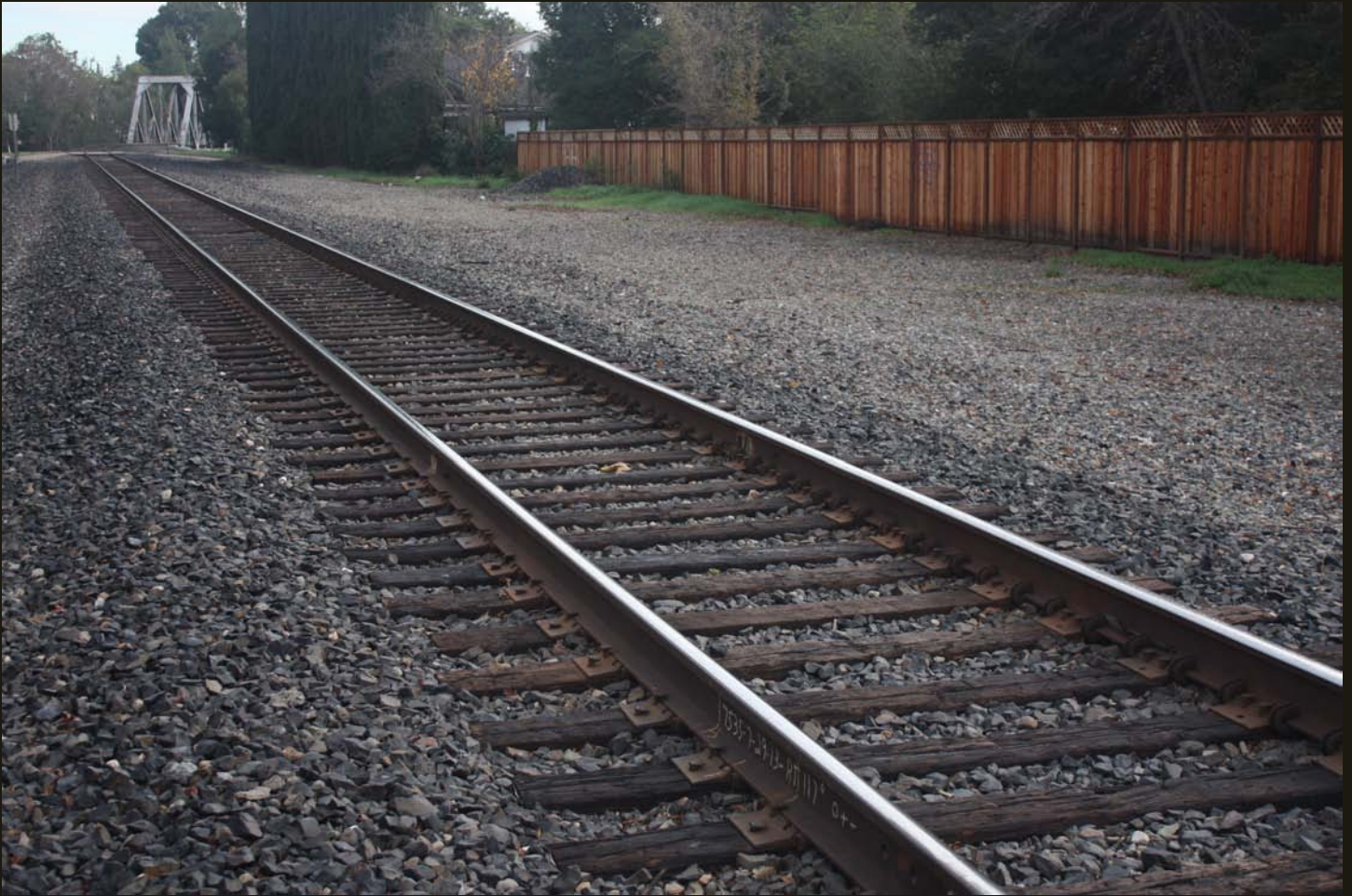
The Pleasanton station now houses several businesses.







Southwestward view of the WP (1869) grade, now an alley, just south of the Pleasanton station. The asphalt patch in the street is likely where tracks were removed in 1979. The tracks pick up again on the WP (1869) grade about 2 miles southwest of this location.



Northeastward view of the WP (1909)  $\frac{1}{4}$  mile northwest of the parallel WP (1869) grade in Pleasanton. The bridge crosses Arroyo Valle, which was more or less followed by both WP's in this area.





This is a cool georailfan spot one mile east of Pleasanton because some tracks are still present on the abandoned section of the WP (1869) grade. In this eastward view, the track at the far left is the WP (1909). The curved track in the left foreground is a siding of the WP (1909). The straight rusty track on the right is on the WP (1869) grade, continuing in the distance as the WP (1909) siding. I am not sure why tracks were left on the WP (1869) grade at this location, but let's check it out.

I should also note that this location was a junction called "Radum" with a wye on the north side of the right-of-way. Topo maps and current (2016) satellite images clearly show the layout of a wye and a rail alignment heading northwest. This is the SP San Ramon Branch, which began construction in 1890 from a junction with the SP's San Pablo & Tulare (1878) railroad and continued 20 miles southward to San Ramon, arriving in 1891. In 1909, the SP extended the line 10 miles southward from San Ramon to this location at Radum, where it connected to the SP's WP (1869) line. The line was abandoned at the same time as the WP (1869) line was abandoned in this area (1978-1979). I could find no evidence of this line on the ground, likely due to subsequent re-grading on the UP's WP (1909) line.





Westward view at the same location as previous. The curved track to the right is a siding of the WP (1909), which merges with the main line in the right distance. The straight rusty track on the left is on the WP (1869) grade.





Eastward view of the WP (1909) main line and switch for the Radum siding. The WP (1869) track is in the brush to the right.





Westward view of partially removed track on the WP (1869) grade. WP (1909) main line in the right distance.





Eastward view of partially removed track on the WP (1869) grade. WP (1909) main line in the left distance.





Westward view of track on the WP (1869) grade; note the long tie in the foreground, indicative of a former switch, possibly associated with the wye for the SP San Ramon Branch (1909). WP (1909) main line in the right distance.





Eastward view of WP (1869) tracks and a culvert.



Northward view of track on the WP (1869) grade. WP (1909) main line in the distance. The octagonal structure on the left is a historical railroad facility, but I don't know what it is.





Eastward view of the west end of remnant track on the WP (1869) grade. WP (1909) main line in the left distance. Same octagonal structure is the same one as in the previous photo.



Westward view of the west end of remnant track on the WP (1869) grade, same location as previous photo. WP (1909) (now UP) main line in the right distance.





Westward view of the abandoned WP (1869) grade, just west of previous photo. WP (1909) (now UP) main line in the left distance. This stretch of grade is within the wye for the SP San Ramon Branch (1909).

