

SOHO - the historic preservation people

SOHO is a non-profit public benefit corporation formed in San Diego in 1969.

Its members and supporters are dedicated to the preservation of San Diego's historic and cultural resources.

While well known for its advocacy role, SOHO seeks to approach preservation issues from a positive perspective. This includes conducting neighborhood awareness programs aimed at instilling in the residents a sense of "pride of place".

SOHO Activities and Programs

- * Tours
- * Workshops
- * Seminars
- * Annual People in Preservation Awards
- * Newsletter
- * Publications
- * Member Events

Cable Cars & Ostrich Feathers



A walking tour of the
Mission Cliff Garden Site
and the surrounding historic
neighborhood of
Univeristy Heights

By

Save Our Heritage Organisation



Cable Cars and Ostrich Feathers

The Early Development of University Heights and Mission Cliff Gardens

The history of the development of University Heights begins during San Diego's first period of large-scale urbanization. As the result of the final link between San Diego and the transcontinental railroad in 1885, San Diego's population was increasing at a rate of 2,000 to 2,000 residents a month. The demand for housing was such that several speculative real estate developments were initiated to accommodate this influx. One of these areas was University Heights.

In 1887 a large windswept tract of land overlooking Mission Valley was subdivided by the College Hill Land Association, a syndicate composed of several property owners owning land in the proposed subdivision. Headed by Daniel Choate, who was also developing City Heights to the southeast, the syndicate promised prospective property owners that a branch college, of what would eventually become the University of Southern California, would be located here. To be known as the San Diego College of Arts, it would be the drawing point of the subdivision. According literature published by the syndicate, an endowment fund would be created totaling \$2 million to help establish the college. Part of the total cost of each lot sold in the subdivision would go into a college building fund, guaranteeing the development and maintenance of the college.

On August 6, 1888, Subdivision map #558 was filed before the County Recorder delineating the University Heights subdivision. Its trapezoidal shape stretched along the south rim of Mission Valley, from the present-day boundary of Freeway 163 on the west, to the divisional boundary between city pueblo land and ex-Mission San Diego land (today's Boundary Street). The southern boundary of the subdivision was along Fillmore Avenue (today's University Avenue). The names of U.S. presidents were generally chosen for all east/ west street. Those of the states were chosen for all north/ south oriented streets.

Credits

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Construction of the college never advanced beyond the planning stage. The real estate boom had suddenly burst by 1889. Prospective buyers had finally figured out that, besides sunshine and land, San Diego had no other readily marketable commodities to exploit (there was no oil, coal, lumber, and mainly, not enough of an adequate supply of potable water). The only legacy left from this abortive attempt to establish a subdivision centered around a college is reflected in the street name: University Avenue, Park Boulevard (which originally only stretched from Fillmore Avenue to today's El Cajon Boulevard) and Mission Avenue (which headed to Sandrock Grade—today's Texas Street), as well as the name of the community: University Heights.

A second attempt to bring an institution of higher learning to the area was initiated in 1898. The site of the aborted San Diego College of the Arts was donated to the State of California to build a "Normal School," a state-sponsored teacher-training college. A Classic Revival college building, designed by local architects William S. Hebbard and Irving Gill, was completed and opened in 1899. The State Normal School was the forerunner of the present San Diego State University. The Normal School operated in this location for over 30 years (In 1925 the Normal School was granted college status and in 1931 was relocated to its present site on Montezuma Mesa. The old Normal School was converted into Horace Mann Junior High School). It was demolished in the 1950s (its site is now the parking lot in the Education Center between Campus Avenue and Normal Street).

Although some distance from downtown San Diego, University Heights was an early "streetcar suburb," a residential area whose development was closely tied to direct access to downtown San Diego's commercial and business center by cable-, then electric-powered trolleys. Just like the more famous San Francisco cable cars, the San Diego Cable Railway ran through University Heights, through Florence Heights along Fourth Street (where it had a steam-powered powerhouse and car barn at Fourth and Spruce), all the way to L Street, where connections could be made with several steam-powered interurban railroads and the Coronado Ferry.

The cable railway's tracks entered University Heights at Fourth Street and Fillmore Avenue (today's Fourth and University Avenue

in Hillcrest), where it traveled eastward until jogging northeast along University Boulevard (today's Normal Street) to Carolina Street (today's Park Boulevard). At the northern-most terminus of the cable car line the railway had developed a five-acre park with a landscaped grounds and an attractive William S. Hebbard-designed pavilion at the end of North Avenue. The park, known as *The Bluffs*, was developed by the railway company to attract passengers to the sparsely-populated area.

However, due to a series of financial setbacks, the cable railway was forced to close down after just 13 months of operation. It fell into receivership until 1895, when it was bought by George B. Kerper of Cincinnati, Ohio. Kerper reorganized the company into the Citizens Traction Company, and electrified the line. Two Bipolar Generators were installed in the Spruce Street powerhouse in replacement of the cable winding equipment. The cable cars were given 25 h.p. electric motors and single trolley poles in order to pick up power from overhead electric lines (one of these converted ex-cable cars can be found in the collection of the San Diego Historical Society, where it is to be incorporated into an exhibit highlighting San Diego's early transportation systems).

Kerper began to restore the Bluffs (now renamed *Mission Cliff Park*) and the park became the place to go on Sunday afternoons. A merry-go-round, as well as a children's playground and a shooting gallery, was set-up in the eastern section of the park. Dancing parties were held in the pavilion, where Japanese lanterns hung from the rafters. The first San Diego outdoor production of William Shakespeare's *As You Like It* was performed at the Bluffs in 1897. Theatrical and vaudeville companies also performed here. After much opposition from the San Diego City Council, a liquor license was granted, and a German Beer Garden was opened. Visitors were also treated to a unique visual experience. Inside a small enclosed octagonal wooden observatory, at the eastern edge of the Bluffs, was a *Camera Obscura*. Here, through optical equipment, in a darkened room patrons could view a three dimensional projection of Mission Valley on a flat round table before them. The scene was in color, and it actually showed objects in motion along the valley floor! Even today it would have been something to see.

Kerper also proposed to construct a cog railway down to the base of the canyon below the park, where it was to connect with an

4 Cable Cars and Ostrich Feathers

electric-powered trolley in order to take sightseers to the ruins of Mission San Diego de Alcalá. However, his dreams never materialized, in 1898, during the height of a nation-wide depression, his company went into receivership. The only prospective purchaser was John D. and Adolph B. Spreckels' San Diego Electric Railway Company. In 1898 the Citizens Traction Company was sold to E. S. Babcock as acting agents for the Spreckels' interests. In addition to the tracks, rolling stock, power plant, etc., the San Diego Electric Railway Company obtained 327 lots formerly held by the Citizens Traction Company in University Heights and Mission Cliff Park.

The San Diego Electric Railway Company kept five trolleys and widened the right-of-way from Fifth Street and University Avenue (where it was connected to an already existing Spreckels'-owned trolley line) up to the park—everything else was abandoned. The abandoned tracks along Fourth Street were eventually removed in 1903 (while excavating for the laying of storm drains along C Street, in 1955 workers found the remains of cast-iron cable yokes used for housing underground cable).

After its purchase by the San Diego Electric Railway Company in 1898, the park was again renovated and renamed *Mission Cliff Gardens*. This was because John D. Spreckels wished to showcase the area as a botanical garden rather than an amusement park. Spreckels proceeded to have the Camera Obscura, as well as the other attractions, and concentrate on the pavilion and the grounds, which encompassed some 20 acres.

In 1904, Spreckels chose Scottish-born landscape gardener John Davidson as the park's superintendent and asked him to redesign the park into a botanical wonder. Davidson found that the soil beneath the park left much to be desired; it consisted of hard adobe clay and scores of cobblestones. Undaunted, he proceeded to incorporate the cobblestones into the park's landscape. He and his workers used them to line pathways, tier terraced gardens, and as construction material for a series of walls throughout the park. Two of these walls still survive: one surrounds a vestigial lily pond in a middle of a traffic circle (North Court and Mission Cliff Drive); the other is the impressive cobblestone wall along the north side of Adams Avenue from Park Boulevard to its dead end. That year, John D. Spreckels invited Harvey Bentley to relocate his ostrich farm from Coronado. For an additional fee, visitors to the

gardens could a dozen or more ostriches race around the farm. Fearless visitors could even ride the huge birds. On the utilitarian side, ostrich feathers were selling for \$350 a pound. They were in great demand for ladies hats, boas, and stoles. However, with the increase in automobile ridership, by 1913 feathered hats were no longer the rage. They were replaced with more streamlined tight-fitting hats over bobbed hair.

Across the street from the gardens was William Hilton's San Diego Silk Mill (1735 Adams Avenue). Silk production in San Diego was a thriving industry by the turn of the century. The local chamber of commerce helped to establish a unique cottage industry in San Diego. Housewives would raise silk worms in their backyard (similar to the Chinchilla craze of the late 1960s). Mulberry trees were planted in the Sweetwater Valley in National City and in the San Marcos Valley in the North County. The silk mill processed the cocoons into various spools of thread and bolts of cloth. Tourists would come by and watch the operations and buy specially-designed handkerchiefs, scarves, and neckties. The silk industry in San Diego, like the ostrich feather craze eventually died out by the late 1930s.

University Heights, as well as the other subdivisions east of it along Adams Avenue, didn't really start to develop until 1906. During this time, a litigation finally ended between Spreckels and one of his ex-partners, Elisha Babcock. The dispute was over the ownership and operation of the Southern California Mountain and Water Supply Company, which they had developed in the 1890s. The suit was settled in favor of Spreckels who supplied the city of San Diego with water. The water was stored in a reservoir and water tower in University Heights (the site is between El Cajon Boulevard and Howard Avenue. The present water tower dates from 1923).

Assured of an abundant supply of water, the city experienced a \$6 million increase in new construction and improvements. New, multi-storied office buildings went up along Broadway in downtown San Diego. The Spreckels Company announced that it would undertake the building of a direct railroad link to the southern branch of the transcontinental railroad, initiating major development of rail and warehouse facilities in southeast San Diego. In addition, Spreckels stimulated a major building program along

Broadway in downtown San Diego. All of this building and commercial activity brought investors and new residents into the area. By 1907, San Diego's population had gone from 17,000 to over 32,000.

In 1906, the University Heights Syndicate (George Hawley, president; D.C. Collier, vice president; and Carl O. Reinbold, secretary) reorganized the development of University Heights. Organized in 1902, the syndicate was planning to develop new housing tracts along a new trolley line along Adams Avenue east of Mission Cliff Gardens to the City Boundary Line. The syndicate was also planning to build exclusive luxury homes north of the line along Panorama Drive (Both Hawley's and Reinbold's homes can be found there at 4744 and 4769 Panorama Drive, respectively). In addition, the syndicate was planning to develop a large tract of unincorporated land to the east to called *Normal Heights*.

Several homes on the tour represent period of development: the homes of John and Lydia Kyle (627-35 Park Boulevard), John Ashmore Creelman (4656 North Avenue), and L.W. Robinson (1534 Madison Avenue).

In addition to the flurry of building activity after 1906, in 1912, another water-related event occurred which produced another building boom reflected by the number of large apartment blocks in the tour area. At this time the city of San Diego purchased most of the holding reservoirs and distribution system of the Southern California Mountain Water Company from Spreckels. This gave the city a municipally-owned and operated water supply system "from mountain to meter." As a result of this profit windfall, Spreckels invested in a much larger-scaled building program downtown, which further stimulated local growth. By 1913, over \$10 million worth of building and improvements were underway in the city.

To advertise the remarkable growth San Diego was experiencing, and its potential for investment as the first American port of call on the West Coast to ships through the soon to be completed Panama Canal, G. Aubrey Davidson (Banker and president of the San Diego Chamber of Commerce) suggested that San Diego hold an exposition in Balboa Park. In 1910, the Panama-California Exposition Company was incorporated with D.C. Collier as its

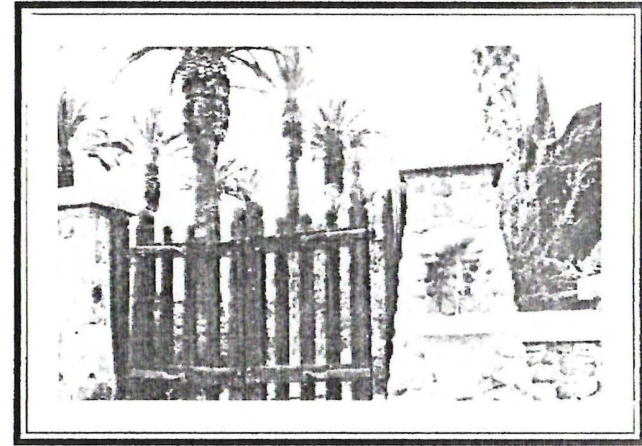
general director, with Davidson and Sprekels on the Board of Directors.

After the announcement of the proposed Exposition, San Diego experienced a large-scale increase in home, hotel, and apartment construction (A third building boom will be discussed later). A number of structures along the tour have been found to have been built during this time. Among these are the Mission Cliff Apartments (1811 Adams Avenue); the Weerts Apartments (4586 Park Boulevard), and a line of trolley-oriented businesses clustered along the length of the trolley tracks. These are especially pronounced at the intersection of Adams Avenue and Park Boulevard. Here passengers would transfer from the #1 trolley line along Park Avenue to the Adams Avenue shuttle trolley line (installed in 1907, the Adams Avenue shuttle finally provided through service from Kensington Park to downtown San Diego as the #11 trolley line in 1919).

Due to the popularity of Balboa Park after the 1915 Panama-California-International Exposition, and the development of Mission Beach by Spreckels in the 1920s, Mission Cliff Garden's popularity diminished as a local attraction. The final blow was the death of Spreckels in 1926. Mission Cliff Gardens was closed in 1930 and relegated as a "Physical Non-operating Property." Davidson was allowed to live in the pavilion, but as the electric railway company cut down on water expenses, most of the flowers and small plants died. The only plants remaining are the tall Canary Island Palms within the present housing tract (notably those north of the intersection of Park and Adams. After Davidson's death in 1935, the gardens deteriorated.

In 1942 the property was developed by the Spreckels' interests into a housing tract in response to the critical need for housing in wartime San Diego. Parts of the cobblestone wall have been breached at either ends to facilitate automobile traffic. Only the pier housing a concrete drinking fountain remains of the trolley waiting station. Adjacent to this is the surviving redwood gate which led into the ostrich farm (two other gates survive also). Within the present housing subdivision, at the intersection of Mission Cliff Drive and North Court, can also be found the remains of the cobblestone-faced concrete lily pond.

One of the most interesting (and controversial) artifacts is missing, however. In 1913, a massive trolley car barn was built on property adjoining the Ostrich Farm. The cavernous reinforced concrete building was used to store and perform minor service to several hundred trolleys. Trolleys would exit and enter it through a series of switches off of Florida Street. After the trolleys ceased running in 1949, the car barn was sold to the *San Diego Paper Box Company*, which manufactured corrugated cardboard boxes. Inside the old car barn were found 70 abandoned brand new trolley cars with their upholstery still unused. In 1979 the building was sold and demolished to make way for a condominium project. However, the land remained undeveloped until 1991 when, through community efforts, the area was transformed into the present 8 1/2-acre Trolley Barn Park. Note the two cobblestone piers replicating those found along the old Mission Cliff Garden's cobblestone wall.



1*

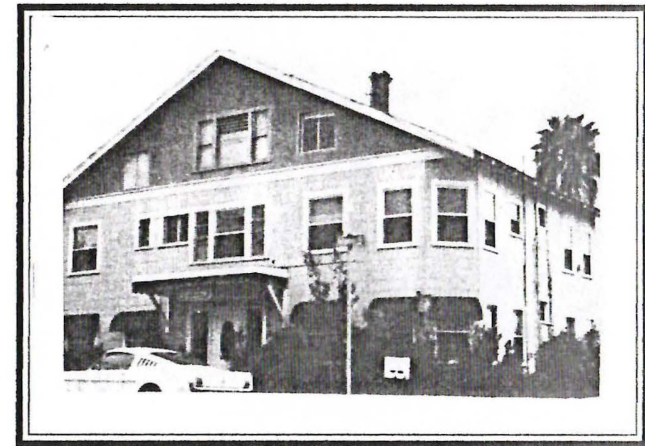
Address	Housing tract north of Adams Avenue, between Park Boulevard and Mission Cliff Drive
Historic Name:	The Bluffs (1890-95) Mission Cliff Park (1895-98) Mission Cliff Gardens (1898-1930) Cliff Garden Tract (1942-Present)
Original Owner:	San Diego Cable Railway (1890-1942) Citizen Traction Company (1895-98) San Diego Electric Company (1898-1942)
Style:	Craftsman-era cobblestone walls, redwood gates, and remaining Palm trees date from the 1904 remodeling by John Davidson designed cobblestone wall extending the two-block length of the former gardens, and the cobblestone remains of a drinking fountain that was part of an ornate trolley waiting station at the north eastern corner of Adams Avenue and Park Boulevard.
Comments:	See Text for a concise history of Mission Cliff Gardens.

* Historic Site number coincides with the tour map on page 27.



2

- Address** 1733-37 Adams Avenue
- Historic Name:** San Diego Silk Mill
- Original Owner:** San Diego Silk Mill
- Built:** c.1918
- Style:** Remodeled early 20th century false-front one-part commercial block.
- Comments:** Site of the former San Diego Silk Mill (c.1918-29), where silk worm cocoons were processed into raw silk. The area around the mill was the center of the silk culture in the City of San Diego and a popular tourist attraction often rivaling Mission Cliff Gardens and the Ostrich farm across the street. In 1929 the silk mill was relocated to 4665 Park Boulevard where it operated until 1931.



3

- Address** 1715 Adams Avenue
- Historic Name:** Cliff House Apartments
- Original Owner:** Odin and Borne Anderson
- Built:** c. 1915
- Designer/Builder** Odin Anderson
- Style:** A remodeled gable-front, 2 1/2 story Neo-classical style apartment building with an interesting canted north west corner.
- Comments:** The building was built by Mr. Anderson, a local carpenter, who had previously owned and operated an earlier Cliff House Apartments at 2315 Adams Avenue c. 1911. The apartment building was built to take advantage of its nearness to Adams Avenue/ Park Boulevard trolley transfer point, as well as in response to the demand for housing brought about by the upcoming Panama-California Exposition in Balboa Park.



4

Address 1625 Adams Avenue
Current Name: Darling House
Original Owner: John A. and Gertrude E. Woodroff
Built: c. 1886
Style: 2-story Italianate foursquare single family residence

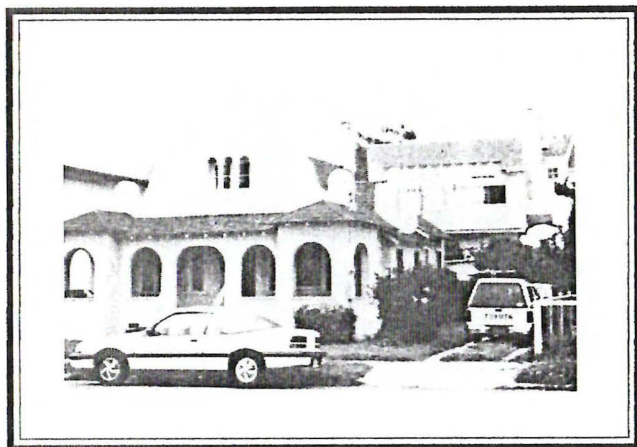
Comments: One of the oldest houses in University Heights, it was originally located at 4670 North Avenue, the house was relocated in 1912 by real estate developer John Woodroff.



5

Address 4656 North Avenue
Original Owner: John Ashmore Creelman
Built: c. 1909
Style: An interesting rustic-looking 2-story Craftsman-era bungalow cottage with a split log siding along the ground floor.

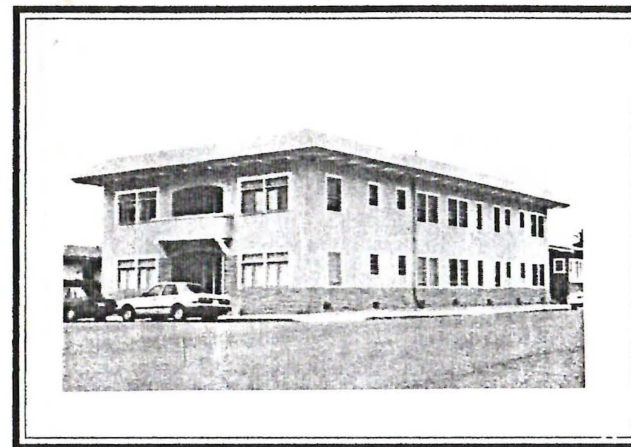
Comments: The blending of both cottage (1/2 story gabled roof) and bungalow (full-length columned porch) characteristics produces what some present-day critics refer to as a "bungaloid" cottage. However, contemporary descriptions referred to the style as a "bungalow cottage." A spacious six-to-eight-room house, the bungalow cottage was to become a staple of neighborhoods across the country from 1910 to the 1940s. Mr. Creelman was a nurseryman for the Western Investment Company which, along with its president D. C. Collier and secretary Carl O. Reinbold, laid-out Normal Heights in 1906.



6

Address 1534 Madison Avenue
Original Owner: L. W. Robertson
Designer/Builder L. W. Robertson
Built: c. 1909
Style: A rare example of a Pre-W.W.I Mission Revival single-family bungalow.

Comments: This unique home was built c. 1909 by local building contractor L. W. Robertson. He sold the house to Fannie Carlton the following year. The Robertson house is one of two Mission Revival style bungalows built at either end of Adams Avenue. The other is located at 4644 Edgeware Road in Kensington Park (It is not known if Mr. Robertson built both homes).



7

Address 4605 Campus Avenue
Historic Name: The Revere Apartments
Original Owner: John D. and Adeline Butler, Sr.
Designer/Builder John D. Butler, Sr.
Built: c. 1914-15
Style: A remodeled 2-story truncated hipped roof Italian Renaissance-influenced apartment

Comments: A painting contractor, Butler came to San Diego c. 1910 from Revere, Massachusetts. He built the Revere Apartments in 1913 (making it one of the earliest apartment buildings in the area.) taking advantage of Adams Avenue/Park Boulevard trolley transfer point, and the need for housing in response to the upcoming Exposition in Balboa Park. With his wife Adeline, children, John, Jr., and Alice, Butler lived in the apartments until 1921. When he built a small bungalow behind the apartments for them to live in. John, Jr., who was born in the apartments, later became the first native-born mayor of the city of San Diego (1951-55).



8

Address 1620 Madison Avenue

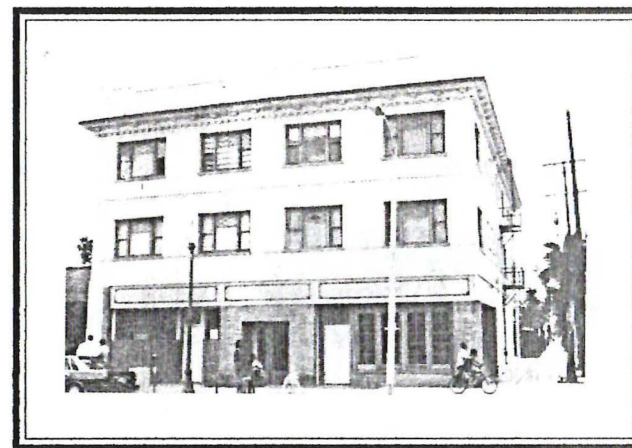
Original Name: John D. and Adeline Butler, Sr.

Designer/Builder John D. Butler, Sr.

Built: 1921

Style: A small, side-gabled, recessed front entry bungalow with clapboard siding.

Comments: In 1921 Mr. Butler moved his wife, son, and daughter into this small bungalow which he built himself. It was the boyhood home of Mayor Butler until he joined the Navy in WWII.



9

Address 4586 Park Boulevard

Historic Name: Weerts Apartments

Original Owner: Frank Weerts

Designer/Builder Frank Weerts & Julius Koenig

Built: 1915

Style: A 3-story rectangular Italian Renaissance influenced apartment/commercial block. Note the letters "FW" in the semicircular parapet facing Park Boulevard.

Comments: Situated close to the Adams Avenue / Park Boulevard trolley transfer point, the Weerts Apartments were built by local building contractors Weerts and Koenig in order to capitalize on its location and the upcoming 1915 Panama-California Exposition in Balboa Park.



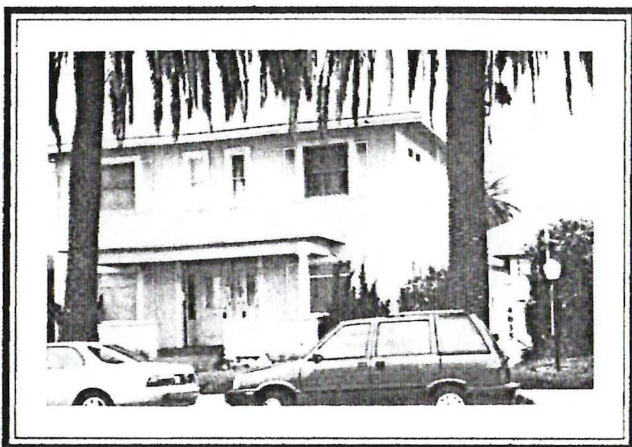
10

- Address** 4600-02 Park Boulevard
- Historic Name:** Mission Cliff Garage
- Original Owner:** Horace E. Cooper
- Designer/Builder** c. 1925
- Built:** Remodeled front Mission Revival influenced curved gable automobile service garage.
- Style:**
- Comments:** The Mission Cliff Garage was one of a number of businesses within walking distance of the Adams Avenue/Park Boulevard trolley transfer point using "Mission Cliff" as part of its name recognition. The earliest—Mission Cliff Curio Shop (4668 Park Boulevard)—first used the name in 1914. Mr. Cooper and his wife Bessie lived in a small bungalow behind the garage at 1728 Madison Avenue. In 1927, the garage was taken over by Burr H. Prentice, an operator of several garages and service stations in San Diego. Mission Cliff Garage was turned into a grocery store by Fred D. Smith in 1936; it has been a grocery store ever since.



11

- Address** 4622 Park Boulevard
- Original Owner:** Mary A. Brown
- Built:** c. 1911
- Style:** A remodeled false-front one-part commercial block with vestigial Italianate detailing across its cornice and clapboard siding along its sides.
- Comments:** Similar to the San Diego Silk Mill and "Cheers" in concept, this type of structure developed during the mid-19th century. They proliferated because of the rapid growth of the streetcar communities. The block represents a claim staked-out on suburban ground. Often, they were built in order to defray the costs of the taxes on the land which would increase in value as the surrounding area developed—thereby referred to as "taxpayer blocks." They generated income while providing a modest return. Later, the owner might build a larger, more profitable building. Mrs. Brown was a real estate agent whose late husband had been a gardener at the nearby Mission Cliff Gardens.



12

Address -4627-35 Park Boulevard

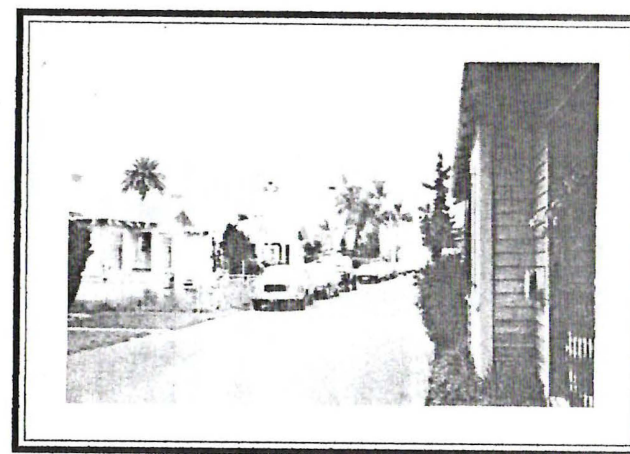
Original Owner: John and Lydia Kyle

Built: c. 1908

Designer/Builder A. Muelheisen

Style: A 2 1/2-story Neoclassical Foursquare with clapboard siding and a recessed entry sheltered by a broad boxed-eave porch. Note the two mature Canary Island Palms along the parking strip in front of the house.

Comments: One of the oldest homes in the survey area, the house was built c. 1908 by John and Lydia Kyle, who operated a bath house at the foot of 5th Avenue. In 1915, Mrs. Kyle (widowed) converted the house into the "Park Apartments," in response to the general build up of the surrounding area as an apartment center. The site was known as the Park Apartments until 1976.



13

Address 4651 Park Boulevard (originally 1803 Spalding Place)
1808-38 Spalding Place
4646 Georgia Street

Historic Name: Spalding Place

Original Owner: Frank C. Spalding

Built: c. 1911

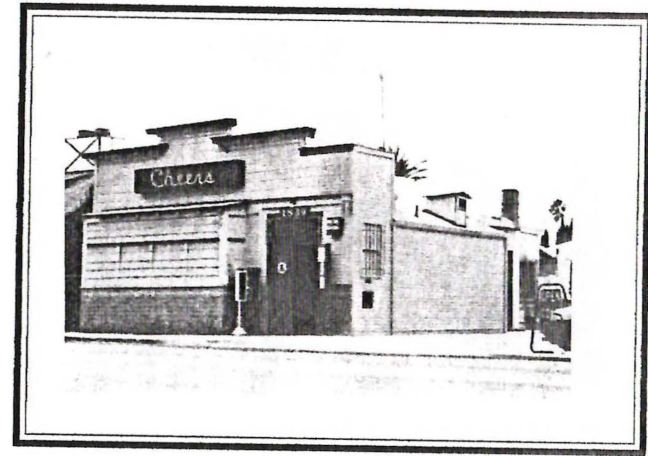
Style: An interesting conversion of a back alleyway into a mini-court of Craftsman Era-style bungalow.

Comments: Spalding Place was originally named "Valley Street". In 1910, Valley Street was changed to Spalding Place. In 1908, Frank C. Spalding (1870-1949), a former secretary of a trust company in Kansas City, Missouri, came to San Diego. He bought up the lots lining the alleyway from the San Diego Electric Railway Company in 1910. All of the existing Craftsman-style bungalows along the alleyway were built by Spalding. In the early 1920s, Spalding was president of the U.S. National Bank. He was associated with the Zoological Society, the Chamber of Commerce, the Y.M.C.A, and the 1915 Panama-California International Exhibition.



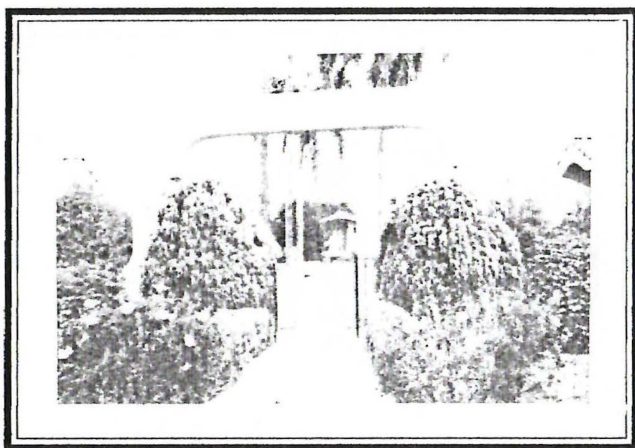
14

- Address** 1811 Adams Avenue
- Historic Name:** Mission Cliff Apartments
- Original Owner:** James J. Podesta
- Built:** c. 1915
- Style:** A remodeled 2-story rectangular apartment building which dominated the southeast corner of the former trolley transfer point.
- Comments:** James J. Podesta was also the proprietor of the Golden Lion Tavern in the Gaslamp District. Like the builders of the Weerts and Revere Apartments, Podesta was taking advantage of the site's location as a change in transport location and the need for housing during the upcoming 1915 Exposition in Balboa Park.



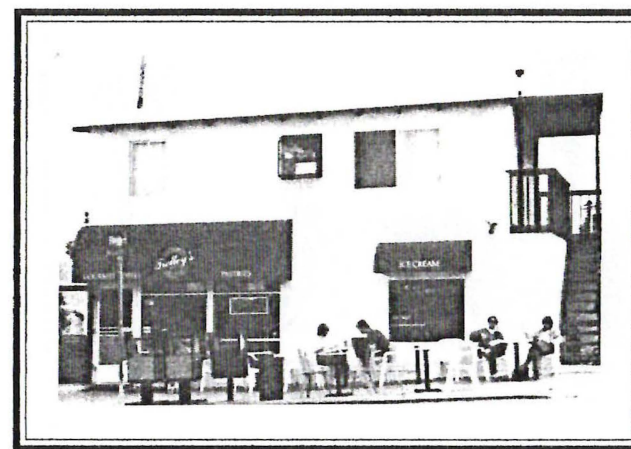
15

- Address** 1839 Adams Avenue
- Historic Name:** Greaves Grocery Store
- Original Owner:** Samuel and Lizzy Greave, Margaret Greaves
- Built:** c. 1914
- Style:** Another example of a false-front one-part commercial block. Note the dominant stepped parapet, clapboard siding, and vestigial display window covering along the street facade.
- Comments:** Prior to his opening up a grocery store in this location, its developer Samuel Greaves, had operated a candy store at 2439 Adams Avenue.



16

- Address** 4649-63 Georgia Street
- Historic Name:** Rosamond Court
- Original Owner:** Rosamond Peters
- Built:** c.1927
- Style:** A 9 unit detached Spanish Colonial Revival style bungalow court surrounding garden area.
- Comments:** Note the operating fountain in the center of the court. The apartments' Spanish Colonial Revival style is synonymous with the romantic image of Hispanic Southern California of the late 1920s to early 1940s. Rosamond Court is one of several bungalow courts in the vicinity of the Adams intense use of an area that would have formerly house a single-family residence. Bungalow courts income for the real estate speculator and a cozy apartment building.



17

- Address** 1443-45 Adams Street
- Historic Name:** Car House Cafe
- Original Owner:** J. R. Cambell ?
- Built:** c.1928 remodeled 1991
- Style:** A small rectangular remodeled 2-story apartment block
- Comments:** In 1914, J.R. Campbell owned the corner that this building sits on. However, in 1929, Algernon T. Wakelin opened up a candy store on this site and lived upstairs. It was vacant for an extended period of time until the later 30s/early 40s. By 1944, the Car House Cafe was located here run by Wilber S. Richards and Mrs. Rose A. Erb. Most of the cafe's business came from workers on their lunch break from the trolley barn across the street. In 1947, Roy Maile takes over the operation and runs the cafe for 25 years. After a period of various commercial uses, after a period of remodeling, the site again reopened as a small neighborhood cafe.



18

- Address** Pueblo Lot 1111
- Historic Name:** Site of Adams Avenue Trolley Barn
San Diego Paper Box Company Factory
- Original Owner:** San Diego Electric Railway Co.
- Designer/Builder** San Diego Electric Railway Co.
- Built:** Trolley Barn-1913, Park 1991
- Comments:** The San Diego Electric Railway (1913-1949). Here trolleys were stored and serviced overnight before going out on their runs. After the trolley system was discontinued in 1949. The building was converted into the San Diego Paper Box Company factory (1949-79) before being demolished. The land remained undeveloped until 1991 when, through community efforts, the area was transformed into the present 8 1/2-acre Trolley Barn Park. Note the two cobblestone piers replicating those found along the old Mission Cliff Garden's cobblestone wall.

Walking Tour Map

