

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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Telling the story, one mile at a time

Red Mountain

by Jeffery G. Harmon

Our journey continues at the intersection of Interstate 15 and Old Highway 395/East Mission Road Exit. Traveling west, Old Highway 395 (Modern realignment) crosses over the interstate and then heads south towards Highway 76. East Mission Road (San Diego County Route 13) turns northwesterly up the Red Mountain Grade and into the Fallbrook community. Along the original historic route nurseries, fruit stands, and avocado groves can be found.

According to legend, Red Mountain derived its name from the red flowers that used to carpet the mountain's slopes. The history of Red Mountain begins during the early California days. Mission San Luis Rey de Francia, in Oceanside, was founded on June 13, 1798. The Temecula Indian village was over twenty five miles inland. A trade road was built between Temecula and the mission. According to an

1889 Fallbrook town map, the road traveled south from present day Rainbow, along the east side of Red Mountain, following the east bank of Monserate Creek to the north side of the San Luis Rey River (Old Highway 395/ Interstate 15).

When the missions were secularized, the lands were distributed and ranchos were established. Rancho Monserate, a 13,000 acre land grant, was given to Ysidro Maria Alvarado in 1846. The land grant included most of Fallbrook and Red Mountain. The Alvarado Adobe was built on the north shore of the San Luis Rey River (Near intersection of Pankey Road and State Route 76). The trade road from Temecula crossed the river near the adobe and then went west along the south riverbank towards the coast.

In 1849, John Magee, an early American settler, moved to Temecula (Little Temecula Rancho Museum location). His ranch became a

Butterfield Stage stop from 1858 to 1861. However, the Civil War brought an end to the overland stage line. By 1862, Magee moved his store near the Rainbow Canyon Pass and the old Spanish road. His store serviced the stagecoach route which was established between Temecula and San Diego. The stagecoach skirted the east foothills of Red Mountain.

In 1879, William Hicks homesteaded 160 acres, which became known as the Red Mountain Ranch. F.F. Adams purchased the "Hick's place" and made improvements. He built a two story Victorian house, and planted lemons, oranges, olives, and apricots.

Then railroad tracks were laid between Temecula and Fallbrook in 1883. Instead of taking the Red Mountain Grade, engineers took the track down the Santa Margarita Canyon to connect with Fallbrook. In the mid 90s, the tracks

The Driver's Seat

The Association was invited to speak at the monthly membership meeting at the Rancho Buena Vista Adobe. Dick Fox, Route Member, spoke for a half hour on the history of Historic Route 395 and the current sign installation project.

The San Dieguito River Park Panel Project has hit the ground running. On February 12, Cecilia Burr invited our research team to the Poway Historical Museum at Old Poway Park. We were given access to their research room where we found wonderful articles on Highway 395, photos, and a 1915 automobile map.

On February 19, Helene Idels invited the research team to the Escondido Public Library's Pioneer Room. Nancy Salisbury, librarian, was a gracious hostess, piling up our desk with file folders, books, and photo albums. The wealth of information we obtained

there was more than we could gather in one visit. We will be planning a future visit.

Another research team we would like to acknowledge is Janet Cole, Supervising Librarian at the California Department of Transportation's Library and History Center in Sacramento, California. Also Fred Rosen, reference desk librarian at the Poway Public Library and the Serra Research Center in San Diego. Together we have uncovered many photos and articles telling the stories of the many bridges over Lake Hodges. We look forward to sharing this information with our readers in the April newsletter.

March 5th will be the Association's first field trip at the San Dieguito River Park's North Shore Trail at Lake Hodges. All are invited to hike with us to a segment of the old highway and to see where the future interpretive panel will be

installed. Barbara Baker will be our trail guide on this special occasion.

Rev up the old Hot Rods and drive on up to Temecula for the spring Temecula Rod Run, March 12. We will be sharing a space with the Temecula Valley Historical Society. They will be selling souvenir Historic Route 395 signs at the event. Come out and visit with us in Old Town Temecula.

As always, we wish to thank all our supporters and highway enthusiasts for sharing in our vision. If you have any questions, or you would like to participate in our research efforts please let us know. Historic Route 395 is a ribbon of pavement that unites all our communities, past, present, and future. Remember to slow down and Take a Drive on Route 395!

Jeffery G. Harmon, Editor

Red Mountain Continued....

were twice washed out by flood waters and were never reconstructed. By the turn of the century, train passengers had to disembark at the Temecula Depot and ride a stage up the Red Mountain Grade to the Fallbrook Depot to reconnect with the tracks.

By 1935, the Red Mountain Grade was signed US Highway 395. In 1939, Frank Capra, a movie director, purchased the Red Mountain Ranch. Capra directed such Hollywood Classics as *Mr. Smith Goes to Washington*, and *It's a Wonderful Life*. Capra had a productive olive orchard on the ranch. Bottles of The Red Mountain Ranch olive oil produced by Frank Capra can be

found in the Fallbrook Historical Museum. Also Capra Way, a side street, can be found along E. Mission Road.

. By March 20, 1941 surveyors began combing North San Diego County for an alternate route. State Highway officials decided that the Red Mountain Grade had to be bypassed to improve traffic flow between Riverside and San Diego counties. The final northern route was built through Moosa Canyon, by-passing Red Mountain on the east.

On April 15, 1948, the realigned US Highway 395 was opened for travel between Escon-

dido and Temecula. From the San Luis Rey River to Rainbow, the new highway followed closely the original Spanish road.

In the 1970s, when Interstate 15 was constructed, East Mission Road was realigned at Red Mountain's eastern base and a few curves were taken out along the grade.

Join us next time as we drive along Historic Highway 395 into the Fallbrook downtown business district.

(Special thanks to the Fallbrook Historical Museum for allowing me access to their resource library)

Spotlight: Rancho Buena Vista Adobe

Nestled on top of a bluff in central Vista, is a beautiful historic landmark waiting for the highway traveler to discover. Rancho Buena Vista Adobe is a time capsule of life in Vista from 1845 to the present. Beautiful gardens, brick walkways, and an adobe house with over three feet thick walls. This adobe is a must see along Historic Route 395.

“In 1845, Felipe Subria applied for the land grant by writing to Pio Pico. Before approval, Felipe had to agree to allow “rights of way” with roads or highways on the property and delineate the boundaries of the area by recording natural landmarks at each corner.” (Rancho Buena Vista Owners and Rooms History Brochure)

My children and I visited the adobe on a sunny Saturday afternoon. We walked a long bricked driveway to the Visitor’s Center. The Schoeffel’s, residents from 1972 to 1989, bought over 40,000 bricks from an old Alcohol Beverage Control Building in Salt Lake City and lined the driveway and walkways of the property.

A docent escorted us over to a wood gate and told us to get our cameras ready. When she opened the gate, a beautiful courtyard was revealed, framed by a stonemason archway. In the center of the courtyard was a beautiful fountain, installed by Arthur Fields, a well known landscape architect from Hollywood. Next to the fountain, was a life sized sculpture of a traditional dressed woman, posed as if she was taking a leisurely stroll. A Magnolia tree shaded part of the courtyard. According to legend, Joan Crawford donated the tree.

The tour began in the “newest” addition of the structure. Ysidora Coutts Gray Fuller and her



husband Judge George Fuller resided in the adobe from 1891 through 1919. During this time a formal dining room, a pantry, and a kitchen were added to the adobe, transforming the structure into a U-shape.

Next we entered the mayor-domo’s room, built during Lorezo Soto’s residency between 1854 through 1866. As we entered the adjoining room, the docent taped the thick adobe wall and shared with us this story:

“According to legend, in the early 1920’s, when electricity was installed in the adobe, workers had to remove the white stucco to install the wiring. When they removed the stucco from this particular wall, they discovered a woman skeleton that had been walled in. After completing the work, the skeleton was resealed behind the stucco and there remains till this day.”

When we entered the music room, we were overwhelmed with the largest wagon wheel chandelier I have ever witnessed. This piece was donated to the adobe and had to be cut in two before moving it into the room. The chandelier not only filled the ceiling, but seemed to

engulf the entire room with light and a rustic western flair.

The last room we visited was the “stink” room. According to legend, Cave J. Coutts, Sr. had a prize horse. One night a bandit had come to the adobe in hopes of stealing the horse. Not finding the horse in the stable, the bandit left empty handed. Where was the horse? It was inside the “stink” room. The docent reminded us that the adobe floor would have been dirt, and it would have been easy to throw down hay and stable the horse in this room.

Our informative tour came to an end at the gallery building. We were seated in a small room and shown a short film on the history of the adobe. We had enjoyed our visit learning about the rich history of the Rancho Buena Vista Adobe. As we drove off in our car down Historic Highway 395, we reflected on the lives of the many people who resided at the beautiful adobe.

For more information on the Rancho Buena Vista Adobe visit: <http://www.cityofvista.com/departments/parks/adobe.cfm>

March Meeting Time and Location has been changed



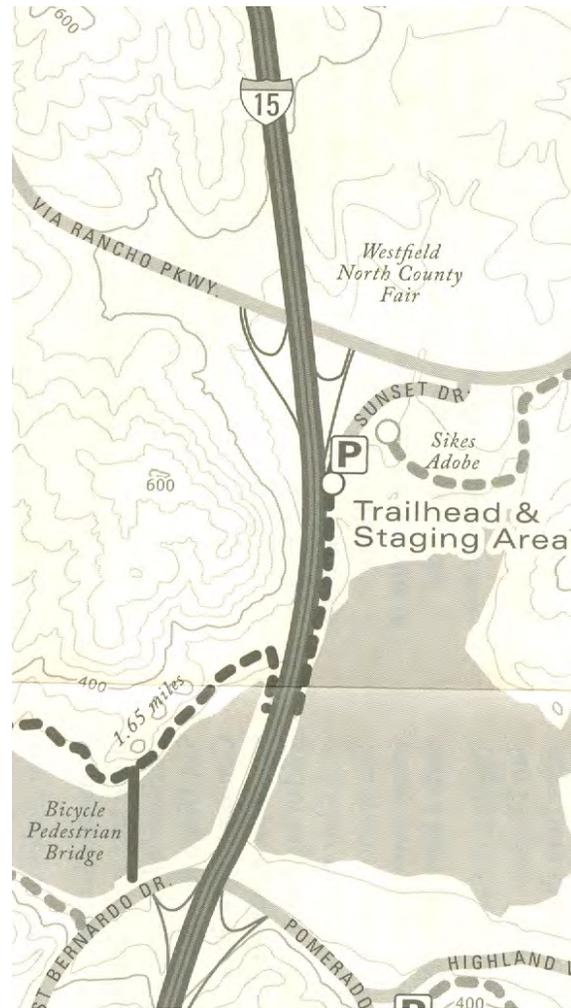
Monthly Meeting Location:

Centre City Café
 2680 S. Escondido Blvd
 Escondido, CA 92025
 (760) 489-6011

On March 5, 2011, The Historic Route 395 Association monthly meeting will be held at 7:30 a.m. at the Centre City Café. The meeting will adjourn at 8:30 a.m. At 9:00 a.m. members will reconvene at the parking lot on Sunset Drive at the trailhead of the North Shore Lake Hodges Trail. Barbara Baker of San Dieguito River Park will be giving a guided tour to the Historic Highway 395 segment. She will be showing the future location of the Historic Highway 395 Interpretive Panel that the Association has been asked to participate in.

Highlights of the walk will be two C-Blocks discovered after the 2007 Witch Creek Fire, the old highway guardrail, also destroyed by fire, the highway asphalt with the faded white line, and the newly opened David Kreitzer Lake Hodges Bicycle Pedestrian Bridge.

Remember to bring comfortable walking shoes and bottled water. Everyone is welcome to attend this special event.



Guided Tour Location:

Sunset Drive Parking Lot

From Interstate 15, Exit Via Rancho Parkway and head east. Turn right on Sunset Drive. Parking lot and trailhead is at the end of the street. Landmarks: The Hodges Golf Improvement Center, Fallbrook Self Storage, and Sikes Adobe Historic Farmstead.



The Temecula Rod Run takes place on Saturday, March 12, 2011 from 8:00 a.m. – 4:00 p.m. It is that time of the year when Historic Route 395 through Old Town Temecula is closed to through traffic and becomes a parking lot for classic cars and hot rods.

Event:

The Temecula Rod Run

This year, by special invitation, the Association will be sharing a space with the Temecula Valley Historical Society. Darell Farnbach's 1929 Model A pickup will be parked on the west side of Main Street near the brick Mercantile Building.

TVHS will be selling Historic Route 395 souvenir signs at the event. Quantity is limited and they are expected to sell out.

For more information, please contact us. We hope to see you at the Temecula Rod Run!

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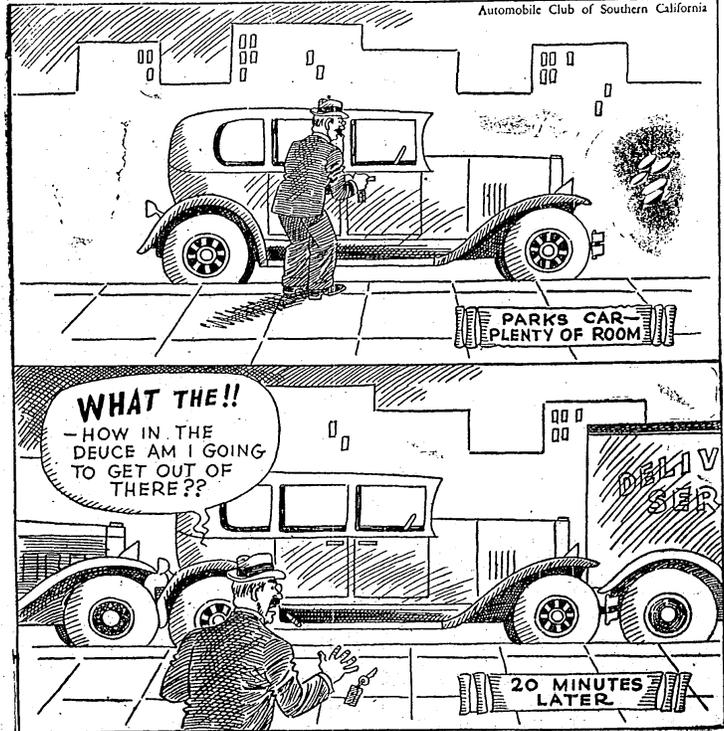


Take a Drive on Highway 395

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

OUR THOUGHTLESS MOTORISTS - NO. 4

Automobile Club of Southern California



Reprint: The Vista Press May 22, 1930

Cites Escondido as Example in Freeway Fight

(Reprint: Vista Press, July 26, 1951)

"Escondido is a shining example of the contention that business expands when freeways take away the pressure of through traffic", Frank C. Balfour, right of way chief for the State Division of Highways, declared Wednesday before the San Diego Realty boards.

He minimized the contention that a highway 101 freeway through north coast communities would be a "Chinese wall cutting communities in half" as he said opponents described it.

"Los Angeles, which has a world-famous planning department, is building six freeways going out from the Civic Center." He said. "Do you think that would be permitted if the people felt the freeways would divide Los Angeles into six

sections? Of course not. It would be ridiculous."

In Escondido, he said, 67 business houses that went off Highway 395 when it was rerouted as a freeway enjoyed a 17.8 percent increase in sales in the first year after the new road went in, as compared to the previous year when they were on Highway 395.

Sixty-four Escondido business houses never on the through-road increased sales 1.9 percent during the year after Highway 395 became a freeway, said Balfour.

Despite the contrary sales tax figures, Balfour said, half of the merchants on the routing of old Highway 395 claimed the freeway had detrimental effects on them.

Designated to save lives and expedite traffic flow, the freeway now appears as a business builder by taking traffic pressure off and letting local shoppers use the streets in front of business houses, the visitor said.

To learn more
about
Historic
Route 395
visit:

<http://www.floodgap.com/roadgap/395/>