



Welcome to the Weston Road Community

Community website & directory

<https://www.westonroad.org>

Annual road meetings in May

Make sure the road management team has your updated information for the robocall system, member directory and road dues mailings

Nextdoor - Weston social neighborhood

<https://nextdoor.com>

IOS and Android Apps

Garbage

Summit Waste & Recycling Services

P.O. Box 581

Boulder Creek, CA 95006

summitwaste@gmail.com

www.summitwasteandrecyclingservices.com

831-421-2923

Weather

www.ohlone-trail.net

Scotts Valley Fire

831-438-0211

Santa Cruz County Sheriff

831-471-1121

Cal Fire

831-335-5353

PG&E

800-743-5000

Emergency Preparation

-Eliminate flammable materials 50-100 feet from buildings

-Have fire extinguishers/hoses always available

-Know how/where to shut off water, gas, and electricity

-Keep generator w/gas supplies ready

-Prepare pet carriers/trailers

-Assemble 'Grab-and-Go' kit and have important personal possessions quickly and easily accessible for a car escape

-Be familiar with locations and escape routes

-Designate a meeting place with family/friends contacts

A Brief History of Weston Road and the Land

by Dick Guelich

In 1965, Shelby and I drove up Lockhart Gulch Road in an effort to see the Weston property. It was a rainy day as we labored up the road in the lower part of the Weston property. We drove a four-wheel drive vehicle and still had trouble moving forward up the narrow, muddy and rutted road. About 1/3 of the way up, we came across an old pickup with a log hooked on the back by means of an angle iron. The old man driving the truck said his name was Austin Weston and that he was dragging the road.

We asked him if he was interested in selling the property. He reached into his pocket and pulled out a glass bottle full of sand. He explained that the sand (from the top of Weston Road) was worth over one million dollars and that he would not sell for less. We dismissed the plan of buying the land because of the price and finding out that the only legal access was Lockhart Gulch Road and an old path up to the NW area (now through the Suhr's property) to Zayante Road. There were 200 acres between the Weston property and Glenwood Road, but there was no right-of-way across this land for the Weston land.

Several years later we learned that Austin (who was living in the old house on the Swift property) had shot himself while talking on the phone to his brother in southern California. In a later interview with his brother, we learned that Austin asked his brother to come to Santa Cruz immediately or he was going to kill himself. His brother explained that he could not get there for a few days, and then he heard a shot.

The property was left to Stanford University. Austin's niece also had a claim to the property.

After several years, the property became available, but the 200 acres adjoining to the east still blocked access to Glenwood. Our group (myself, Lew Hollander, Dick Artis and Bob Suhr) submitted an offer, which was accepted (after much negotiating with four Stanford attorneys). We had contingencies (mainly about the right to withdraw if we were unable to get a right-of-way across the 200 acres). The Stanford attorneys took all contingencies out of the contract. We hurried over to Oakland, the home of Redwood Planter Sales (the owner of the 200 acres). They were tough but agreed to sell. This gave us a right-of-way to Glenwood.

Historical Note: Regarding road to Zayante

In 1906, the railroad coming through the Santa Cruz Mountains along the Zayante Creek was active. This railroad connected with the railroad from San Francisco. Weekenders and vacationers took the railroad from San Francisco to Santa Cruz. Many got off the train at "Gibbs Station", which was a stop below our properties. Stagecoaches would pick up the people and bring them to our property. There was a dance hall and cabins located just east of Mercedes Bend Road, as well as a post office. Lots were selling for \$40 in 1906. They were 40' x 100' in size. This was an active resort. People left the cold in San Francisco to keep warm at the "Gibbs Resort".

The four original owners in our group drafted the original “Joint Maintenance and Right-of-Way Agreement” and assessed ourselves \$5.00 per acre to build the road. Several 10 acre parcels were sold in 1971-72. The cheapest sold for \$11,000 with the average selling for \$25,000.

Prior to starting our house construction, PG&E set survey markers for a major transmission line on the Suhr’s and our home sites. Their plan was to build a Nuclear Power Plant at Davenport. Bob Suhr was a leader of the Republican Party in Santa Clara County and through his efforts, got PG&E to move their proposed power line. The power plant was later cancelled.

The entry road at Glenwood was a tough problem. The county would not let us cut into the bank to widen the road. We hired a logger, Ron Bushnell, to build a road with redwood log cribbing. The cost was \$5,000. Years later a storm saturated the fill and the cribbing partially failed and moved out and down toward the creek. We went into the creek, cut 7 large redwoods and placed them across the creek into the cribbing and tied it all together with cement and steel cables. Several years later a storm caused a giant, first growth redwood to fall across our 7 redwood bracing logs, breaking all 7 logs like matchsticks. Some of the evidence remains in the creek area today. Later repair and lowering of the road took some of the pressure off the cribbing and it has held to date.

Santa Cruz Trains - Gibbs flag-stop History

by Derek Whaley

A less formal station than both Meehan and Zayante, Gibbs was a small, mostly privately-used flag-stop on the South Pacific Coast Mountain Route located roughly a half mile between the aforementioned stations. It does not appear in the 1899 Station Book, even as other lesser-used stops such as Kenville are, suggesting that the site did not get heavily used until after 1899, perhaps once the tracks began their conversion to broad gauge around 1904.



It was named for Albert W.J. Gibbs and his family which owned the Gibbs Ranch Resort along the line.

The family had owned the property since at least 1878 when the railroad sought a right-of-way through the area. The family complied at the expense of installing a flag-stop there.

After much research and assistance, it has been determined that Gibbs Ranch Resort was not actually in Zayante Creek but was accessible in the nearby Bean Creek region on Weston Road via at least one stage coach road that was known as Alameda Boulevard (undoubtedly named after the railroad's port at Alameda). Rob Lange discovered a bit of a story about the site from one of the property's owners:

“In 1906 many vacationers took the railroad from San Francisco to Santa Cruz. Many got off the train at Gibbs Station, which was a stop below our properties. Stage coaches

would pick up the people and bring them to Gibbs Station Resort. This was an active resort with cabins and a dance hall. People left the cold in San Francisco to keep warm at the Gibbs Resort”

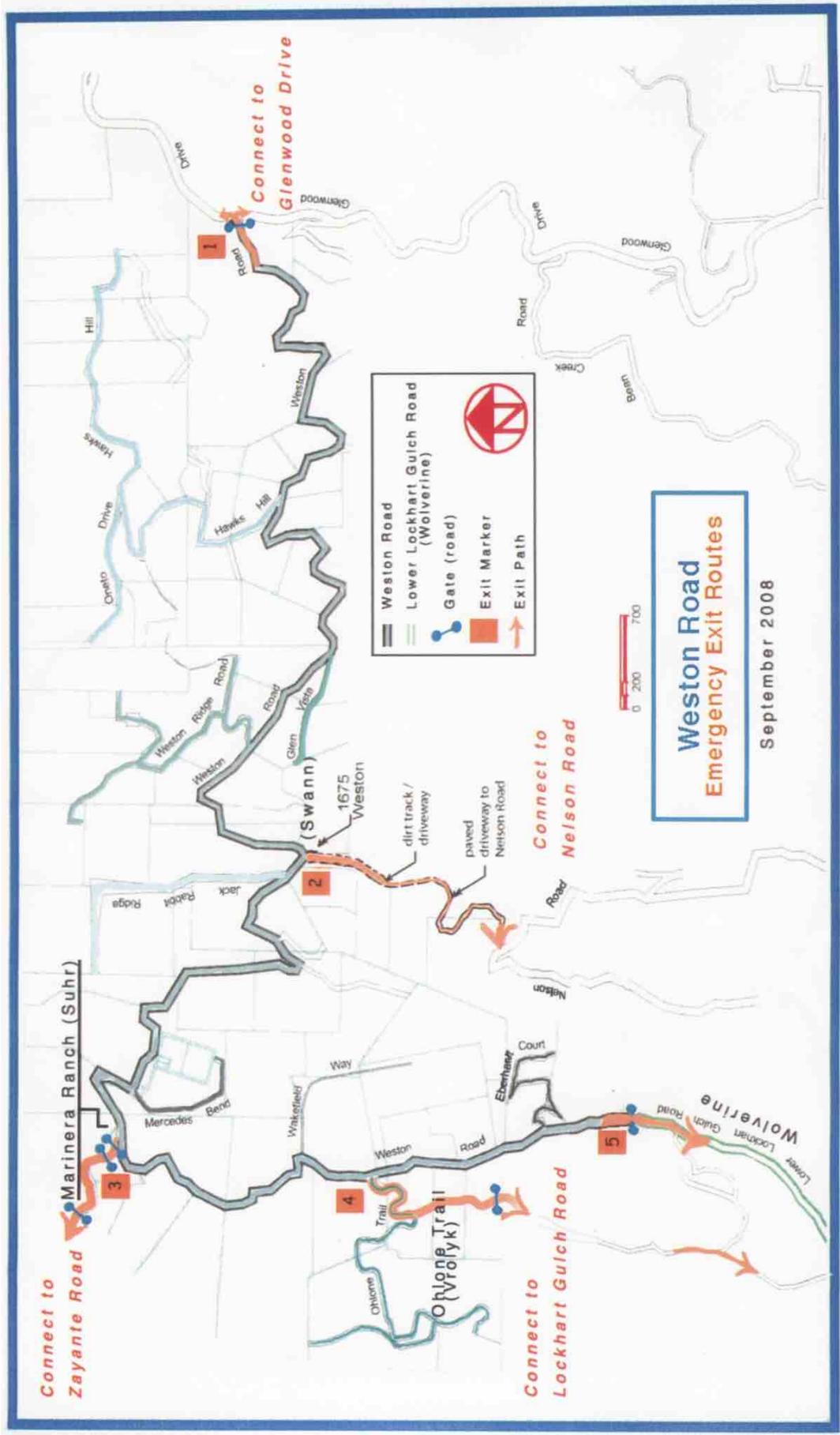
Sure enough, records show that at its height, Gibbs Ranch Resort operated a general merchandise store and a post office. Mike Swift, the owner of the property, notes that his home was originally the kitchen for the resort and also probably served as an extremely small general store as he states that no other building was on the property during its existence as Gibbs Ranch Resort. Tent cabins were the primary residence for tourists, and if any of them were fully enclosed, they were later torn down because no remnant of them exists today. The post office was likely beside the tracks and was founded on November 28, 1900 and Albert Gibbs was declared the postmaster. The branch office shut its doors after the route was temporarily closed following the San Francisco Earthquake of 1906, but then reopened as traffic resumed the next year.

The Gibbs family finally lost control of their post office in 1916 when it was transferred to Zayante, less than a mile north along the route. The last mention of Gibbs as a stop is in 1935, though it had probably fallen into disuse before that time. Google Maps shows a large property spanning the entire section between Zayante Station toward Meehan. This is likely still the Gibbs Ranch estate as the station was located directly in the center of it. Nonetheless, the area today is dense forest with no roads passing through it. The right-of-way peacefully passed through the property in the form of a Santa Cruz County Water District fire road. The original stagecoach road remains as a poorly maintained and overgrown landslide escape route for the Weston Road community. It lets out near the site of Zayante Flag-Stop at the top of a diversionary road where the tracks were washed out long ago. The original stage trail probably crossed the tracks and paralleled them heading south before finally reaching the official stop at East Hill Road off of East Zayante Road.

After investigation, there is a clearing on the hillside of the tracks at the top of a private road off of East Creek Road on East Zayante Road. A stagecoach trail seems to switchback to the right-of-way from the creek at this place, and the original creek crossing may have been on East Hill Road which is noted on surveyor maps (and Google Maps) though no longer extant.



There are no known extant images of Gibbs as a flag-stop. The ranch itself has long since disappeared, but Mike Swift currently owns the majority of the property in the Weston Road area. His friend installed a "Gibbs Station" sign over the driveway a number of years ago to mark the historic site, and Alameda Boulevard still exists as a storage area for the property. It can be seen wrapping around a corner, returning to Weston, and then once again diverting at Marinera Lane where the old stage road originally crossed to Zayante Creek.



Weston Road Emergency Exit Directions

These exits are for emergency use only! Residents are strongly encouraged to locate the beginning of each emergency exit listed below. *Out of respect for those who have so generously allowed their private driveways, roads and easements to be designated Emergency Exit routes, residents must not individually attempt to drive or walk these routes.* Please do participate in group walks that will (with the owners' permission) be organized and announced from time to time.

In the event of an emergency, take chainsaws, shovels, emergency tools, your "Ready to Go" Emergency bag. Keep copies of the map and directions in each vehicle and Emergency bag. Routes below are in order of accessibility and ease of travel. Numbers are correct; they refer to the Emergency Exit Number designations on the "Weston Road Association Emergency Exit Routes" map.

5. **WOLVERINE** - At the southwest end of Weston Road, 3.0 miles from the entrance, go through a green gate; here, Weston Road becomes Wolverine Road. Follow the dirt road for 1.5 miles and go up the hill past the yellow home on the left. This runs into Lower Lockhart.
2. **SWANN'S** - 1675 Weston Road, 1.5 miles from front entrance. Passable with 4 wheel drive; 2-wheel drive may be ok if driven very slowly. Go past the Swann home on left and continue 1/8 mile up the hill. About 300 yards from orange sign at the base of Swann's house, you will encounter paved road---continue to Nelson road.
4. **VROLYK'S RANCH** from Ohlone Trail - This exit is well signed --- look for the orange signs. (This exit entails a locked gate and will only be used when advised by WESTON ROAD MANAGEMENT who will access with the gate code.) Turn onto Ohlone Trail, then left past the Hill's residence (305 Ohlone Trail), drive through a few trees - you will see Vrolyk home on left. Bear right and you will be on their driveway which curves to the left and leads to a locked gate which will lead you to upper Lockhart.
3. **SUHR / MARINERA / ZAYANTE** - at 100 Marinera Turn up Marinera driveway (2.5 miles from front gate), and instead of going right toward the Suhr's home, go straight through the open gate (look for orange sign). Proceed 0.1 mile down road and pass through second gate that will also be opened. Look for orange signs and follow to the 1.0 mile distance from the first Suhr gate and turn left for 0.2 miles. Road will open up and turn to the right for 0.1 mile of gravel road. Turn left at orange sign and continue 0.1 mile until ending up at Zayante Road main gate. Turn left and travel 5.0 miles to Graham Hill Road. If you are forced to turn right at the Zayante Gate, you must travel about 7 miles to arrive at Summit Road. It will take one half hour to walk from the Suhr gate to Zayante Road and about 10 minutes in a car. A two- wheel drive will get you out this way if there are no obstructions.