

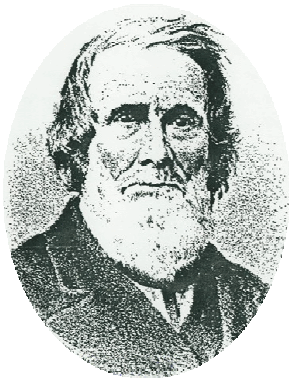
# History of California State Route 152 (CA 152)



The history of CA 152 is largely tied to that of Pacheco Pass in the Diablo Range.



Pacheco Pass is one of 3 major routes across the Diablo Range.  
(See I-580 to the north thru Altamont Pass and CA-46 south through Polonio Pass)



Gabriel Moraga (1763-1823)



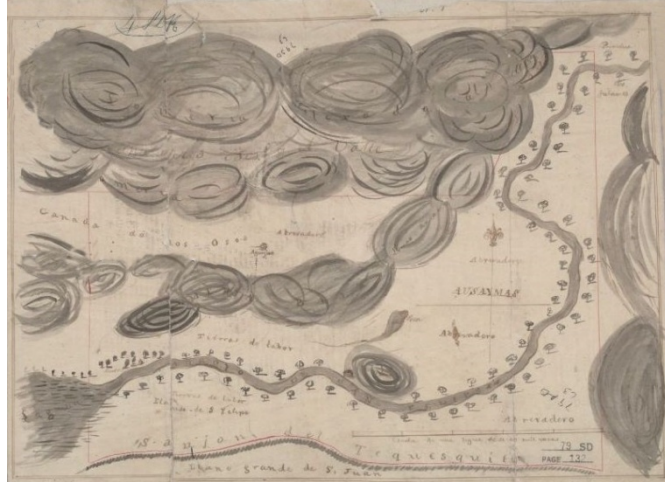
Jose Joaquin Moraga (1745-1785)



Juan Bautista de Anza (1736-1788)

An established trail over Pacheco Pass had been use by the local Yokut Tribes long before the arrival of Europeans to California. The first documented European crossing of Pacheco Pass was made in 1805 by a party led by Spanish Army Officer Gabriel Moraga. His father, José Joaquín Moraga, had helped Juan Bautista de Anza explore Alta California for Spain (see the two De Anza expeditions 1774-1776). Jose Moraga would settle in Northern California and become the commander of the garrison at San Francisco Presidio. Gabriel, one of the first Californios, would also become a soldier. He was one of the first European explorers of the Central Valley (1806-1808).

Pacheco Pass became a well-established route of travel used by the Spanish, Mexicans and even local drives through the early 19th Century.



Between 1833 - 1836 ranchero Francisco Perez Pacheco was granted land that would comprise Rancho Ausaymas y San Felipe. Los Ranchos del Ausaymas y San Felipe were plotted over land which included what is now Pacheco Pass. Francisco Perez Pacheco eventually became the namesake of what is now known as Pacheco Pass.



A primitive path over Pacheco Pass on this 1857 Britton & Rey's Map of California.



During the American period [Andrew Davidson Firebaugh](#) constructed a tolled stage road across Pacheco Pass to Bell Station. Firebaugh's toll road was completed by 1857 and was part of the Butterfield Overland Mail route between 1858-1861.

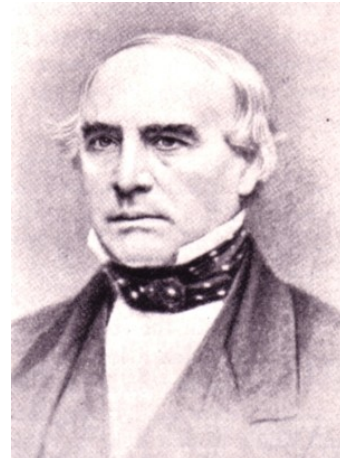
The Butterfield Overland route over Pacheco Pass is touched on in the September 1950 California Highways & Public Works. John Butterfield's transcontinental mail route lasted from 1858-1861.

**Butterfield Route**

The Butterfield Route entered the State at Yuma, dipped into Mexico, passed through Warners Ranch in San Diego County on the way to Los Angeles, crossed the Tehachapi and followed along the eastern edge of the San Joaquin Valley to Visalia, thence to Fresno City, now nonexistent, and then across to Pacheco Pass and San Francisco.

Starting on September 15, 1858, Butterfield stages operated regularly and efficiently until the outbreak of the Civil War which put a stop to travel through the South. Whatever influence the transcontinental mail route may have had, it is certain that an event which now occurred close to the borders of California

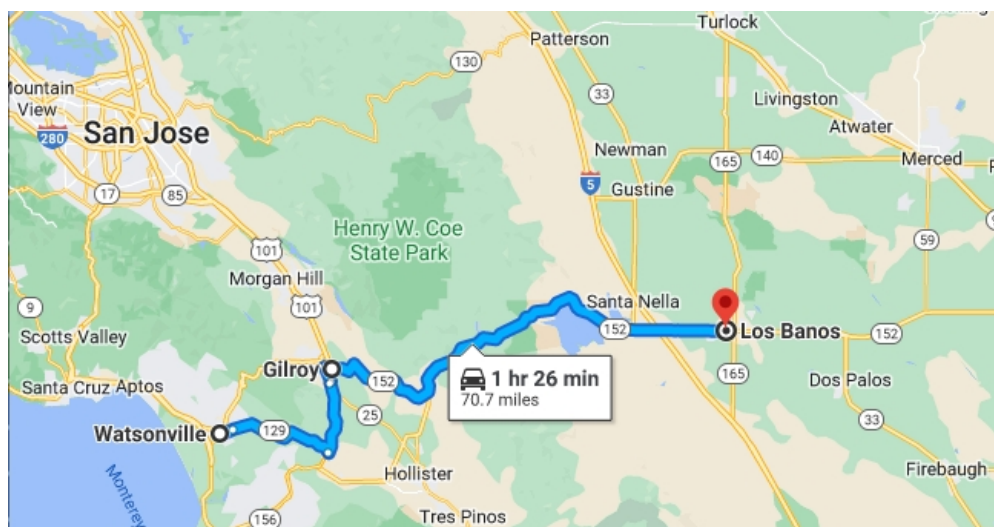
had a much more important effect on the construction of better roads across the Sierra. This was the discovery of silver in Nevada (and also Idaho), particularly the discovery of the Comstock Lode in 1859. By 1860 the rush was on.



The more established Pacheco Pass Toll Road can be seen on the 1873 Bancroft's Map of California. In 1879 Santa Clara County and Merced County purchased the Pacheco Pass Toll Road, rebuilt it on a new grade and made it a public highway.



In 1933 LRN 32 would be extended west from Gilroy via Hecker Pass to Watsonville. The entirety of LRN 32 was announced as CA 152 in the August 1934 California Highways & Public Works.



## A few stops nearby...



Highway 152 Tree Row (Hecker Pass out of Gilroy)



Merry Cherry – Fruit Barn (Fruit Stand)



Casa de Fruta (and more!)



San Luis Reservoir - Overlook