

Historic Highway 395

Volume 1, Issue 11

November 2011

Founded

December 4, 2010

Mission Statement

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



Inside this issue:

<i>Lake Elsinore Part I</i>	1
<i>Driver's Seat</i>	2
<i>Spotlight: Fallbrook Historical Society Museum</i>	3
<i>Ex-President Hoover</i>	4
<i>East Vista Way</i>	5



Telling the story, one mile at a time

Lake Elsinore Part I

by Jeffery G. Harmon

Our journey begins at the intersection of Mission Trail and Malaga Road. We travel north on Mission Trail to the Lake Elsinore Town Center. Built in 1988, the Center is home to a wonderful restaurant, Annie's Café. Featured in the Southern California Auto Club's, Westways Magazine, Annie's Café is a recommended place for a hearty home cooked meal. The friendly staff will treat you like family and they may ask you to dance with them.

Continuing north, we come to the intersection of Mission Trail and Diamond Drive. Traveling west on Diamond Drive will take you to the Lake Elsinore Diamond, home of the Storm minor league baseball team. Built in 1994 at a cost of \$22 million dollars, the stadium has an 8,000 people capacity. In 2011, the Storms won their third California League Championship title. Congratulations on a victorious season Lake Elsinore!

If we travel east of the intersection of Mission Trail and Diamond Drive, Diamond Drive turns into Railroad Canyon Road. The railroad once traveled up this canyon following the San Jacinto River towards the city of Perris. The railroad tracks were washed out in the floods of 1884, 1916 and 1927. Due to reconstruction costs, the Santa Fe finally decided to abandon the line. The Temescal Water Company purchased the railroad right-of-ways and soon built a dam across the river. In 1968, the development of Canyon Lake began and by December 1990, Canyon Lake became a city.

Elsinore Junction was the name of the intersection of present day Mission Trail and Diamond Drive. In 1896, a spur line was laid north through the town of Lake Elsinore to the clay mines at Alberhill. After the Railroad Canyon line was discontinued, tracks were laid from Alberhill through Temescal Can-

yon to Corona. In 1935, the Temecula to Lake Elsinore rail line was discontinued and dismantled.

When Lake Elsinore became the southern terminus, a wye was constructed at Elsinore Junction so that locomotives could turn around and return to Corona. Cattle from the Vail Ranch in Temecula were trucked up Highway 395 to the cattle pens that were constructed west of the wye. The Lake Elsinore to Corona line operated until 1981, when the line was cut to only a few miles south of Corona.

As we leave the intersection of Diamond Drive and Mission Trail, we cross over the San Jacinto River. Mission Trail turns into East Lakeshore Drive. On the east side, a raised dirt path parallels the road. This is the original rail bed where the tracks once laid. The tracks crossed the highway near the intersection of East Lakeshore Drive and Center

Driver's Seat

We wish to thank the Friends of the Pioneer Room for inviting the Association to present the history of Highway 395 at their annual membership meeting at the Escondido Public Library. It was one of the largest attended meetings they have had. Over seventy people packed the Turrentine Room. "People kept coming in and we kept adding more chairs," one member told me afterward.

The Friends of the Pioneer Room advertised the event at their booth at the Grape Day Festival, and had event announcements in several local papers. Tom Casey and I were interviewed by phone for an article in the North County Times. Within 24 hours of the article hitting the news stand, the Association received six sign donations! Overall, the event was a grand success!

Before the presentation,

an audience member told me that he was 93 years old and had driven almost the entire length of 395. At the end of the presentation, he told the audience he was eight years old in 1926, living in eastern Washington State when he saw the first Highway 395 signs installed!

Here is a bit of history to help clarify things. Highway 395 first appeared in Washington State in 1926. It was a spur off of Highway 95 and its route was from Spokane, Washington to the Canadian border.

One question that was asked by an audience member was where did the number 395 come from? The answer is in 1926 there were three spurs created from Highway 95 in Washington State: Highway 195, Highway 295, and Highway 395. In 1934, Highway 395 was expanded southward from Spokane, Washington to San Diego,

California.

At the end of the presentation the Association received six more sign donations and sixteen people signed up to receive our monthly newsletter! Overall, we want to say thank you to the Friends of the Pioneer Room for inviting us, and we want to thank all those that have donated signs and have shown an interest in this historic highway.

Please remember if you need a speaker for your organization or your local civic group meeting in 2012, please contact us.

Lastly, we still need your stories to share with our growing number of readers. Whether your memory of Highway 395 is a couple of sentences or it is ten pages, we want to hear from you. Please send them in.

Thank you.

Jeffery G. Harmon,

Editor

Lake Elsinore Part 1 Continued

Street.

Looking to the northwest, one can see the telephone poles strung along next to the old train route. Also near the intersection is an old warehouse building. Next door is a mechanic's shop which still services local customers. The train tracks passed these two buildings and continued north to Spring Street. Then it traveled east to the train depot at the corner of Graham Avenue.

East Lakeshore Drive curves around the base of a hill and turns into South Main Street. Our journey ends at The City

Park in the Historic Downtown District. The park land was donated in 1906. A retaining wall around the park was built in 1938 by the WPA. In 1983, a brick gazebo was built in the center of the park. With its tall shade trees, it is a perfect place to stop for a picnic.

Join us next time as we take a stroll through the Historic Downtown District of Lake Elsinore. So remember, get off the interstate, slow down, and "Take a Drive on Route 395"

The New Sensation!

CARS LUBRICATED

—WHILE IN SWAYING MOTION—

- Opens up spring leaves and frees shackles.
- Detects squeaks, rattles and defects,
- Insures 100% Lubrication.
- Assures perfect lubrication of Knee-Action Unit and Entire Front System.

INCREASES THE LIFE OF YOUR CAR—

—DECREASES REPAIR BILLS

Lubrication Practically Under Driving Conditions

S W A Y S . . S Q U E A K S . . A W A Y

— AT NO EXTRA COST! —

Don & Frank Service

CHEVRON PRODUCTS

Phone 477

Next to Art Palmer's Garage, Hiway 395, Vista

Vista Press: September 26, 1946

Spotlight: Fallbrook Historical Society Museum

By Jeffery G. Harmon



While traveling Historic Route 395 through the Fallbrook community, plan on visiting the Fallbrook Historical Society Museum. The museum can be found one block west of South Mission Road (Historic Route 395) at 260 Rocky Crest. The Main Museum provides a diverse collection of artifacts that interpret Fallbrook's rich and colorful history.

The first exhibit shares the story of the earliest inhabitants, the Luiseno Indians. A map shows the location of many of the Luiseno Indian villages in San Diego and Riverside County. The Luiseno were named for the San Luis Rey Mission in Oceanside. Indian artifacts include arrowheads, mano and metate, and ollas.

On the way to the next exhibit there is an aerial photograph of Fallbrook. A string has been placed on the map denoting the route of U.S. Highway 395 through the town. I hope one day the Society will expand this exhibit to share with visitors the rich history of this wonderful highway.

The following exhibit brings the railroad era to life. Artifacts, photographs, and maps explain the history of the railroad in the Fallbrook area. When the tracks were washed out north of Fallbrook in the Santa Margarita Canyon, train service was going to be stopped. However, the line remained open from Fallbrook to Oceanside, allowing area ranchers and farmers to continue shipping their product by rail.

As I leave the train exhibit my children find a collection of U.S. flags in a glass case. They were curious to know why there were so many flags in one place. As we studied the exhibit we learned that some of these flags were brought home by area servicemen. We also discovered in the case a 45 star flag that flew over a fort on the Colorado River from 1896 through 1908.

The flag exhibit helped usher us into the third exhibit which told the story of area veterans from many of our nation's wars. The newly installed centerpiece is a donated Lt. Commander Dress Naval uniform, ca. 1930.

There are also two other military uniforms on display along with photos and other wartime memorabilia.

Sharing the exhibit space is the Fallbrook Fire Department exhibit. On display is the first community owned fire apparatus, a fire hose hand cart. Beautifully preserved, the fire hose looks like it is poised to tackle any fire at a moment's notice.

Crossing the museum, we come to the fourth exhibit which shares the diverse stories of church history in the area. On display are two church organs, one of which is from the Fallbrook Baptist Church. Stain glass windows from St. John's Episcopal Church are on display as well as a few church pews.

The remaining three exhibits examine life in Fallbrook. One exhibit holds many items from area social clubs. Then there is the household exhibit with many pieces from a bygone era. The final exhibit discusses Fallbrook's school history. A vintage band uniform recently donated brings a smile to our face as we imagine the student marching in a local town parade.

The centerpiece of the museum is the Geno Somacal (Miniature) Train Exhibit. The exhibit showcases twelve distinctive Fallbrook landmarks, of which only a few of the original buildings remain. A museum volunteer is always willing to turn on the miniature train, allowing children to follow the train around its large oval track. The exhibit provides visitors an opportunity to imagine Fallbrook life over a hundred years ago.

Ex-President Passes through Vista

Reprint: Vista Press, December 27, 1934

Escondido, December 26 – An automobile bearing a stocky, tired-looking man needing a haircut and two younger men drove up today to a filling station here.

One of the younger men tendered the proprietor a \$50 bill in payment for gasoline. The change included a \$2 bill.

“Can’t you change that for two ones?” asked the younger man.

“Nope; haven’t seen any ones ‘round here for a couple of years,” said the filling station proprietor. “But this ‘two’ is practically the same thing now.”

The older man needing the haircut smiled at the conclusion of the tabloid discussion of inflation, and Herbert Hoover, former President of the United States, drove away toward Vista, with his two sons, Herbert Jr., and Allan.

They had been on an automobile trip to lesser traveled parts of the Imperial Valley.



Lake Elsinore ~ East Lakeshore Drive (north view) at the intersection of Center Street. On the left side of the warehouse building is a row of telephone poles that used to follow the railroad towards downtown Lake Elsinore.

We are now on

Facebook!

Search: Historic Route 395 Association

Please “Like” us!

Send us your photos and your memories!

Fallbrook Continued

After touring the Main Museum, there are still more things to see. In the lower level of the museum there is the Bud Francis & Parke McLean Collection of rocks and minerals of San Diego County area. Also there is the Ford Room, which houses three antique cars. Both exhibits can be viewed upon request.

Another building on the property is the Historic Pittenger House. The house was built in 1885 by Rev. William Pittenger, a

Methodist Minister. He was a Civil War veteran and one of the first soldiers to receive the Medal of Honor. The house is furnished in period pieces and can be viewed upon request.

On October 9, 2011, the Donald J. Rivers Interpretive Center was dedicated. Also known as the Barn, the recent addition to the museum property houses antique farm machinery, tool collections, and two working looms. The Center took many

years to develop. Donations and volunteers worked laboriously to achieve this wonderful exhibit.

As my children and I leave we thank the museum volunteer for the tour and the kids and I jump back into our car. We pull out of the parking lot, drive down Rocky Crest and rejoin Historic Route 395. As we cruise down the old highway, we begin to wonder what we will discover around the next bend.

**A HISTORIC ROUTE 395 ASSOCIATION
PUBLICATION**

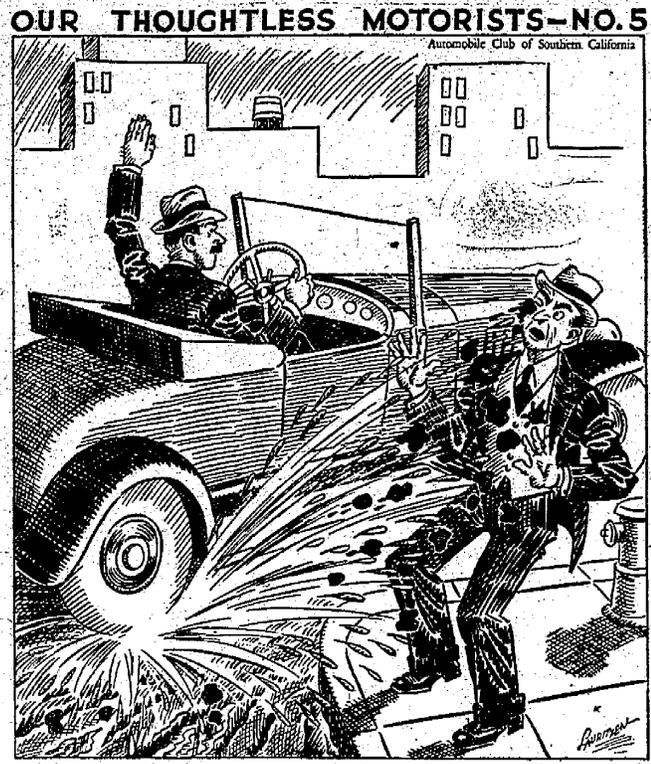
24580 Leafwood Dr.
Murrieta, CA 92562

Phone: (951) 837-5905
email:jethrosire@yahoo.com



**Announcement:
November 5th
Monthly Meeting
8:00 a.m.**

Rainbow Oaks Restaurant



Reprint: The Vista Press February 5, 1931

Hereafter it is to be East or West Vista Way

Reprint: Vista Press, January 13, 1949

The name of that portion of Vista's main street formerly known as San Diego Boulevard is now known officially as Vista Way.

The change became effective Jan. 10 when no opposition developed at the hearing announced for that date to hear protests concerning the change in designation. In cases of no opposition the action is usually taken immediately, without waiting the usual 30 days required when a decision is made in a disputed case.

Designation of "East Vista Way" and "West Vista Way" will have Santa Fe Avenue as the division point.

The numbering of Vista's streets must wait until after Jan. 24, the

earliest date on which they are to be considered by the County Board of Supervisors. Upon the board's approval, it is probable that Theo. S. Yackel, board representative who has handled the preliminary work, will return to Vista and issue official numbers and street designations.

The Vista Press is entitled to the credit of first proposing the naming of Vista Way from Santa Fe Avenue here to Highway 101, South Ocean-side. The highway was originally called Marron Canyon Road. Recently, the editor of The Press, after many years use in the columns of the paper of the cumbersome and inappropriate name of "San Diego Boulevard" suggested to the local Chamber of Commerce that the

highway from Santa Fe Avenue and the San Luis Rey River be also named Vista Way.

Hereafter this roadway, which crosses the Vista Irrigation District east to west, will be referred to as East Vista Way and West Vista Way. It is suggested business concerns include the new name in their advertising and on their business forms and stationary.

If you have a personal story, an article or photos of Highway 395, please share them with us.