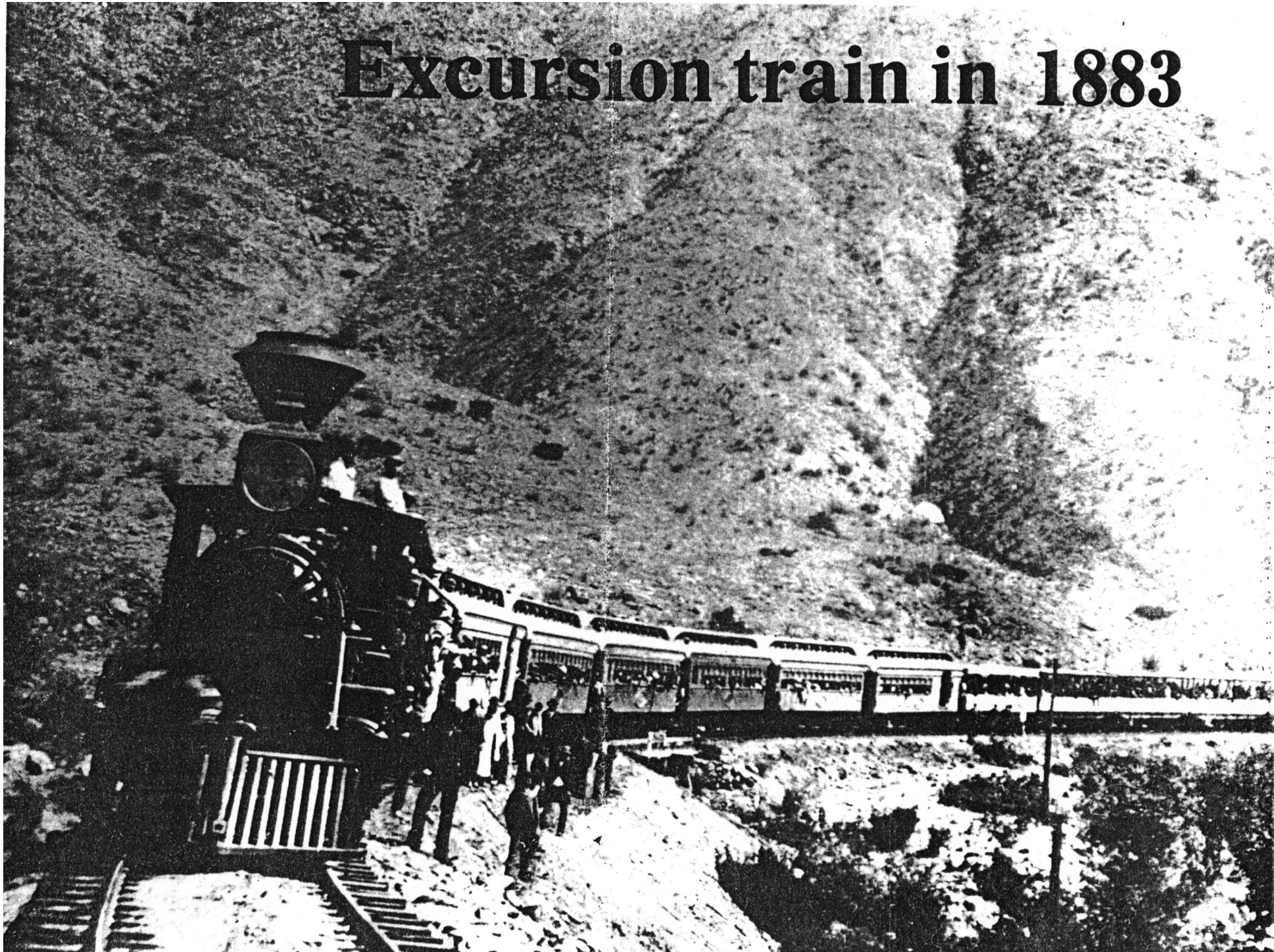


When Fallbrook Was Young

Excursion train in 1883



The Enterprise appreciates the efforts of the Fallbrook Historical Society and its members, especially director Elizabeth Yamaguchi, for making it possible to publish this article and others earmarked for publication during this Centennial year.

The California Southern Railroad began taking people to see Temecula Canyon even before the company had finished laying track through it.

This was San Diego's first railroad, and not only was the train ride a novelty, but the scenery was spectacular. For 14 miles through the mountains between Fallbrook and Temecula, the Santa Margarita River had carved a steep-walled canyon. The story of the California Southern Railroad in San Diego County is also the story of Fallbrook's beginnings, for the town was spawned by the railroad, as were Carlsbad, Oceanside, and Temecula.

Chartered by San Diego businessmen, the California Southern began building northward from San Diego early in 1881. In March, survey teams moved up both the Santa Margarita and the San Luis Rey Rivers, seeking the best route to Temecula and San Bernardino. Some of the men on the San Luis Rey team, surveying up Monserate Creek toward the Vallecito (Rainbow) pass, stayed at V.C. Reche's hotel, and attended the newly organized Methodist-Episcopal Sunday school in the Fallbrook schoolhouse (both hotel and school were near today's Live Oak Park).

If the San Luis Rey route were chosen, the railroad would traverse almost the entire eastern edge of Fallbrook District (as shown on F.E. Fox's map), increasing the value of many homesteaders' property. Instead, the Santa Margarita route was elected, crossing the mountains northeastern corner of Fallbrook District. John Forster's offer of 13 miles of right-of-way across the Santa

Margarita Ranch, and the fact that Temecula Canyon had few homesteaders from whom to purchase ROW, undoubtedly influenced the railroad's decision.

In the next few months, as roadbed construction inched its way toward the Santa Margarita River, all Fallbrook District farmers profited from the sale of produce needed to feed the hundreds of workers; mostly Chinese men from San Francisco, employed by the railroad.

Thus, many homesteaders were able to buy lumber, build homes, and make other improvements to meet the requirements for property ownership. Businesses in the area expanded and new ones began. Postmaster C.V. Reche built a new store to house the Fallbrook Post Office; a blacksmith shop was opened at Osgood (Bonsall); and the mill of the Sickler brothers was nearing completion at Pala.

Some Fallbrook District homesteaders, like Jose Francisco Ruiz and Henry Magee, located near the route of the railroad, wanted to obtain title to their land more quickly. They changed their Declarations of Intent to settle on government land from the Homestead Law, which required five years of residence and improvements, to the Pre-emption Law, which required only six months residence, improvements, and payment of \$1.25 per acre.

By August 1881, when a mail stage began running to the head of railroad construction in Temecula Canyon, the blasting could be heard by residents all over the district. The last seven miles of grade in the canyon (where some rocky walls towered 1,000 feet) required 80,000 pounds of blasting powder and the labor of 2,000 men. Local supplies were exhausted, and schooners from San Diego landed lumber and foodstuffs on the beach at the mouth of the Santa Margarita River.

Track-laying advanced toward the Canyon, and the railroad bought W.B. Hayden's ranch at the foot of the first grade leading

to Fallbrook District. Six locomotives were in-use by the end of the year, bringing up rails and telegraph poles. Trains also brought people seeking land, and carried back to San Diego markets the produce of district farmers: wheat, honey, and wool.

Newspaper correspondents from San Francisco and the East rode the line as it progressed, and publicized Fallbrook farms and people; in particular, old soldier and now wheat farmer, Henry Magee, and citrus rancher, John Mitchell, famous for raising oranges without irrigation.

In April, 1882, the Odd Fellows 63rd anniversary excursion train from San Diego to the end of the line in Temecula Canyon, carried passengers past the newly established Fallbrook Depot and telegraph office (formerly Hayden's ranch), where an engine house and turntable, and a boardinghouse for railroad employees were under construction. Daily trains transported carloads of stone and firewood from the Canyon to the railroad terminal south of San Diego at National City. By August 1882, when the first passenger trains began running through to San Bernardino's station at Colton, they made a daily lunch stop at Fallbrook Depot, where Howe Post Office and Wells Fargo Express were now providing services.

In 1883, the sale of excursion tickets, good for ten days brought more investors to Fallbrook to look over property available in the district. In the land boom which followed, H. Magee sold his farm to J.A. Pruitt, and moved to Pala. J.H. Bush opened a blacksmith shop, had business forms printed, and planned a "City of Fallbrook" on his property (in the area of today's business section from Fallbrook Street to the intersection of S. Mission and S. Main Sts.). W.E. Robinson, from his real estate office at Fallbrook Depot, sold 120 acres of G.H. Zeigler's property (on today's Live Oak Park Rd.) to

McWalters, a recent arrival from Europe. With rail transport available, and a good growing year, Scott and Tracy's warehouse at Fallbrook Depot was bulging with grain, and their store was the area's center for the collection of county taxes.

Disaster struck early in 1884, when a storm dropped 21 inches of rain, washing out miles of track along the Santa Margarita River.

In Temecula Canyon, young Charlie Howell was a hero when he signalled the train during the storm, and kept it from colliding with a landslide. Flooded out, and with trains no longer running, businessmen and homesteaders moved from the canyon to the hill above. Scott sold his interest in the store and warehouse to Tracy and Son, and entered a partnership with F.W. Bartlett. Bartlett had bought A.M. Hayward's homestead, at the top of the grade leading down to Fallbrook Depot, for \$5,500, and filed for the land under his own name.

Real estate dealer W.E. Robinson, who sold the Ormsby place (north of today's Bonsall) to E.J. Johnson for an ostrich farm, moved his office to the hill and added notary public to his services. Already established on the hill, Bush established partnership with G.C. Abbott in a blacksmith and livery business, and they began selling Milburn wagons and buggies.

Throughout 1884, Fallbrook District farmers again profited by selling produce to the railroad for the 100's of workers rebuilding the line. By December, repairs were nearly complete, and E.J. Johnson's parents arrived from Maine - the first all rail passengers on Santa Fe's new transcontinental route (finished except for Temecula Canyon). Johnson, with a team, met his parents at Temecula, and they drove to Fallbrook Depot, where they took the cars for San Diego.

By the time the excursion trains were running again through Temecula Canyon, there

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were more businesses on the hill than around Fallbrook Depot, or in the vicinity of the Fallbrook Post Office (Reche-Live Oak Park), and in February, 1885, the town of West Fallbrook was born. Its proprietors, whose property was within the town-site, were: partners Bartlett and Scott, partners Bush and Abbott, and John North, who contracted with the county surveyor to have the town surveyed and streets and town lots laid out.

West Fallbrook developed slowly throughout 1885 and 1886, but in 1887, development boomed. Seven additions were made to the original survey, expanding the limits of the town from Townsend St. (now Hillcrest Ln.) on the north, to today's Aviation Road on the south, and from Minnesota Street on the east, to the boundary of the Santa Margarita Ranch on the west. (However, there was much unplatted land within these limits.)

Two tracts of land outside the town were subdivided into residential and small farm lots, and Fallbrook (Reche-Live Oak Park) was platted into a town. The following year, reflecting a countywide and a national depression, only one addition was made to West Fallbrook; Fallbrook Cemetery (now Oddfellow's) was platted; and, in the District, another new town, Rainbow, was surveyed.

Railroad transportation of

people and freight had aided the development of Fallbrook District and its towns. Another depot, Ranchita, was established several miles up Temecula Canyon from Fallbrook, but Fallbrook Depot remained the lunch stop on the San Diego to San Bernardino run. Fallbrook people could ride the excursion trains passing through the canyon, and attend political conventions in Los Angeles. G.A.R. Encampments in San Diego, and horticultural shows and fairs in all the nearby towns. A new fast train had begun running between San Diego and Los Angeles by way of Colton, and 2,000 passengers were transported in one day by six locomotives and 25 coaches. The rate competition between Santa Fe and Southern Pacific Railroads in 1887, which had dropped passenger fares from Kansas to California to a low of \$1.00, brought many people through Fallbrook District.

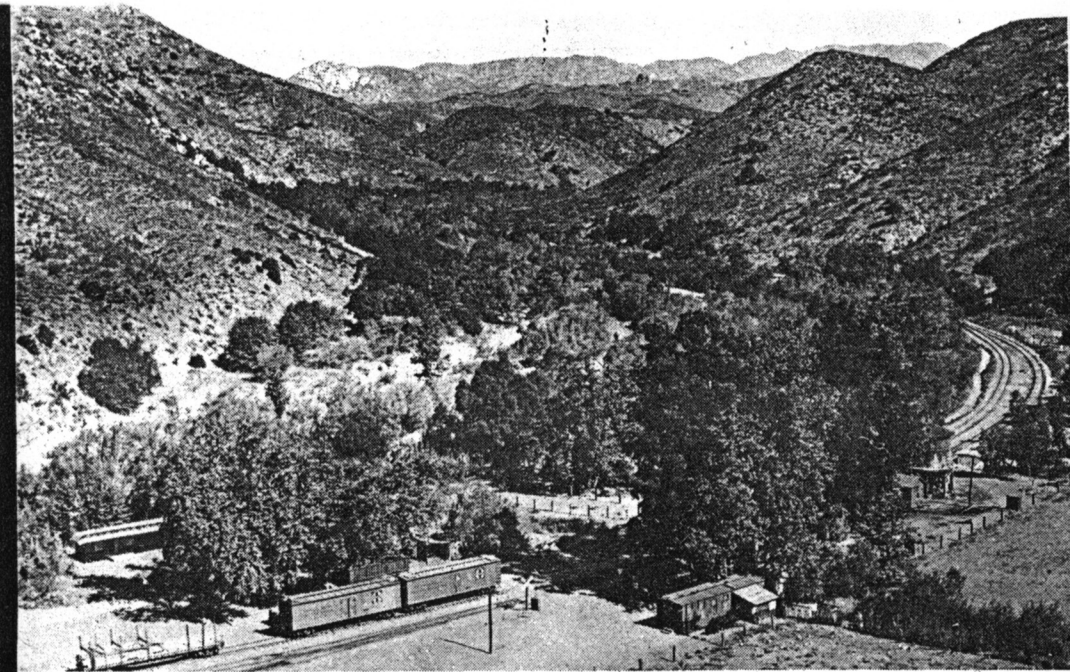
By 1889 and 1890, when the depression was most severe, West Fallbrook was strong enough to survive, but neither Fallbrook nor Rainbow had the chance to develop as towns. West Fallbrook even survived the loss of through traffic on the railroad. By 1891, not only had Santa Fe taken over the California Southern, and moved the railroad terminal and yards from San Diego to San Bernardino, but there was a new line along the coast which threatened to take all the traffic from the San Diego to San Bernardino line.

When the storms of February, 1891 again washed out the tracks in upper Temecula Canyon, the railroad was not rebuilt. Fallbrook Depot became the last stop on a branch line of the Santa Fe Railroad.

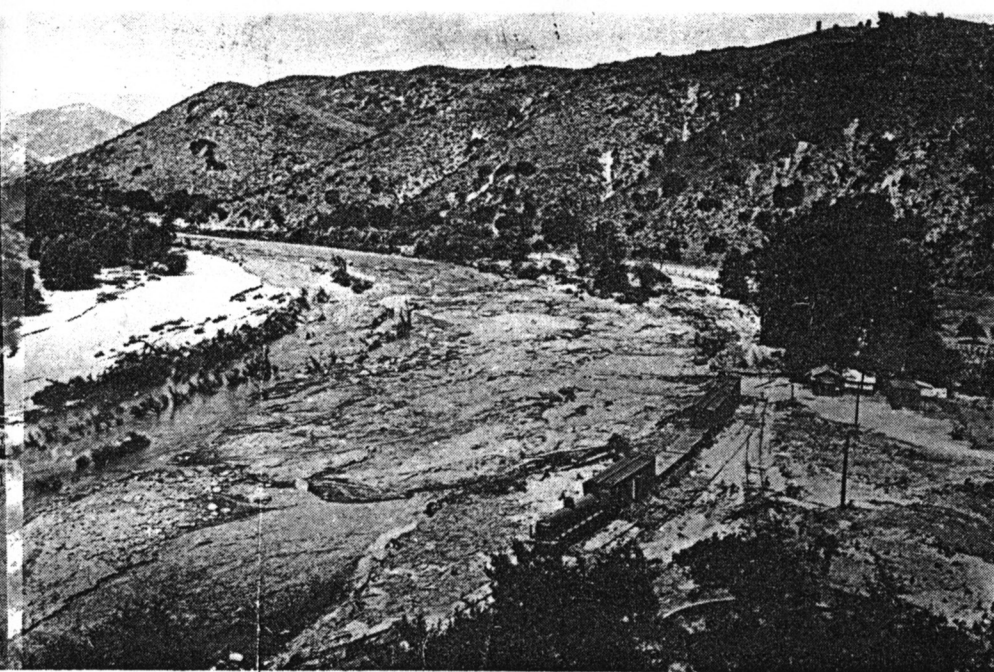


Fallbrook Depot in Santa Margarita Canyon. Asa Hebbert was the 1st agent when station opened in April 1882. He also was the Wells Fargo agent and in December took over as postmaster for the Howe Post Office here.

Articles and photographs are from the Fallbrook Enterprise Newspaper



BEFORE AND AFTER FLOOD — The scene on the left is of the Fallbrook train station in the Santa Margarita River bed at the bottom of De-



Luz Road before the "Big Flood" in the winter of 1916. The scene at the right shows the same area following the disastrous flood which washed out

the station. The freight house and five train cars were washed away and never found.

J. M. BUSH,
BLACKSMITH & HORSE-SHOER.
 REPAIRING DONE WITH NEATNESS AND DISPATCH.
 Wagon Work a Specialty.

Fallbrook, Aug 20th 1885

*Mr Johnson sir as I have no
 blanks I support a discription
 of land will do I wish to make
 final Proof in support
 of my claim Prention or
 Before J. C. Hayd San Luis Rey
 S 1/2 SE 1/4 & lots 8 & 4 Sec 13-9 S. 4. W. A. 0. 1
 I name the following witnesses to
 prove my continued residence upon
 & cultivation of said land*

*vs
 Thomas Lefevre } T Martin
 M F Niff } G Albott
 of Fallbrook
 Sandigo co
 I wish to advertise in the Star Cal
 S B Matthews*

RIDING the crest of a land boom 100 years ago, J. H. Bush opened a blacksmith shop and engaged in the planning of a "City of Fallbrook" on his development which extended from Fallbrook Street south to the present "triangle" at S. Main and S. Mission.

Railroad Excursion,

SUNDAY,

April 26, '85,

Temecula Canyon

Corral De Luz,

Return the Same Day.

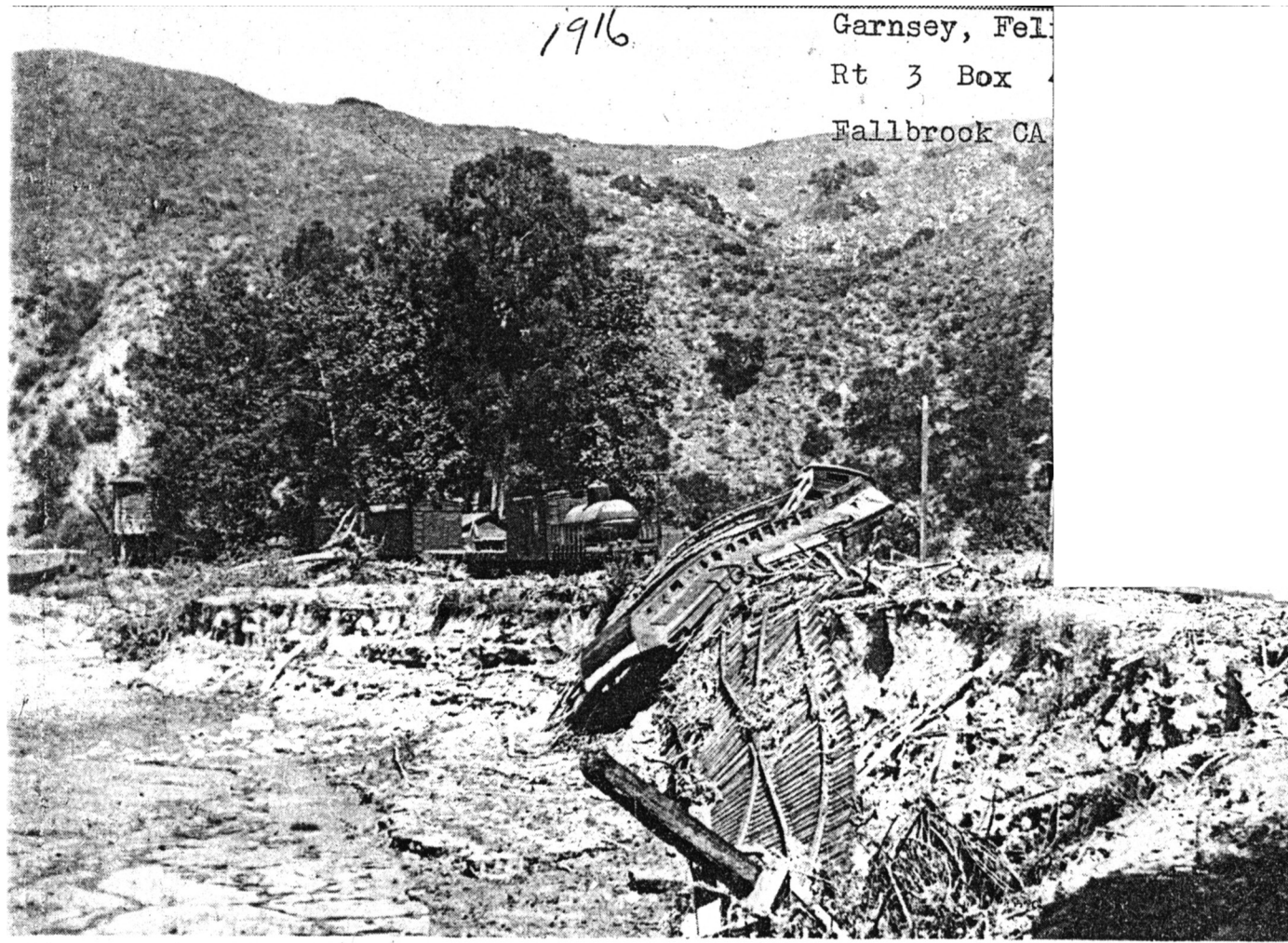
The Pioneer Brass Band has been engaged for the trip.

To spend a day in those beautiful live oak groves will more than pay for the entire trip.

Tickets, \$1.75
 Children, Half Rates

No objectionable person to the undersigned committee will be admitted on the cars.

J. A. COHN,
 W. W. STEWART,
 ED. WESCOTS,
 JOHN GRAY,
 J. VANDERVATE.



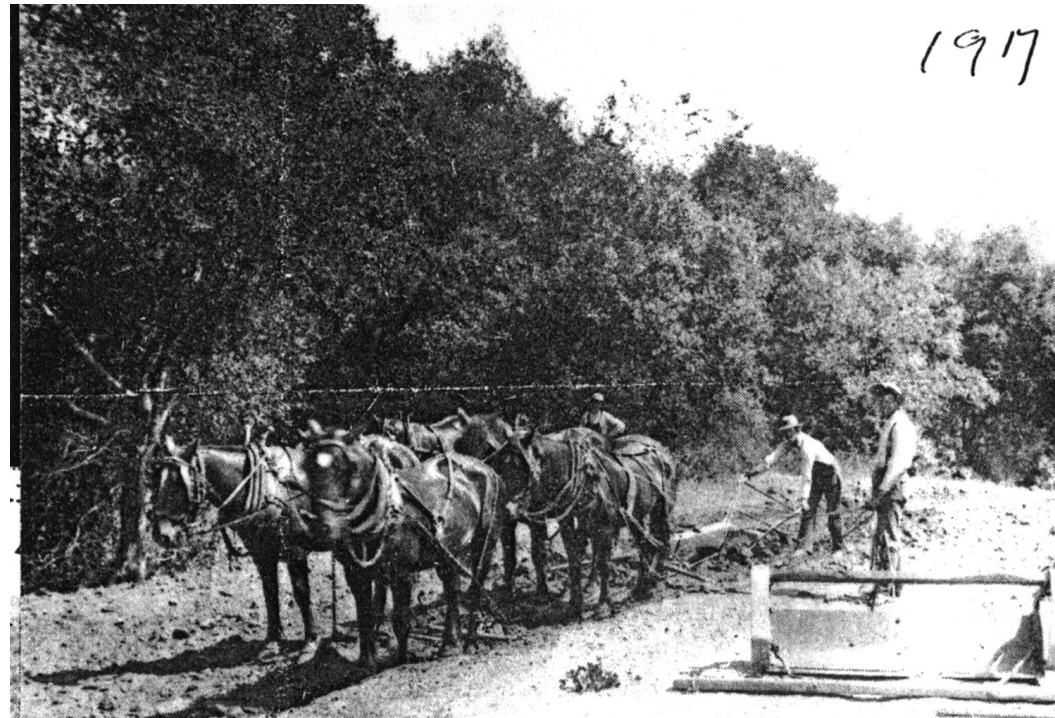
THE BIG FLOOD — In the winter of 1916 a torrent of water rushed down the Temecula Canyon and the Santa Margarita River and washed out the railroad track which ran from Oceanside through Fallbrook to Temecula. The water wash-

ed out the Fallbrook station at the bottom of the DeLuz Road about 2 miles north of town and many cars were lost. Following the washout, several cars still rested on the track but one passenger car, center, was twisted into ruin.



NEW TRACK — In 1917 a new track was laid from Oceanside to Fallbrook through the present Camp Pendleton to a newly constructed train station on Alvarado Street. The track, above, crosses Main Street between Elder and Fig Streets. The pool room on the left was on the southwest corner of Main and Fig. In the background to the

left is the First Baptist Church. Main Street, a dirt road at the time of the picture, was paved several years later. The cars on the right are parked in front of the Fallbrook Hardware store, still standing at the southeast corner of Main and Alvarado.



ROAD WIDENING — The DeLuz Road, which led from downtown Fall to the train station in the Santa Margarita River bottom, was widened in to enable the train cars to be brought up from the river bottom to Fall. A team of five men and four horses with the use of heavy equipment by the engine and tender and ten cars up the road to a new station on Alv Street. The station, built in 1917, still stands today.