323 sheet metal workers, and 1,382 carmen. The whole atmosphere and feel of the shop complex is that of late-19th- and early-20th-century industry. While machinery has come and gone, and the shops dealt in later years with diesel-electric and even diesel-hydraulic locomotives, the buildings themselves did not experience much change. It is as if, architecturally at least, the complex had frozen in time.

But, without some intervention now, this resource which has potential for National Historic Landmark status will largely be gone unless the case can be made for its preservation and adaptive use rather than demolition.

References

"History of the Sacramento Shops." In *A Moment in Time.* N.p.: Southern Pacific, 1986.

Joslyn, David. "History of the Sacramento Shops." *The Railway and Locomotive Historical Society Bulletin* 48 (March 1939): 26-31, and photographs opposite 13 and 17.

Ground Plan of Shops at Sacramento, California, Southern Pacific Company, January 15, 1988. California State Railroad Museum Library.

"Iron Work at Sacramento." *Mining and Scientific Press* 25:25 (December 21, 1872): 394.

"The Late General Master Mechanic of the S.P.R.R." *Mining and Scientific Press* 55:9 (March 3, 1888): 137.

"The Pacific Railroad Terminal Shops at Sacramento." *Mining and Scientific Press* 19:5 (July 31, 1869): 72.

"The Railroad Works at Sacramento." *Scientific Press* (February 10, 1872): 86.

Sacramento Shops [Map], Showing Buildings, January 20, 1920. Office of the Division Engineer, Southern Pacific Railroad.

Gordon Chappell is the senior historian at the National Park Service's Pacific Great Basin Support Office in San Francisco. He has been closely following the fate of the Sacramento Locomotive Works for the past five years.

Photos by the author.

Robert A. Rowe

Pardon Me Boys, Is That the Naval Ordnance Choo-Choo?

Located in northern San Diego County, California, the Naval Ordnance Center, Pacific Division, Fallbrook Detachment's railroad system played several key roles in the development of the area and in the Allied victory in the Pacific during World War II. The contributions of this small railroad line are just coming to light, and were in danger of being erased completely.

Homesteading in the Fallbrook area began in the 1870s. The initial impetus for the development of what would become the town of Fallbrook was the arrival of the California Southern Railroad in 1882. Fallbrook Station was located on the southern bank of the Rio Santa Margarita, whereas the town itself was established on the high ground to the south. The Rio Santa Margarita has a long history of violent flooding episodes; sections of the Fallbrook line were erased four times between 1882 and 1916 due to massive flooding. The abandonment of the line through Temecula Canyon in 1891 and the loss of the transcontinental connection were major setbacks of the community, which as late as 1915 continued to press the State Railroad Commission to force the Atchison, Topeka and Santa Fe Railroad (AT&SF) to rebuild the line.

The Temecula cut-off was never restored, but the following year another major flood wiped out the remaining branch line, and, by 1917, Fallbrook at least had a better branch route that ran directly into town. This route enabled the community to export a variety of goods: olives, citrus and deciduous fruits, vegetables, honey, and poultry. In addition, a cannery was built in 1920. Throughout the next two decades, the Fallbrook Branch, which linked local products to markets, was a critical factor in the area's development.

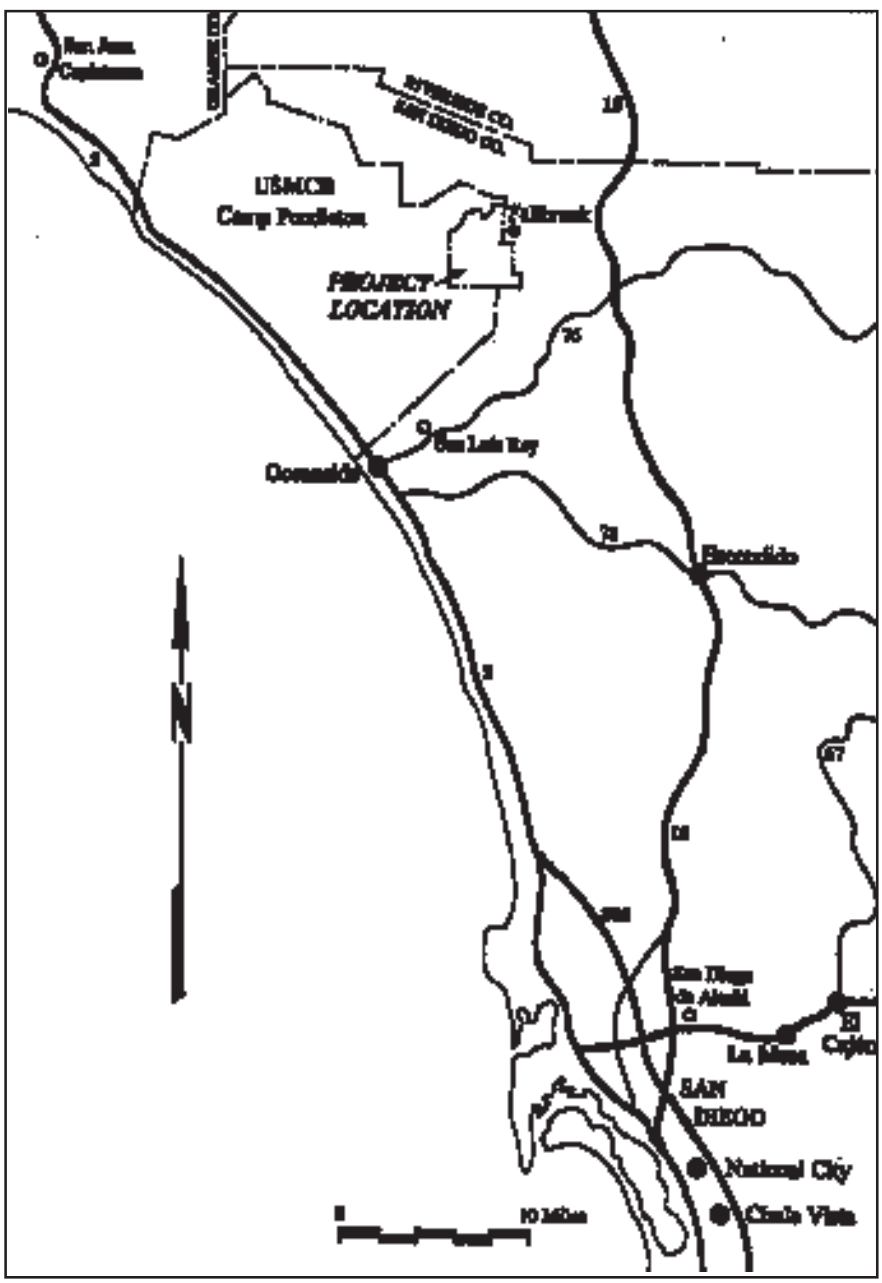
In 1940, when the eastern portion of the Rancho Santa Margarita Land Grant was selected

as the site of the U.S. Navy's new ammunition depot, the presence of the AT&SF Fallbrook Branch was a key factor, because rail transport was considered essential. The initial contract for the depot required, in addition to 77 magazines and various support facilities, a locomotive shed and a standard gauge railway system for side-tracking, sorting, and routing freight cars to the magazines and a transfer depot. As construction progressed, the depot was required to have a large quantity of diverse material on hand at all times. Shipments into the depot were by rail transport, as were shipments from the depot of explosives; motor transport was used for other deliveries. The depot and its rail system were used to support the Navy's mission on the West Coast during World War II, a mission that ranged from supplying ammunition for coastal defense to supporting the large operations in the Pacific theater. By the end of 1945, the U.S. Navy had constructed 171 magazines and 19.5 miles of rail routes.

The Fallbrook Detachment discontinued use of the railway route in 1993 when, once again, a flooding Rio Santa Margarita wreaked havoc on the line. At that time, the Detachment initiated the dismantling of the tracks so that the rails and ties could be sold for recycling. More than three-quarters of the rail and a third of the ties had been removed when the detachment was notified by the California State Historic Preservation Office that the railway routes constituted a historic property, as Segment C of CA-Sdi-14005H, a linear historic site. Segment C had been included in the historical and architectural evaluation of the detachment as part of the proposed Fallbrook Detachment Historic District, which appears to be eligible for the National Register of Historic Places (NRHP).

Because dismantling the tracks could be considered to have an adverse effect on the property, the Fallbrook Detachment decided that a comprehensive inventory and evaluation was required in order to determine the property's eligibility. The purpose of this project was to inventory the property, evaluate the significance and integrity of the property for eligibility, and provide recommendations for mitigation and management of the property.

Within a 50-foot right-of-way, 25 miles of railway routes were subjected to an intensive pedestrian survey. In addition to the fieldwork, historic photographs were viewed so that the property's historic appearance could be documented. During the survey, 27 contributing components of the property were identified and recorded; these include 10 railway features, one railway feature type, and 14 individually designated railway routes within the system. One major resource element associated with the property, the remains of an AT&SF railway section headquarters,



Location of project area in southern California. Courtesy Aztlan Archaeology.

was identified and recorded as a separate archeological property. Also identified, as a contributing property, was a wooden trestle bridging a large drainage. The ties on the trestle all have date nails from 1936. Below this trestle are the remains of posts from the original trestle that was constructed in 1916. A large concrete structure, identified as a huge set of scales, was discovered beneath the rails in the ammunition area of the tracks. The outgoing freight cars could carry more weight than the tracks could bear, so each car had to be weighed individually to ensure that the train would not exceed the capacity of the rails.

With regard to the basic components of rails and ties, the remaining rails, mostly 90-pound, date from the 1910s, 1920s and 1930s and were manufactured by the Colorado Fuel and Iron Corporation in Pueblo. Tie dimensions are six by nine inches by eight feet long; this size tie is now used only on older branch lines. All of the rails, except for those in pavement, have been removed. Eighty percent of the ties remain in place, although some disturbance occurred when the rails were removed.

The survey confirmed the property's significance and found that, although the dismantling of the tracks did constitute an adverse effect, the property has retained sufficient integrity to appear to be eligible for the NRHP as a significant contributor to the proposed historic district. The recommendations for mitigation proscribed further removal of rails and ties to avoid further disturbance of the railway routes.

Even though paved roads and trucks have replaced the Fallbrook Detachment Railway system, its memory lives on in the Fallbrook Community. After being recognized by the U.S. Navy as a site that needed to be studied, preserved, and added to the historic district, the future of the remains of this small and relatively unknown chapter of U.S. Naval history seems secure for now.

Reference

Reider, Morgan. *Historic Evaluation and Eligibility Survey of Railway Routes within the Naval Ordnance Center, Pacific Division, Fallbrook Detachment, San Diego County, California.* Technical Report 97-19. Tucson: Aztlan Archaeology, 1997.

Robert A. Rowe is the field manager for Aztlan Archaeology, Inc. in Denver, Colorado, and is currently working on a master's degree at Denver University.

Sam Tamburro

The Valley Railway

A Tale of Two Landscapes

The Cuyahoga Valley Scenic Railroad (historically known as the Valley Railway) bisects the 22 miles of the Cuyahoga Valley National Recreation Area (CVNRA) in northeastern Ohio. The railroad is an important component of the rich and multi-faceted cultural landscape of the CVNRA because it combines the agricultural and industrial heritage of the Cuyahoga Valley. The vistas of the valley and the built resources associated with the railroad's period of significance (1870-1920) merge to create a "layered" cultural landscape.

Due to its high degree of historic integrity, the northern section of the Valley Railway, from Independence, Ohio, to Akron, Ohio, is listed in the National Register of Historic Places (1984). As the nomination argues, the line was never double-tracked for expanded traffic and the right-of-way remains virtually unaltered. Within the CVNRA's boundaries, the Valley Railway also traverses four National Register Historic Districts and is a contributing resource in all four.

The CVNRA staff is currently in the process of preparing a Cultural Landscape Report for the Valley Railway. Research findings suggest that the "common" landscape of the Valley Railway extended beyond the immediate track grade to include adjacent buildings and distant views. In other words, what passengers were able to view from rail car windows during the resource's period of significance must be considered part of the cultural landscape. As a result, the Valley Railway's cultural landscape can be best described as "zones" of broad pastoral and natural vistas with narrower sections of industrial resources in close proximity to the tracks. Moreover, at crossing points between county roads and the railroad line, crossroad commer-