In Search of Eldorado

Link to the Eldorado Song: https://www.youtube.com/watch?v=VczD1olutQ8

Day 30
Saturday,
February 1st

Campo, California
To the outskirts
Of San Diego

Weather
40's to 80's and Sunny

Hello to Family & Friends

About 13 miles south of the casino is Campo, California. I was here yesterday to take the pictures of the wall and the southern PCT terminus.

Today I have a few more places to visit here, then head west towards San Diego.

Yesterday I mentioned some other weird items besides the hook & ladder fire engine in the middle of a field.

To me, this ramshackle boat sitting in the middle of a field was strange. I mean, it looks like the water all dried up and left it stranded.

In Search of Eldorado

By Edgar Allen Poe

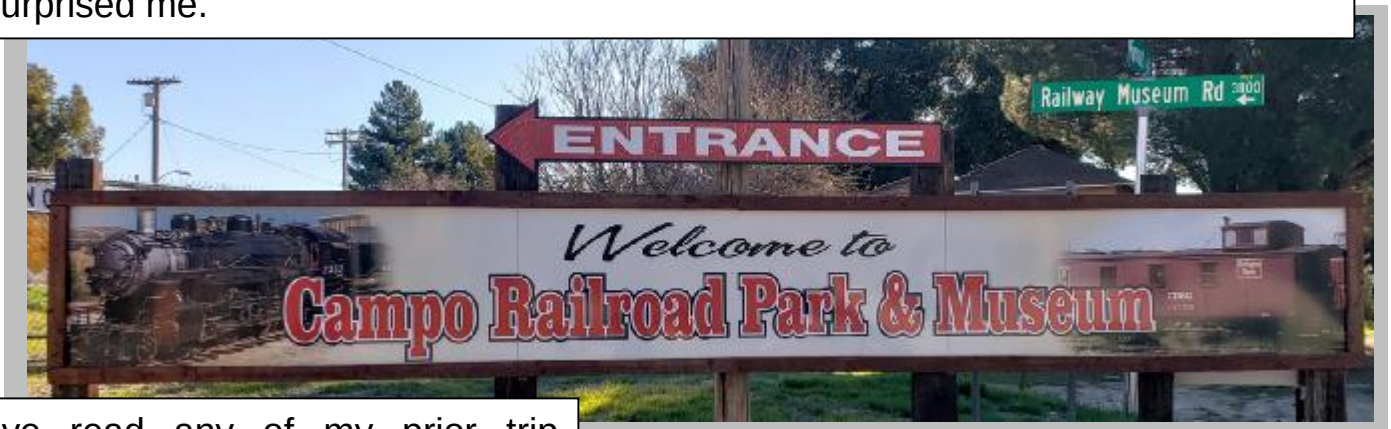
Gaily bedight,
A gallant knight,
In sunshine and in shadow,
Had journeyed long,
Singing a song,
In search of Eldorado.

But he grew old—
This knight so bold—
And o'er his heart a shadow—
Fell as he found
No spot of ground
That looked like Eldorado.

And, as his strength
Failed him at length,
He met a pilgrim shadow—
'Shadow,' said he,
'Where can it be—
This land of Eldorado?'

'Over the Mountains
Of the Moon,
Down the Valley of the Shadow,
Ride, boldly ride,'
The shade replied,—
'If you seek for Eldorado!'

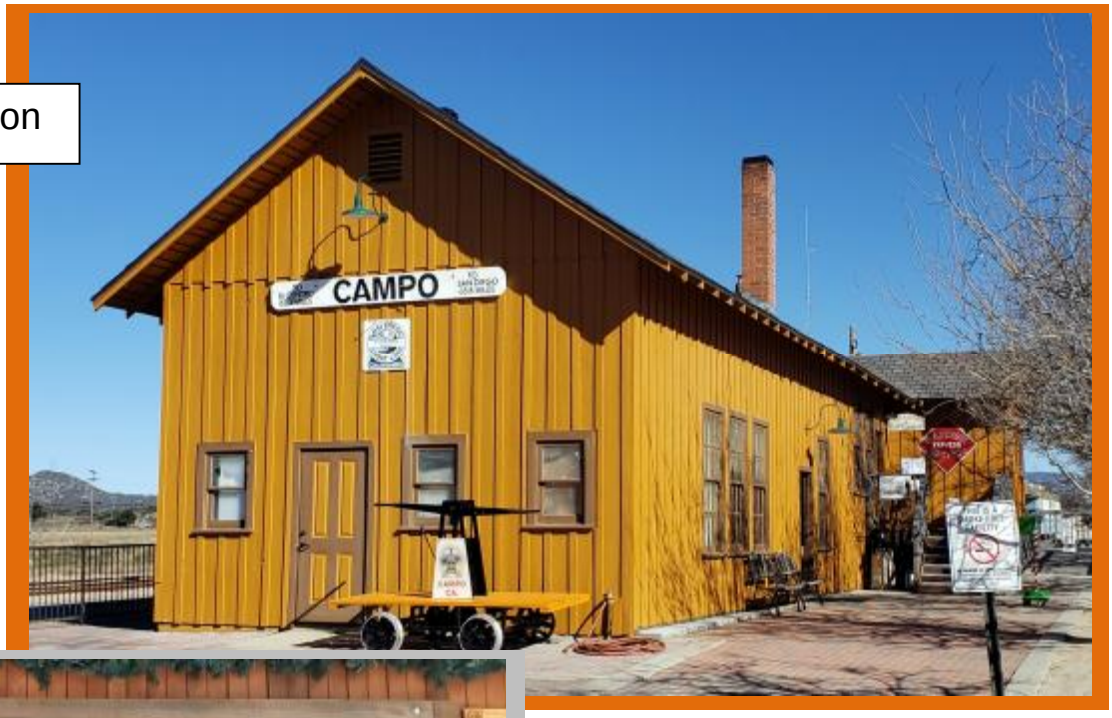
This is the Campo Creek Viaduct. A deck plate girder bridge, 580 feet long, 200 feet high, built in 1916. What's strange is that I haven't seen a train trestle higher than fifteen or twenty feet over a dry wash during this entire trip. It came up out of nowhere and surprised me.



If you've read any of my prior trip newsletters, you're aware that I'm a train guy.

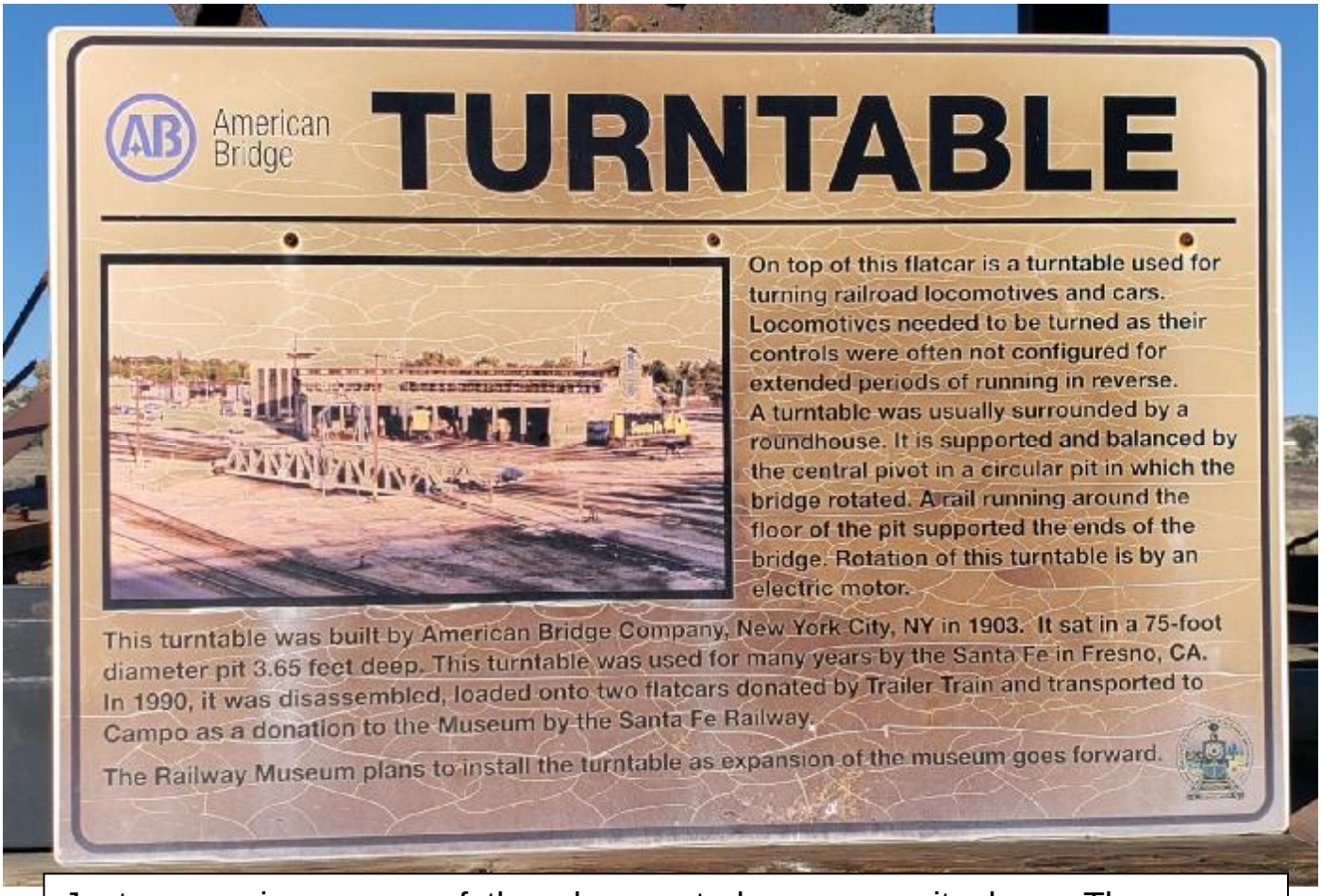
I don't recall seeing this type of cactus before, so I thought you might be interested.

The Campo Station



A very nice stained glass piece of artwork

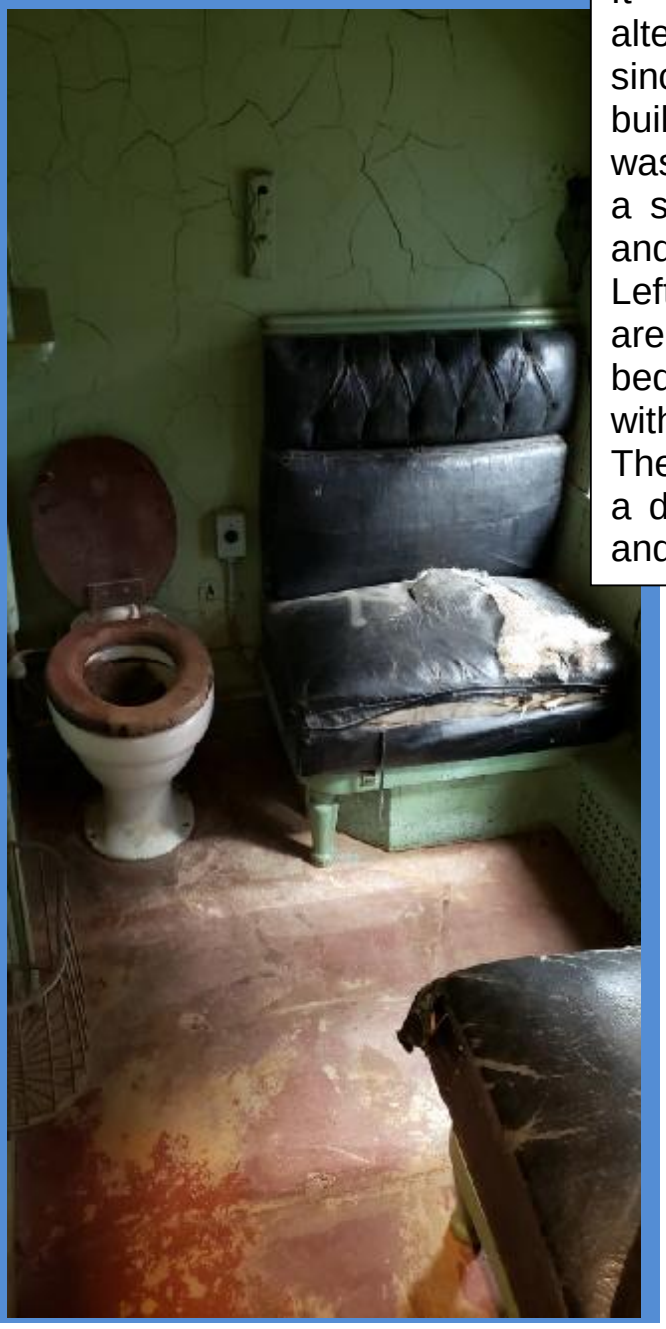
A bass relief carving, I think, which was so cool. I want one.



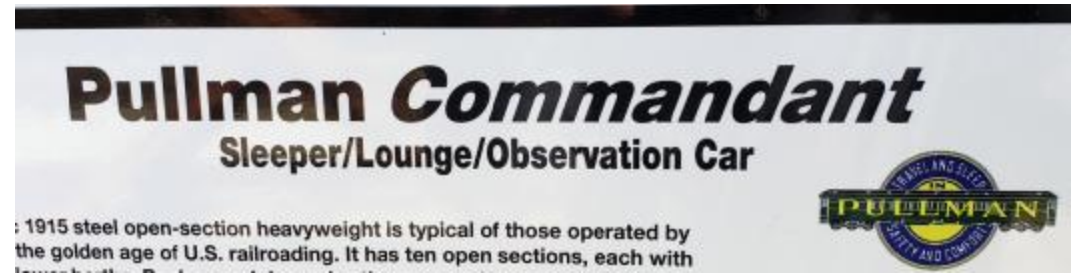
Just a warning, many of the plaques today were quite long. There were several I didn't even read in full. But I will make them large enough so that if you want, you can learn all the facts.

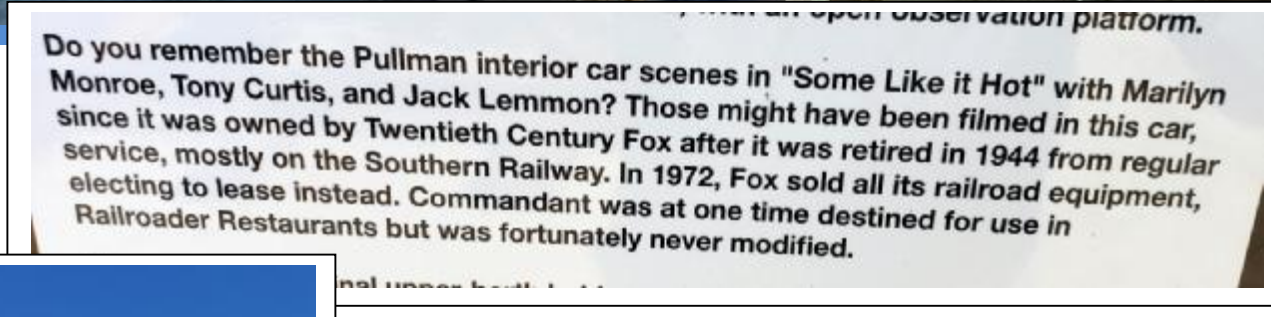
This is Glen talking about the engine behind him. Below is the cab

This is the specially built, personal train car of the president of the railroad. It's called 'The Carrizo Gorge' after the engineering feat to traverse the Carrizo Gorge.



It has been altered much since it was built. Above was originally a sitting room and bedroom. Left and right are both bedrooms with a bath. There is also a dining room and kitchen.



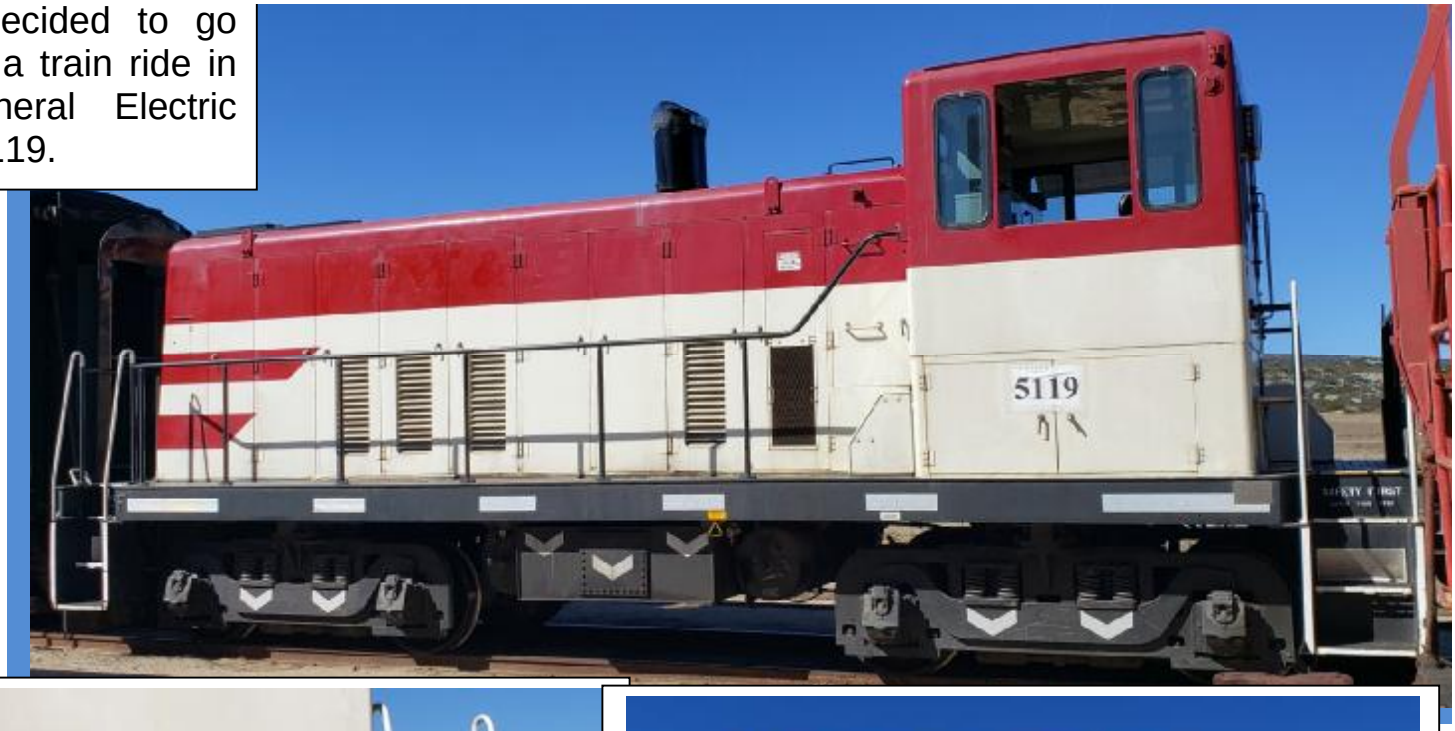


I love crane cars. I had a neat one on my model railroad as a kid.

This place was awesome. I could have put another 100 pictures in here and not shown you all that they have: many more cars and engines that need restoring; railroad signal displays; gang cars; something like a motorcycle for use on the rails; all sorts of neat stuff. All this is run by volunteers.

But enough of the museum, both inside and out, it's time for the fun stuff.

I decided to go for a train ride in General Electric #5119.



Left are myself and another Mark, the Conductor. The fact that I'm sitting in the cab is, I think, self evident. Below are the engine controls. Yup, I get to sit in the cab for the ride (I did pay for the privilege).

The view out my front window as we leave the Campo station

Steven controls the throttle and brake

Heading down the rails. The pile to the left is old removed ties from the past year.

The track behind us

The view from my side window

Another view of the wall, with a little bit of Mexico beyond it.

So far we have been pushing the cars downhill on a 1.5% grade. Here at Canyon we reach the end of the line, at least the line leased from the owner, and pull the cars back into the Campo station.

Above – A nice cut we're traveling through

Left – We are fairly close to the rocks

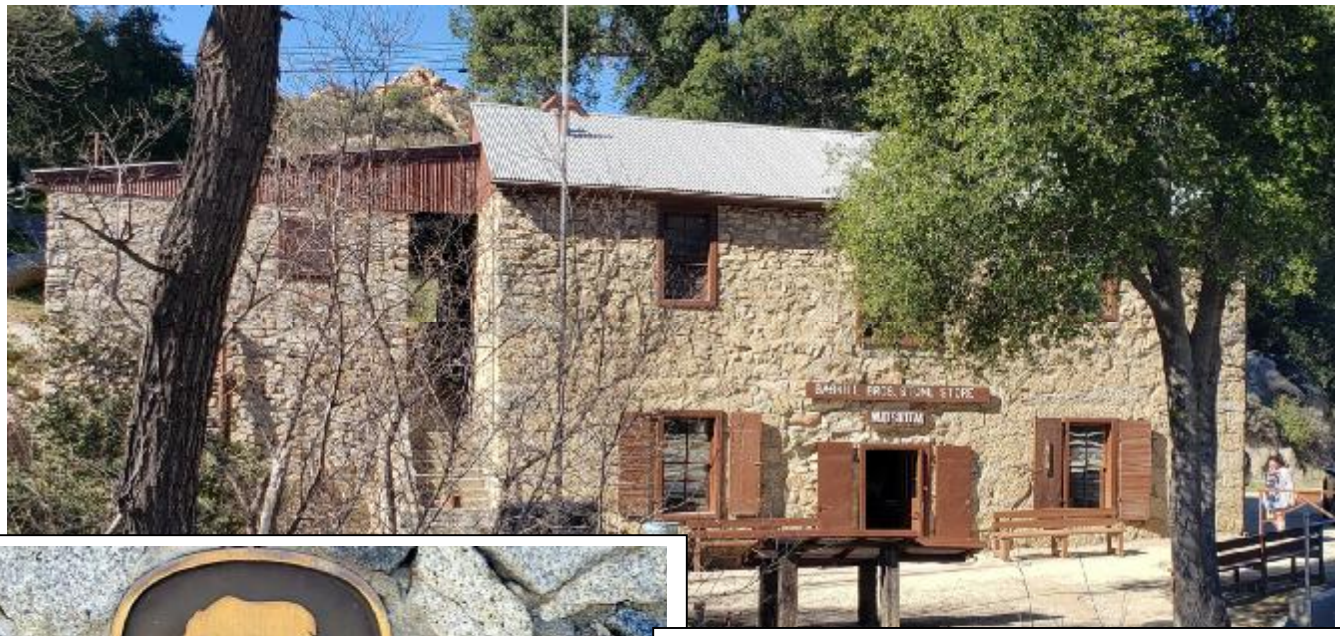
Below – Steven is now turned around to watch the track ahead of us

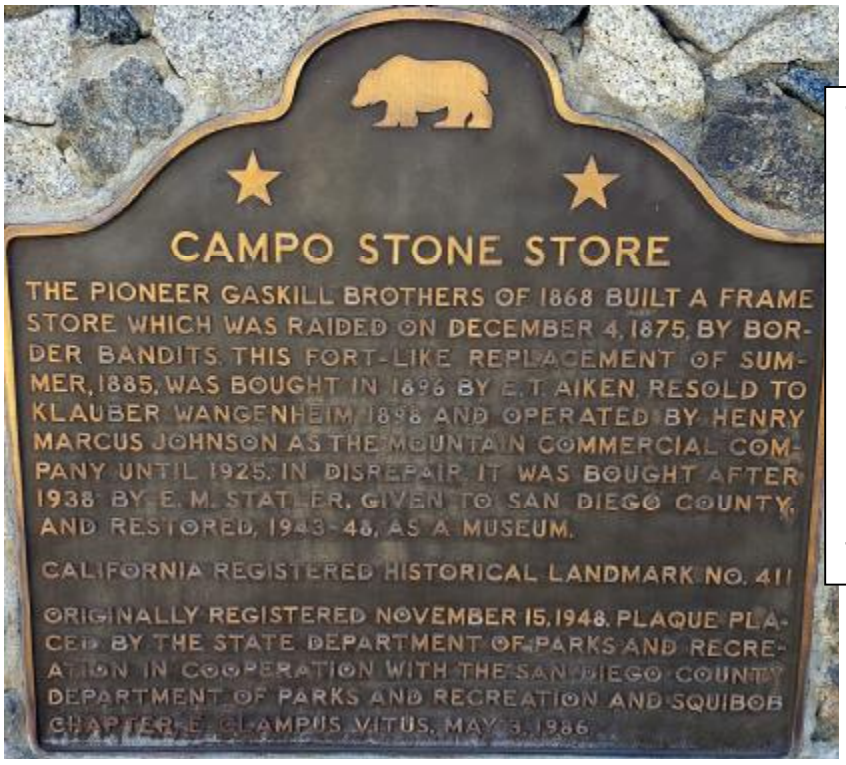
The road ahead. The railroad, that is.

Just ahead we cross my old friend, the Pacific Crest Trail. We're about three miles from the terminus.

Myself, Steven and Glen. Glen was along to learn this engine from Steven. I'm glad he was there. Glen likes to talk and told me all about the area, the history, the trains, answered my questions, and so on. This was great because Steven had to concentrate on the engine controls which are tricky with this engine, so I wouldn't have learned much without Glen along for the ride.

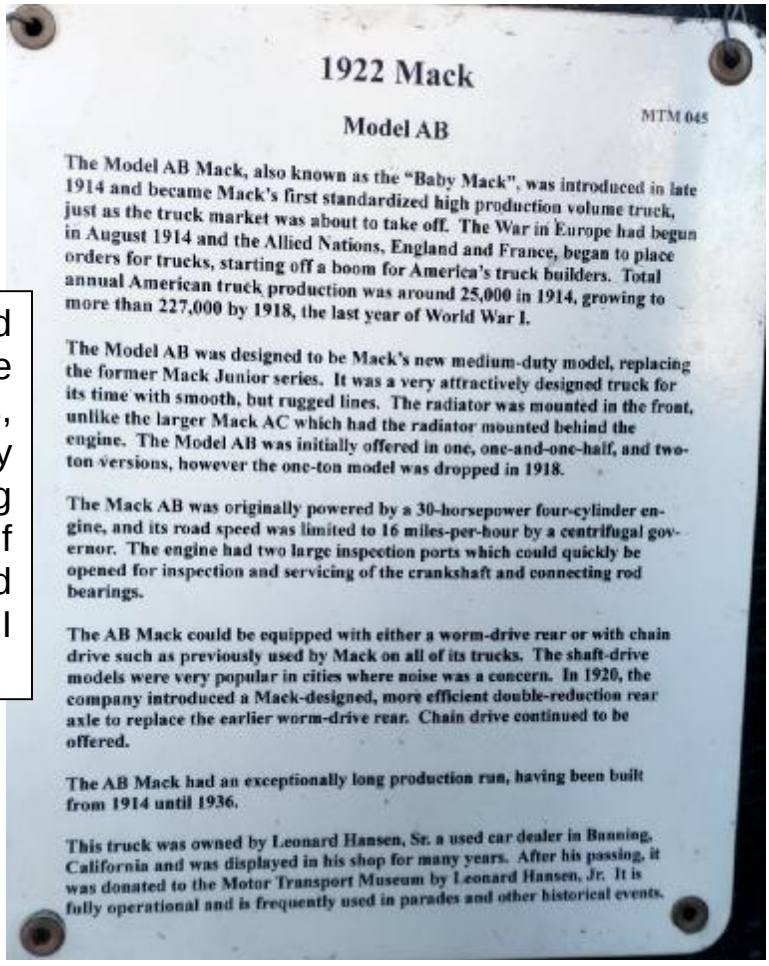
It was only a 45 minute ride, and I didn't get to operate the engine (there is a place in Nevada where you can do that), but it was only $40 to ride in the cab, see the museum, and get a one-on-one learning experience. Well worth the money. I thoroughly enjoyed it.





The museum itself wasn't much, set up like an old trading post. But, there is a story that two bandits tried to rob the store, were caught, and locked in a small cabin nearby. There were some cowboys driving a herd close by who stopped in for a drink and supplies. They heard the story of the bandits and the next morning the cowboys were gone and the bandits were found hanging from a tree.

This museum was not on my list, but I noticed it yesterday, and the guys at the train museum recommended it.



1922 Mack

Model AB

MTM 045

The Model AB Mack, also known as the "Baby Mack", was introduced in late 1914 and became Mack's first standardized high production volume truck, just as the truck market was about to take off. The War in Europe had begun in August 1914 and the Allied Nations, England and France, began to place orders for trucks, starting off a boom for America's truck builders. Total annual American truck production was around 25,000 in 1914, growing to more than 227,000 by 1918, the last year of World War I.

The Model AB was designed to be Mack's new medium-duty model, replacing the former Mack Junior series. It was a very attractively designed truck for its time with smooth, but rugged lines. The radiator was mounted in the front, unlike the larger Mack AC which had the radiator mounted behind the engine. The Model AB was initially offered in one, one-and-one-half, and two-ton versions, however the one-ton model was dropped in 1918.

The Mack AB was originally powered by a 30-horsepower four-cylinder engine, and its road speed was limited to 16 miles-per-hour by a centrifugal governor. The engine had two large inspection ports which could quickly be opened for inspection and servicing of the crankshaft and connecting rod bearings.

The AB Mack could be equipped with either a worm-drive rear or with chain drive such as previously used by Mack on all of its trucks. The shaft-drive models were very popular in cities where noise was a concern. In 1920, the company introduced a Mack-designed, more efficient double-reduction rear axle to replace the earlier worm-drive rear. Chain drive continued to be offered.

The AB Mack had an exceptionally long production run, having been built from 1914 until 1936.

This truck was owned by Leonard Hansen, Sr. a used car dealer in Banning, California and was displayed in his shop for many years. After his passing, it was donated to the Motor Transport Museum by Leonard Hansen, Jr. It is fully operational and is frequently used in parades and other historical events.

There were hundreds of vehicles around this place. Bruce walked me through the indoor portion with the restored vehicles, then I took a walk around the yard. Mostly trucks, many of them had long explanations like the one to the right. If you're interested in antique trucks, read all you want. I only captured a few that I found interesting.

I have never seen something like this before, nor even heard of it. But they were made in Kenosha.

THE 1916 JEFFERY QUAD

History of the Jeffery Quad

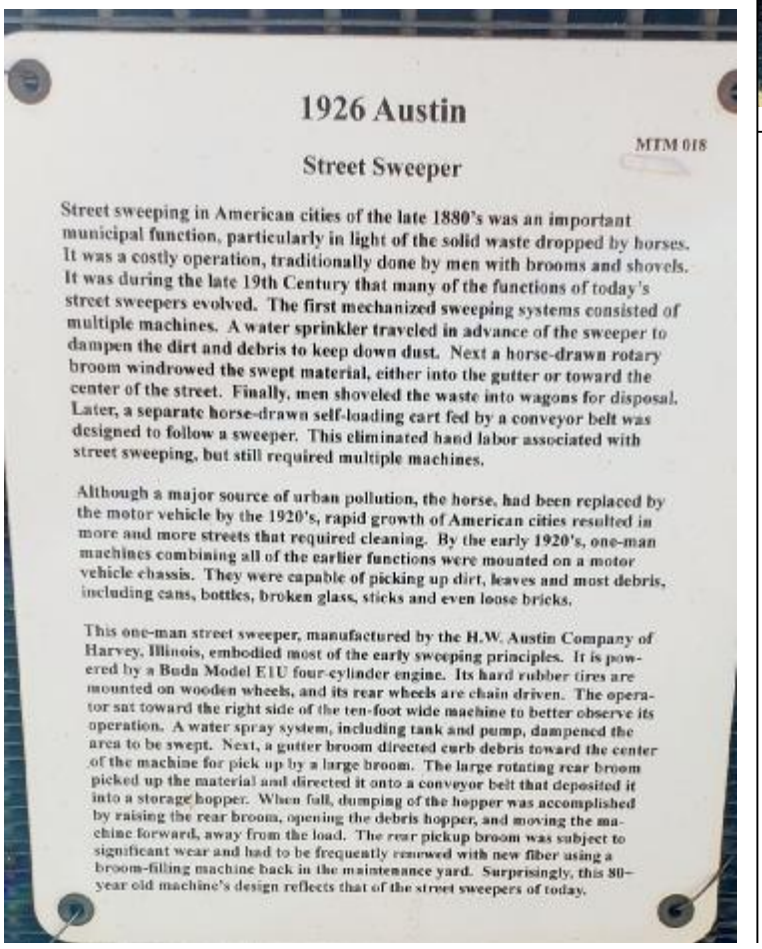
Representatives of the U.S. Army Quartermaster Corps, procurer of motor vehicles for the American military, visited the Thomas B. Jeffrey Company in Kenosha, Wisconsin in 1913 to observe its light commercial vehicles. As a result of this visit, the company began production of the four-wheel drive, four-wheel steer, and four-wheel braked Jeffrey Quad 1 1/2 to 2-ton truck for the military in 1914. World War I, which began in Europe in 1914, led to demand for this truck by the Allied Nations so great that other manufacturers had to assist in its production.

The Jeffrey Quad was powered by a Buda gasoline engine, and utilized a three-speed transmission with a central differential that transmitted power to both axles. Top speed of the Quad was 18 mph. This rugged truck weighed in at 6,250 lbs.

Charles Nash, an English inventor, who became manager of the Durant/Dort Company, later the Buick Car Company, and who in 1912 became president of General Motors, bought the Jeffrey Company in 1916. He re-named it the Nash Motor Company and, in 1917, the Jeffrey Quad became the Nash Quad. Specifications for the Nash Quad remained the same as the Jeffrey.The Nash Motor Company of Racine, Wisconsin built over 11,000 trucks in 1918, making it the largest truck producer in the world at that time.

This Nash Quad was originally found in Wyoming, and was probably a World War I surplus truck. It was restored by Joe Van Cura of Ogallala, Nebraska, and purchased by Carl Calvert a founder of the Motor Transport Museum. It has been a main attraction on display at our museum since its opening.

An interesting tow truck



1926 Austin

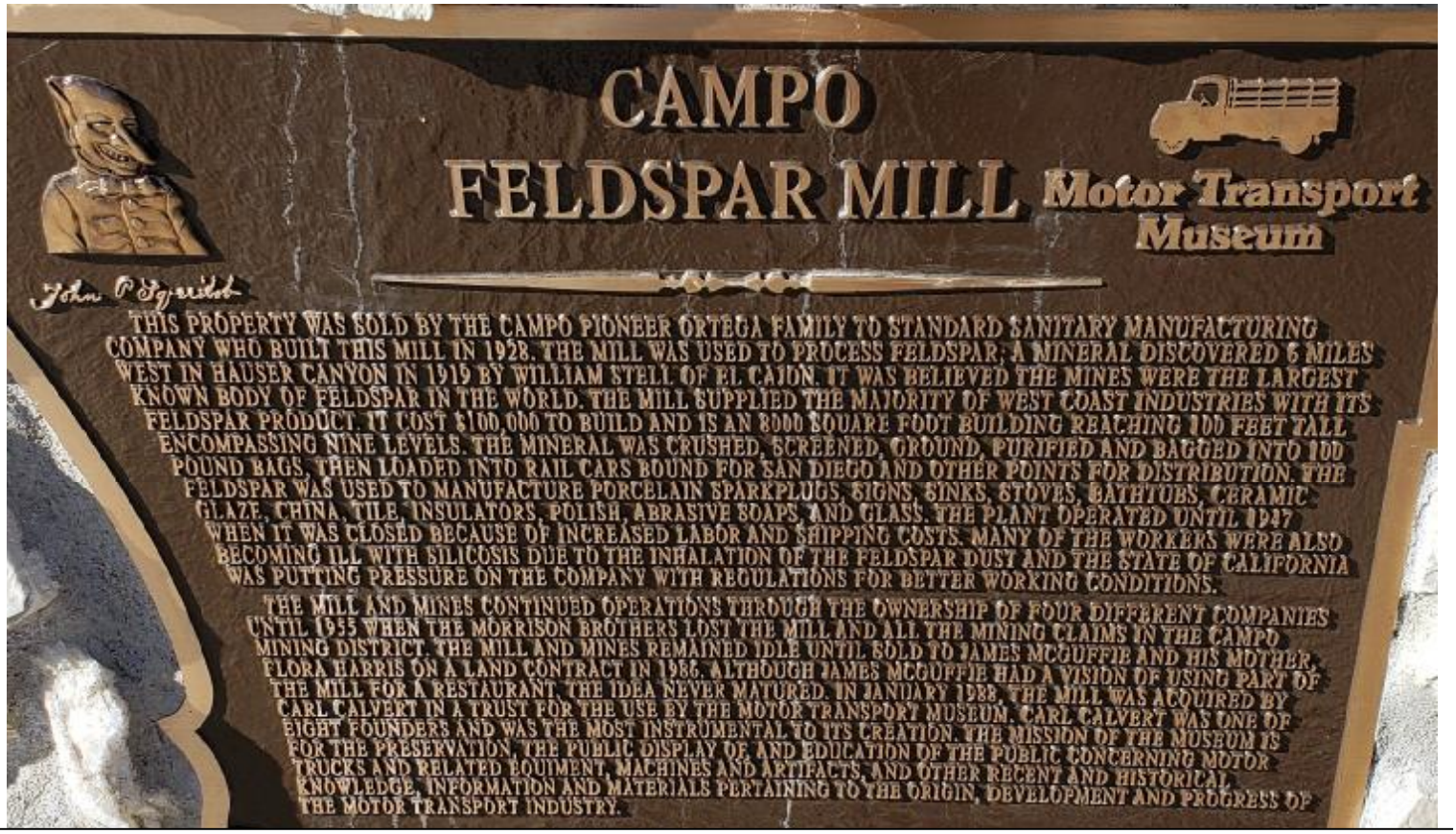
MTM 018

Street Sweeper

Street sweeping in American cities of the late 1880's was an important municipal function, particularly in light of the solid waste dropped by horses. It was a costly operation, traditionally done by men with brooms and shovels. It was during the late 19th Century that many of the functions of today's street sweepers evolved. The first mechanized sweeping systems consisted of multiple machines. A water sprinkler traveled in advance of the sweeper to dampen the dirt and debris to keep down dust. Next a horse-drawn rotary broom windrowed the swept material, either into the gutter or toward the center of the street. Finally, men shoveled the waste into wagons for disposal. Later, a separate horse-drawn self-loading cart fed by a conveyor belt was designed to follow a sweeper. This eliminated hand labor associated with street sweeping, but still required multiple machines.

Although a major source of urban pollution, the horse, had been replaced by the motor vehicle by the 1920's, rapid growth of American cities resulted in more and more streets that required cleaning. By the early 1920's, one-man machines combining all of the earlier functions were mounted on a motor vehicle chassis. They were capable of picking up dirt, leaves and most debris, including cans, bottles, broken glass, sticks and even loose bricks.

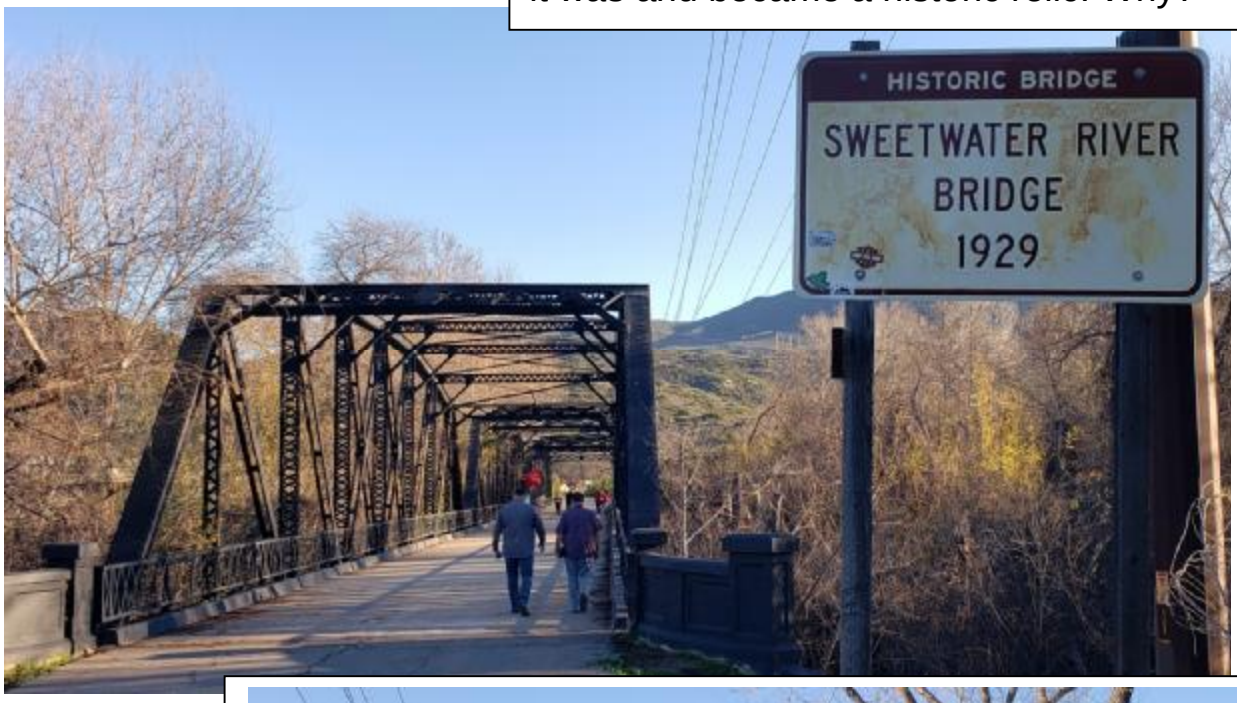
This one-man street sweeper, manufactured by the H.W. Austin Company of Harvey, Illinois, embodied most of the early sweeping principles. It is powered by a Buda Model E1U four-cylinder engine. Its hard rubber tires are mounted on wooden wheels, and its rear wheels are chain driven. The operator sat toward the right side of the ten-foot wide machine to better observe its operation. A water spray system, including tank and pump, dampened the area to be swept. Next, a gutter broom directed curb debris toward the center of the machine for pick up by a large broom. The large rotating rear broom picked up the material and directed it onto a conveyor belt that deposited it into a storage hopper. When full, dumping of the hopper was accomplished by raising the rear broom, opening the debris hopper, and moving the machine forward, away from the load. The rear pickup broom was subject to significant wear and had to be frequently renewed with new fiber using a broom-filling machine back in the maintenance yard. Surprisingly, this 80-year old machine's design reflects that of the street sweepers of today.



This is one of the plaques I didn't bother to finish reading. I have never seen so much printing on an informational plaque, and as you know, I have read a lot of plaques. LOL
Below – Gotta love the old building. Bruce told me that of the 87 people who ever worked at the mill, all but three died from inhaling the feldspar powder. The company burned all the records to avoid lawsuits, then they turned into American Standard, still making toilets today.

After my day in Historic Campo, I headed west on Historic Route 94. Not sure why it's historic, Bruce couldn't tell me why either, but now it's my route.

Why is the Sweetwater River Bridge historic? It was built in 1929 to bridge the Sweetwater River and connect both ends of HWY 94. It appears imposing at 460 feet long and 22 feet wide, it was actually a narrow bridge in 1929 and was a very narrow bridge, by today's standards, when retired in 1987. Even though it was replaced in 1987, it was left in place as it was and became a historic relic. Why?



That's right, because it's a Parker Truss Bridge. The reason it's unique is because it represents a style of construction that was popular in the early 1900's but is no longer used today. It features pre-made parts that are assembled onsite.

Just down the street from the Sweetwater River Bridge, San Diego starts, at least it seems like it. Theaters, YMCA, all the normal food chains, all the normal hotel chains, all the normal home improvement chains, etc., etc. From here I'm about 15 miles from downtown, but I have been in San Diego County for quite some time. San Diego county encompasses over 4500 square miles. That's almost the entire state of Connecticut or four times the size of Rhode Island. Wow.

I spent some time planning what to do next.

I did some food shopping at Albertson's.

I found a casino about 13 miles away, east, where I can camp for the night.

The Viejas Casino & Resort. This place is huge. Restaurants, bars, lounges, a ballroom, concerts in the park, the cheap hotel rooms are $200/night.

As I drove through the huge parking lot looking for other RV's, I noticed a stopped shuttle bus, so I pulled up alongside and asked if it was ok, then where, to park my RV for the night. He asked me my name, told me his was Bill, he's the transportation supervisor, I can park in lot 11 all the way at the end, he retired at forty but when he really retires in two years he just might get an RV like mine and travel, his daughter bought some land a few miles away and he helped with the down payment so now he owns ¾ of an acre that he might put a trailer on, I get over 14 MPG hey? That's great, you're from Wisconsin? I bet it's a lot warmer here than there, if I want to visit the casino just wait at one of the kiosks he makes regular rounds, or give the casino a call and ask for Bill and he will be right out to pick me up. Whew! Talk about friendly.

Sorry to tell you all this, but as I sit here typing it's still in the 60's at 10:30 p.m. Well, I'm not really sorry. LOL

Good luck to the Packers in the Superbo……oh yeah, they didn't make it did they.

To those of you who are going, enjoys Bob's Annual Superbowl Party. If there are two squares available, put my name in 'em.

Until next time…..