

Historic Highway 395

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Founded

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Mission Statement

The preservation and the promotion of Historic Route 395 from San Diego to the Cajon Pass.



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The Driver's Seat

Greetings from the Historic Route 395 Association.

On June 2008, Route 395 was designated a historic highway. Since that time many signs have been installed along the route. However, there are cities and communities that still need signage. We hope our society can assist in this beautiful project.

Our Route Members are available to speak at organizational events. We would be delighted to

share with your group the exciting history of Route 395.

Once the signs are completely installed, what is next for 395? We need to work together for the promotion and preservation of this highway. We would like to see annual events along the route.

We are planning our first highway event in Fallbrook on June 25, 2011. In the coming years, we hope to expand the activities to incorporate more cities.

If you are interested in learning more about Highway 395 or our association please contact us. The monthly meetings are free to attend and you are all invited.

So remember, whether you are driving north or south, slow down, and take a drive on Historic Route 395.

Jeffery G. Harmon,
Editor



Telling the story, one mile at a time

Temecula to Rainbow

Our journey begins at the Pala Road Bridge site. Exiting Interstate 15 at Temecula Parkway/State Route 79 South, head east to Pechanga Parkway and turn right. Before crossing the current bridge, turn right on Cupeno Drive and stop.

The Pala Road Bridge was built at this site in

1927. The bridge carried traffic over the Temecula River to either the Pechanga Reservation or the Rainbow community. By 1934, this bridge became part of the Highway 395.

Here is a news article printed about this historic bridge:

Temecula Bridge Opened Saturday

The big new Temecula river bridge, under construction for the past several months, has been completed and was opened to traffic Saturday.

This week the road crew is tearing out the pontoon bridge which has been in

use during construction work.

The bridge is on concrete and with its length of approaches and its very substantial construction, will not, it is thought, be torn out by floods, as has been the case with other bridges of this point in flood years. (October 6, 1927 Elsinore Leader-Press)

In 2000, the Pechanga Parkway Bridge was completed and the Pala Road Bridge was found to be obsolete. The city officials felt the old bridge had no historical value, was unsafe, and too costly to restore. Without protest, the bridge was demolished and faded into memory.

Returning to Pechanga Parkway, turn right and head over the brand new bridge. This bridge has both the symbols of the city of Temecula and the Pechanga Tribe. The financing of the bridge was a joint effort, symbolizing cooperation and a shared vision for economic development in southern Temecula.

Turn right on Rainbow Canyon and begin driving south. After passing a few housing tracks, you will cross over a 1981 bridge spanning the Pechanga Creek. Then the road opens up, lined by multiple rose bushes and views of the lush green grasses of the Temecula Creek Inn Golf Resort. This area is rich in Temecula history.

Here the Luiseno people gathered acorns from the majestic oak trees. This may have been the road that the Spaniards used when they traveled from Mission San Luis Rey de Francia in present day Oceanside. When the area came under American rule, John Magee set up his second mercantile store near the

present day golf course. His store ruins and foundation is all that is left. John's store would have been in a prime location for the north to south traffic.

When the railroad came to the valley, there was discussion about the tracks being laid on the Magee grade. Would the train have followed this road? If the train had reached the community of Rainbow, would the area look different today? However, the train tracks headed west through the Santa Margarita Canyon, a fateful decision.

In the late 1880s, rock quarries began to operate in this area. There is a stone house at the resort, made from quarried rock. Laborers would take their meals here, and bunk down after a long day's work.

Then the cattle came at the turn of the century and the rock house was used by the cowboys. By the 1920s, this twisting dirt road would have been paved for the Inland Highway.

After the war, the highway had to be straightened out. Route 395 was moved west. By the late 1950s, an artist and his family had moved into the rock house and taken up residence.

The artist created life size Bible scenes and called the property, Bibleland. Drivers could pull off of Highway 395 and drive their cars on the property viewing the different sculptures for free. It was a wonderful roadside attraction that lasted for several years.

In 1969, the Rancho California Golf Resort was founded. The artist took his family and his sculptures north as the golf carts rode in. In the

early 1980s, the golf course changed hands to its current owners, the Temecula Creek Inn Golf Resort. This resort is a great place to spend the night in preparation for a trip on Historic Highway 395.

As we leave the resort, we begin to climb the Magee/Rainbow Canyon grade. The road takes several twists and turns, slowly ascending the south end of the Temecula Valley. According to Luiseno legend, this is the path that Nahachish took after naming the Temecula village.

When Nahachish was at the top of the pass, he was mortally wounded by a wicked man. When he died, he immediately turned to stone. The stone can be seen on a private property at the top of the pass. It was a sacred place where the Luiseno would gather to share their stories. Over fifty years ago, someone painted a face, and teeth on the rock, with a small man standing in the gaping jaws of the rock. The graffiti is now considered a historical work of art.

Here our journey stops for now. Next we will explore Historic Highway 395 in the community of Rainbow. If you have any stories to share about Rainbow and Highway 395, please let us know. Thank you.

Written by Jeffery G. Harmon

To learn more about

Historic Route 395 visit:
<http://www.floodgap.com/roadgap/395/>

"You don't have to build a museum for the highway. The highway is the museum!"

*Eric J. Lund, Vice President of Membership and Community Relations,
 San Diego Convention and Visitor's Bureau*

Highway 395 Freeway is Given Military Approval

(Reprinted: The Vista Press March 18, 1948)

San Diego, March 17 – Construction of an inland freeway from San Diego to Los Angeles has approval of military leaders, State Highway Commissioner C. Arnholt Smith of San Diego disclosed yesterday.

He told the local Highway Development Association that Inland Route 395 would serve important military bases and be outside of direct fire from warships brought in close to shore.

“We face extreme problems in making Coast Highway 101 a freeway between here and Los Angeles.” Smith said.

Favorable Area Cited.

“I feel we should go ahead with it building new strips to freeway standards wherever possible. But we probably will have to look to Highway 395 for our real freeway, as it



passes through stretches of countryside where coastal problems do not exist.”

Smith estimated that the Highway 395 project, at an estimated cost of \$15,000,000, will “mean more to San Diego than any other single thing with the exception of Mission Bay development.”

“It should have the same effect as a

new railroad.” He declared.

Route Outlined.

The projected freeway, connecting with the new San Diego Cabrillo Freeway at Linda Vista, would be routed west of the present tortuous Poway Grade, cross Lake Hodges east of the present bridge, pass Escondido to the west and turn north through Moosa Canyon. Then it would go west of Rainbow to Temecula and past Elsinore, Corona and the Santa Ana Freeway. From a fork in the road, one arm would tap the inland areas in San Bernardino and Riverside counties, Smith explained.

The Highway Development Association asked the San Diego Chamber of Commerce, Board of Supervisors and State Highway Commission to support the project.

When a battery is in much run-down condition that it will not start the car, the importance of the crank is readily realized.



Of automobiles stalled on wet streets during rainy weather, 55 out of 100 instances are due to wet ignition.

Do not drive fast on flooded streets or you will not drive far, because the water is forced up over the motor and sometimes in the clutch, which shorts the ignition and causes the clutch to slip.

Immediately after a rain or during the rain, if your motor starts to spit and sputter, before doing anything else, lift the distributor head and look for dampness. If this is not the cause, drain first the vacuum, then the gas tank, for nine times out of ten water will be found in them, providing you have done any great amount of driving during the rainy period.

The man who shoots past you at 50 miles per hour is pretty sure to get his name in the papers some day.

And the Detroit News has discovered that one home-like touch the motor camper can get is to use the rumble seat for the breakfast nook.

When a town gets a reputation for enforcing lawful speed limits, it is interesting to note how observant motorists suddenly become when entering its area. (Reprint The Vista Press January 3, 1929)

“Unless the business owners and the community take ownership of the historic highways, all a highway group ends up with is a bunch of signs.” John Daley, Highway 101 representative.



A HISTORIC ROUTE 395 ASSOCIATION PUBLICATION

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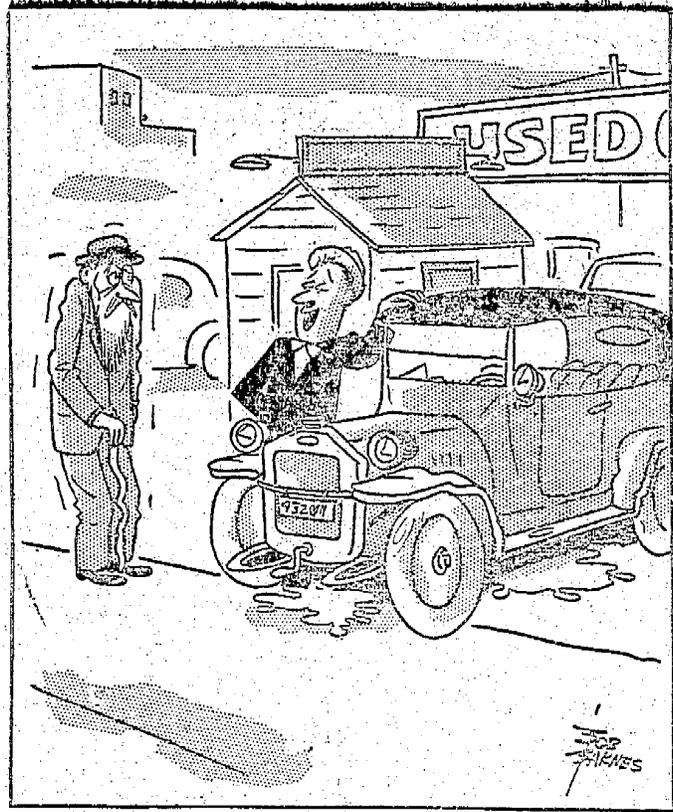
Monthly Meetings

8:00 A.M.
Rainbow Oaks Restaurant

January 8, 2011

February 5, 2011

March 5, 2011



"Tell me what — For YOU, I'll throw in a lifetime guarantee . . ."

Reprinted: The Vista Press October 6, 1949

Take a Drive on Historic Route 395

Historic Route 395 began with Indian trails and mission roads. Then stagecoaches thundered down its path. At the turn of the century, the automobile came rambling through. Next came the paved Inland Route as part of the State Highway System.

It was known as, "The Three Flags Highway", travel-

ing from Mexico to Canada, Finally it was realigned for military defense, nicknamed "The Cannonball Highway".

In 2008, California State Legislation designated Route 395, a historic route from San Diego to the Oregon state line. Now the baton has been passed to the cities and communities along the route to celebrate this historic highway by installing signs along the route.

The Historic Route 395 Association is here to advise and encourage people to become involved install-

ing signs from San Diego to the Cajon Pass. We have worked with city and county officials to have signs installed in Fallbrook, Rainbow and Temecula. If your organization is interested in having these signs installed, we can advise and assist you in this endeavor. Route Members are available to give lectures on Historic Highway 395 for your organization. Call today and let's Take a Drive on Route 395!



Join the Discussion: <http://www.americanroads.us/forum/index.php?board=28.0>