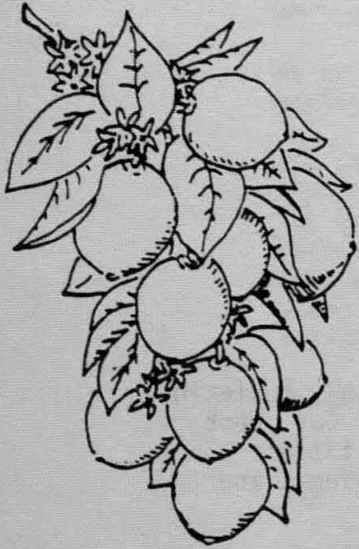


# CHULA VISTA HISTORICAL SOCIETY BULLETIN



Volume 9 No. 6 & 7

June and July

The Chula Vista Historical Society was founded on May 1, 1981 for the preservation of History and Heritage of the people and places of this area of San Diego County. The bulletin is the official publication of the Chula Vista Historical Society. P.O. Box 1222, Chula Vista, CA. 92012. Telephone 426-1222. BULLETIN founder and editor John Rojas Jr.

## DATES TO REMEMBER

Thursday, August 9, 7:00 PM

The Antique and Conversation Group will meet at the temporary center, 311 "F" Street. Edward Sheldon, who grew up in Chula Vista, will be the speaker. The subject will be Antique Radios. Visitors are welcome.

Saturday, August 11, Noon - 4:00 PM

We are looking forward to seeing you and the CVHS picture display at our 9th Annual Sweetwater High School family reunion picnic, at Swiss Park in Chula Vista (I-5 and Main Street).

Sunday, August 12.

This is the date for the annual reunion of the Sweetwater Winter Class of 1944. A brunch will be served at the Hyatt Islandia in Mission Bay Park for classmates and friends. Call Wes Reynolds at 225-1063 for further information.



PRAYERS AND CONDOLENCE  
For the family of  
JACK VINCENT LA PORTE

A Charter Member of the Chula Vista Historical Society. To Jerry Lou, his wife and to Ralph and Billie his children, our prayers are with you.



# Southern California Fruit Exchange

THE LARGEST CITRUS FRUIT MARKETING  
ORGANIZATION IN THE WORLD

## OFFICERS:

A. H. NAFTZGER, President and Gen. Mgr.  
F. Q. STORY, Vice-President  
R. H. WILKINSON, Secretary  
JOSEPH L. MERRILL, Cashier

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9

Brands of oranges and lemons  
Controlled by the  
Southern California Fruit  
Exchange February, 1901  
Submitted by David Williams

4

THE Southern California Fruit Exchange was incorporated in 1895. It is a co-operative organization, established by the orange and lemon growers for the purpose of marketing their products. During the four seasons ending with that of 1899-1900, the Exchange marketed nearly 15,000 carloads of oranges and lemons. The gross sales during this period were over \$13,000,000. The system of marketing established by the Exchange is rapidly gaining favor with the growers. During the current season the Exchange will market approximately 9000 carloads of citrus fruits. The Exchange system of selling delivered is not only in favor with the growers, but equally popular with the trade, affording them an opportunity to examine the goods before purchasing. As shown by the following list, the Exchange has its own agents in every important market on the continent, and is prepared through these agents to offer the very best goods at all times.

10



"MELROSE"—Choice.  
(Oranges and Lemons)



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**SAN DIEGO FRUIT EXCHANGE,  
 CHULA VISTA, CAL.**

P. S. BURGER, ..... President.  
 J. D. HAMMONDS, ..... Vice-President.  
 F. B. MERIAM, Sec. and General Manager.

The following associations constitute the San Diego Fruit Exchange:

- CHULA VISTA FRUIT ASSOCIATION,  
 Chula Vista, Cal.
- EL CAJON FRUIT ASSOCIATION,  
 Bostonia, Cal.
- ESCONDIDO ORANGE AND LEMON ASSO-  
 CIATION,  
 Escondido, Cal.
- NATIONAL CITY FRUIT ASSOCIATION,  
 National City, Cal.
- CITRUS ASSOCIATION,  
 Chula Vista, Cal.
- PACIFIC BEACH FRUIT ASSOCIATION,  
 Pacific Beach, Cal.

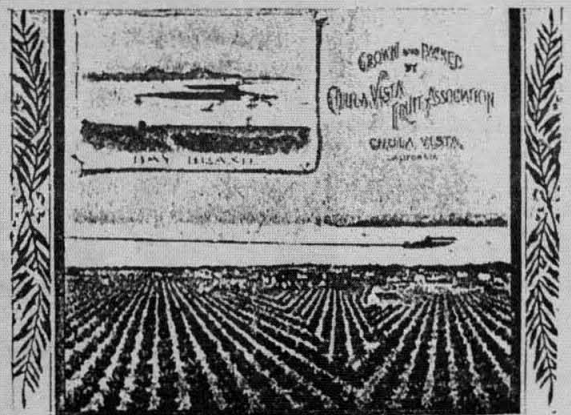


**SAN DIEGO FRUIT EXCHANGE.**

**Chula Vista Fruit Association,  
 CHULA VISTA, CAL.**



**"SILVER GATE"—Fancy.**  
 (Oranges and Lemons)



**"BAY"—Choice.**  
 (Oranges and Lemons)



LETTER FROM DON RICE --

"When I was in the 9th grade at Chula Vista Jr. High School, a group of us worked on a project in an Art Class taught by Miss Dorothy Cook. The Woodshop Class built (as I remember it) what appeared to be a large open book. The two 4' x 8' plywood "pages" were hinged together, painted white, and stood up on the "bottom" (4' edges). For several weeks we stenciled the names of the men from Chula Vista who were serving in the U.S. Armed Forces. The names were in blue paint and alphabetized in columns. As the sad news was learned of a serviceman's death, a Gold Star was added after his name. This "open book" was erected at the east end of the park which is between Third and Fourth Avenues on the north side of Parkway. It faced the corner of Parkway and Third Avenue so that the open side of the "book" faced the pedestrians and motorists.

I am mostly interested in locating a listing of these names. Your organization ought to have a picture of this small, temporary monument in your archives, if we can locate one."

If anyone can give us any information please contact the Chula Vista Historical Society, P.O. Box 1222, Chula Vista, CA 92012 or call 426-1222.

OLD TIMERS' QUIZ--

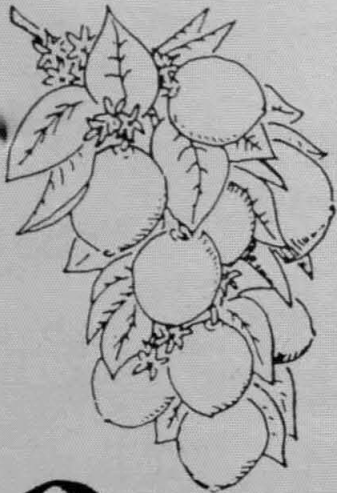
This photograph of Chula Vista Army mothers was taken in 1948.  
Can anyone identify them?



Please send answer to: Chula Vista Historical Society  
P.O. Box 1222  
Chula Vista, CA 92012

or call 426-1222





# chula vista historical society

## Bulletin

Volume 3 No. 4

April 1984

### WELCOME TO OUR NEW MEMBERS

Allen School Parent Teachers Club  
 W. Vernon Cook  
 Jane Spice Ham  
 Al & Vi Hoffower  
 Bill Lester  
 Marjorie M. Miles  
 Laura Miller  
 Georgia E. Nusbickel  
 Pacific Beach Historical Society  
 Edward & Phillis Sheldon  
 Soroptimist Club of Chula Vista/Bonita  
 Southwest Wetlands Interpretive Assn.  
 Esther A. Tyler

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### IN THIS ISSUE

Historic Sites of Chula Vista  
 Historical Site No.1  
 History of the Sweetwater Woman's Club  
 The Electric Car  
 Maps and Stories  
 The Weather  
 We "Dig" Ancestors

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Saturdays, 9:00 a.m. Southwest Wetlands Interpretive Assn. offer nature walks at the Tijuana estuary. Meet at the south end of 5th St., Imperial Beach. Walk covers about two miles over flat ground.

The Chula Vista Historical Society was founded on May 1, 1981 for the preservation of History and heritage of Bonita, Chula Vista, Otay, Sunnyside, and other South Bay communities. The BULLETIN is the official publication of the Chula Vista Historical Society, P.O. Box 1222, Chula Vista, CA 92012.

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### DATES TO REMEMBER

5 April, Thursday, 7:00 p.m. Antiques and Collectibles Group will meet at the San Diego Federal Sav. & Ln. Community Rm., 4180 Bonita Rd. Guest speaker will be Judy Vigil on "100 years in Lamps". Further info. call 479-0874.

21 April, Saturday, 8:00 a.m.-noon? Walk of the Ranchos for John Muir. Historic 12 mile walk for the men who founded the Sierra Club. John Rojas will lead a moderately paced walk over country roads. Bring snack, water and sun protection. Meet at parking lot C.V. Municipal Golf Course, Bonita & Otay Lakes Rd., Bonita. For more info. call 427-7459.

30 April, Monday, 10:00 a.m. to noon. Genealogy Group meet at the C.V. Library Conference Rm.2, 4th & F Sts. The program will be tips for conservation of old photos and samples of pictures taken of old photos. Sharing family legends, genealogies, records. Question & answer period follows. 421-5371.

3 May, Thursday, 7:00 p.m. Antiques and Collectibles Group will have as their speaker Rose Morris on "A World of Miniatures". For further info. call 479-0874.

3 June, Sunday. GOLDEN WEDDING CELEBRATION. Please read "We Dig Ancestors" section for update.

26 August, Sunday. The 3rd Annual All Classes Family Picnic of Sweetwater High School Alumni. Call Don & Etta Bell Rice 287-8057, for further info.



EXCERPTS FROM THE  
HISTORY OF THE SWEETWATER WOMAN'S CLUB  
OR  
"THE WAY WE WERE TO THE WAY WE ARE" 1911 - 1976  
by Loraine Price Howell

The past is only a beginning. Imagine, if you will, our Bonita area and the Sweetwater Valley in the early 1900's. Large and small ranches dotted the landscape with Mt. Miguel always standing guard in the east. Orange, lemon, and walnut orchards were spread out on hillsides, while in the lowland river area, there were truck gardens grown by Chinese and one Greek family.

Because of the size of the ranches, five acres or more each, homes of necessity were far apart. There had been difficult years of drought, depression, freezes, trouble with water irrigation, and these problems drew the residents together.

In 1911, a few women in the valley decided it would be a good idea to form a club, although a few of them had been meeting occasionally to sew. Sixteen ladies were present for the first meeting at the home of Mrs. Charles Higgins, whose ranch was just west of the present Lomacitas Lane. Mr. Fred Higgins, living in Sunnyside, is her son. Mrs. George Norton, acting as chairman, called for nominations. Mrs. W.E. Bellinger was elected president; Mrs. M.L. Strong, secretary and treasurer. The Sweetwater Woman's Club was the name unanimously chosen, and their colors were lavender and white. A motion was made and seconded that a membership fee of twenty-five cents per year would be charged.

The first meetings of the club were held in the homes of members, but from the beginning they had a dream of building their own clubhouse which could be used by the whole community. To this end, a holding corporation was formed called the Sweetwater Country Club and officers for that were elected. These officers were all members of the Sweetwater Woman's Club. Mrs. R.C. Allen was president; Mrs. M.L. Strong was vice-president; Mrs. George Norton, secretary; and Mrs. Charles Scott, treasurer. All the monies raised by the Sweetwater Woman's Club were given to the Sweetwater Country Club. These ladies set out to sell shares in the projected clubhouse at five dollars a share, and they canvassed all parts of Bonita and Sunnyside; the business community and of course, husbands, until \$800 had been collected. Members of the Sweetwater Woman's Club, by means of socials, dinners, bazaars, etc., added another \$200, and in those days \$1000 was enough to build quite a clubhouse. It was built on Bonita Road just west of the present Central Avenue. The outside was frame and inside there was a large hall with a stage for plays and small concerts, a kitchen and room for storage. Chairs and tables were donated or purchased so gradually the building was adequately furnished and the whole area joined in the excitement.

But alas! Just as the clubhouse was becoming a very real entity in the community, along came the flood of 1916. After days of torrential rains, the sides of the Sweetwater Dam gave way, pouring down tons of water which devastated the valley. The beloved clubhouse was picked up and born towards the bay along with all its contents; piano, kitchen equipment, chairs, stage and county library. Nature has dealt savagely with the affairs of men and women.

Soon after the flood there was a meeting at the home of Mrs. R.C. Allen where the project of working towards a new clubhouse was discussed. Mrs. Allen made a motion, "The Sweetwater Woman's Club women never say die." It was carried. And they began immediately with plans to rebuild.



WOMAN'S CLUB contd.

Committees were appointed in 1933 to select land for the new clubhouse. This planning committee consisted of Mesdames Graham, Kretchmer, Anderson, Cram, and Schneider. Several sites were being considered when the valley's fruit company gave them a site in a eucalyptus grove on the north side of the valley. Mrs. Violetta Lee Horton engaged the youthful and enthusiastic Clifford Mays as architect who later became famous for plans of homes called California Haciendas. Somehow, at the proper time, money poured into the till - \$1000 was anonymously loaned to the club to be repaid without interest. Others gave \$100 or less. The Sunnyside Friendship Club gave a dance which netted \$275. And probably the greatest event of all was a Horse Show at the Winsor Ranch.

It was exciting to watch the dream house come true on the beautiful site. The building committee consisted of Mrs. Violetta Horton, chairman; Mr. Al Swanson, and Miss Jessie Hammond.

The completely furnished clubhouse was opened for the first meeting in June 1934. Charter members present were: Mrs. R.C. Allen, Mrs. C.W. Scott, Mrs. DeWitt Williams, Mrs. Anna L. Strong, Mrs. George Norton, Mrs. Charles Higgins, and Mrs. George Campbell. Mrs. Allen suggested that the secretary draft an expression of the great appreciation to all who had given so generously of their time, talents, energy, and material wealth, and that this be signed by all members present, and that copies be sent to Mrs. Horton, the Sweetwater Fruit Company, Mr. Al Swanson, and Mr. George Campbell.

Any organization, of course, is the sum total of all its experiences. Our Sweetwater Woman's Club is wrapped up in the history of this valley. As it has changed with the times, so have we. Weaving in and out are winds great and small, all having their influence on our lives.

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## THE WEATHER

by Alf Lansley

It is told that the first settlers at San Diego planted seed along the edge of the San Diego River at the base of Presidio hill, in 1769 and that their crops were washed out. Next year they planted further up the hill and as it was a dry year, their crops perished from drought. This experience is typical of southern California winter weather. As the rainy season is here, what can we expect? Worry about weather was always with the dry land farmer.

For many years I made my living as a dry land farmer, therefore I became very weather conscious. Flood years and dry years have existed as long as the first settlers have known California. There were seven dry years between 1897 and 1904, 1905 rain was copious 15.25 inches, 1906 - 15.75 inches, 1914 - 16.35 inches and 1916, when we had the big flood, we had 12.55 inches, but it all came in January and in half of February, it was a dry year for the dry land farmer, "no more rain that year."

In 1921 we had 18.15 inches, in 1925 - 17.30 inches, in 1937 - 16.25 inches. These rains all soaked into the ground, and in 1941 we had a real wet year 25.97 inches and it all soaked in with no run-off at all.

We have also had many dry years since the turn of the Century, 1904 - 4.40 inches, 1913 - 5.97 inches, 1956 - 4.52 inches, 1924 - 5.66 inches, 1934 - 4.26 inches, 1951 - 5.92 and the driest year of all, 1961 - 3.46 inches.

These measurements were taken on the San Miguel Mesa, at Cockatoo Grove, and where the Southwestern College is located now.

Besides farming large dry acreage, I also grew lemons. When Chula Vista and Bonita, and the rest of Southern California grew 90% of the lemons sold in America, and when the temperature dropped below 28 degrees, I was a very busy man lighting smudge pots in the lower cold parts of my lemon orchard. Heavy freezes occurred in Southern California in 1913-1937-1947 and 1949.

On January 10, 1949 a freak snow fall whitened Fallbrook, Escondido, and Ramona. Snow even fell as far south as table land in Mexico and the Coronado Islands, San Miguel Mountain was white with snow. Again December 11th and 12th in 1949, and November 11th and 12th in 1950 there were freezes throughout the southland.

Usually El Cajon and Escondido valleys have double the rainfall of Chula Vista, Bonita or San Diego. So far this year we have had very little rain in our three rainy months, January, February, March. Is this going to be a dry year?

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# Chula Vista

## Invites You

# SATURDAY

SEPT. 29, 1916

To visit San Diego's attractive suburban town, the center of the county's most productive Citrus Fruit Section, and take part in its celebration of the

### Inauguration of Street Car Service To and From San Diego

All Chula Vistans will unite in providing entertainment for visitors coming out over the new line from San Diego, National City and all other points. Free auto ride to points of interest in and near Chula Vista.

### Open Air Band Concert Free Refreshments

1:30 Until 5

### Saturday Afternoon

Electric cars leave from Third and Broadway at 12:45 and 1:25 p. m. Returning leave Chula Vista at the conclusion of the afternoon program.

Special Round Trip Tickets  
At 213 Broadway  
Adults 25c Children 15c

The Chula Vista Historical Society thanks Ralph Forty of the San Diego Historical Society for sharing his research material of streetcars with us. This is the first of two parts. Part two will be in the May issue of the Bulletin.

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Alden Davidson remembers the streetcar driver would stop, if asked, at the post office so patrons could check on their mail.

The Davidson home and orchards were located where the Chula Vista High School is today.

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Do you have a streetcar story to tell? Please submit for the next Bulletin by April 20th



CHULA VISTA TO CELEBRATE REGUILDING  
OF ELECTRIC LINE

Sept. 29, 1916

Regular Service Between San Diego and Suburban City Will Be Established Sunday; Schedule of Cars Announced; Special Arrangements for Tomorrow's Program.

Chairman Warner Edmonds, in charge of the celebration tomorrow afternoon at Chula Vista, reported yesterday that all arrangements had been completed for the entertainment of the crowds expected to make the trip to the pretty suburban city on the new line of the San Diego Electric Railway Company.

The celebration is to commemorate the inauguration of regular car service between San Diego and Chula Vista Sunday.

The old line, at least a great portion of it, formerly operated by the San Diego & South Eastern Railway Company, was destroyed by the heavy washouts last winter, entailing a tremendous loss to the company and completely severing street car connection between San Diego, National City and Chula Vista.

The rebuilding of the line has been completed over a new and more direct route and cars will pass the monster potash plant of the Hercules Powder Company, and within close view of the big salt works of the Western Salt Company. The line will traverse some of the most attractive country in San Diego county, including hundreds of acres of lemon groves and beautiful suburban homes.

Regular service will begin Sunday, but on account of the celebration to be given by Chula Vista residents tomorrow, to which everybody is invited, the San Diego Electric Railway Company will operate two-car trains leaving Third and Broadway at 12:45 and 1:25 pm. These cars also will carry all who wish to go to Chula Vista from National City. The company also will put into effect a special round-trip ticket good for tomorrow only at 25 cents for adults and 15 cents for children. Those tickets may be purchased at 213 Broadway.

A free automobile ride in and around Chula Vista will be enjoyed by passengers immediately on their arrival at Third Street, Chula Vista. The auto tour will terminate at the new \$35,000 schoolhouse, where an open-air band concert will be given.

The Chula Vista Yacht Club and Woman's Club will keep open house all afternoon to welcome visitors. Light refreshments will be served free, which include among other dainties, lemonade made from the choice product of Chula Vista and vicinity, sandwiches, etc.

Beginning October 1, the following week-day service is announced by the San Diego Electric Railway Company: Forty-minute service will be maintained between Third and B Streets, San Diego, National City and Chula Vista from 6 to 8:40 a.m. and 3:20 to 6:40 p.m. A forty-minute service will be operated from Fifth and Broadway to National City with transfer at Thirty-first street and National avenue, and an hour and twenty minute service to Chula Vista from 9:19 a.m. to 3:19 p.m. and 7:19 to 11:19 p.m. the last car, however, making connection for Chula Vista leaving at 10:59 p.m.



ELECTRIC LINE contd.

For the potash plant cars will leave Third and B streets daily including Sunday, via Market, Sixteenth street and Logan avenue, at 6:50 a.m., 2:50 p.m. and 11:50 p.m. taking care of the three shifts of employes at the plant. Through car service will be given. Cars leave potash plant at 8:45 a.m., 4:45 p.m. and 12:40 midnight for Third and B streets.

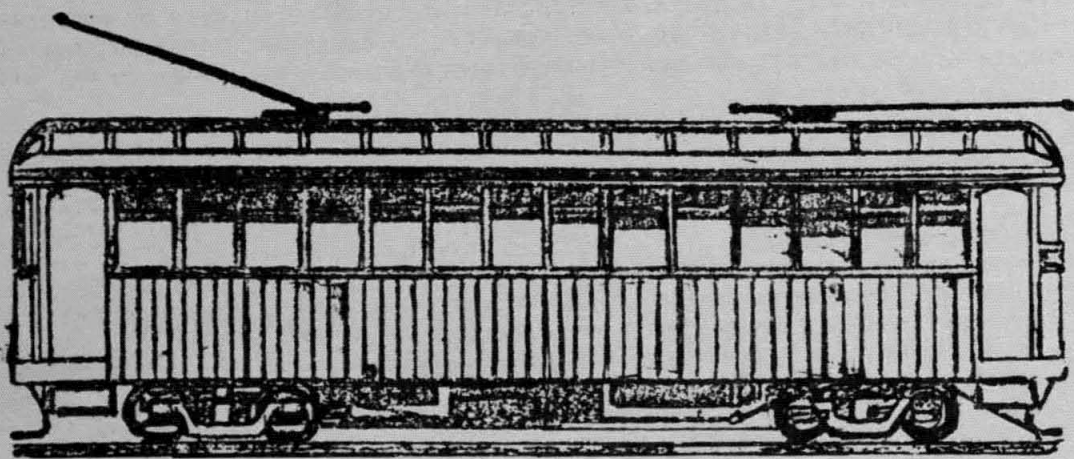
On Sundays there will be forty-minute service between Third and B streets, San Diego, National City and Chula Vista from 6:40 a.m. to 6:40 p.m. and a forty-minute service between Fifth and Broadway, San Diego, and National City, transferring at Thirty-first and National, and an hour and twenty minute service to Chula Vista from 7:19 to 11:19 p.m. the last car making connection for Chula Vista leaving at 10:59 p.m.

Northbound week-day service will be a forty-minute headway leaving Chula Vista from 5:40 a.m. to 9:40 a.m. and from 9 to 7:40 p.m. during which time passengers will transfer at Twenty-fourth street, National City. From 9:40 a.m. to 3 p.m. and 7:40 p.m. to midnight an hour and twenty minute headway will be maintained, passengers transferring at Thirty-first street and National avenue to No. 1 cars. A forty-minute service will be in effect from National City to San Diego from 6 a.m. until midnight.

Northbound on Sundays there will be a forty-minute headway from Chula Vista commencing at 7 a.m. and until 7:40 p.m., passengers transferring at Twenty-fourth street, National City. From 7:40 p.m. to midnight an hour and twenty minute headway will be operated, passengers transferring at Thirty-first street and National avenue to No. 1 cars.

A forty-minute service will be in effect, National City to San Diego from 6:40 a.m. until midnight.

Full information regarding one-way round-trip and commutation rates may be obtained at the company's office, 213 Broadway, San Diego, National City and Chula Vista.





CHULA VISTA CAR SERVICE TO HAVE PREMIER SUNDAY

Sept. 29, 1916

Citizens of Pretty Suburb Will Entertain Visitors With Auto Rides to View Points.

The residents from Chula Vista and vicinity will unite in entertaining visitors who go to that place Saturday by the newly finished electric line over which the San Diego Electric Railway Company will inaugurate regular service to and from Third street and Broadway, Sunday.

Warner Edmonds has been placed in charge of affairs for the day and the following committees have been appointed and will perfect plans to show visitors a merry time Saturday afternoon: Entertainment committee, Gregory Rogers, T.J. H. McKnight and Max H. Cook; automobile committee, Karl H. Helm and C.A. Vance; finance committee, J.A. King; refreshment committee, Charles M. Moore, Mrs. W. R. Edwards and Mrs. F.M. Grace.

The entertainment already decided on and for which arrangements have been completed include a free auto ride for streetcar patrons of San Diego, National City and other points around Chula Vista, including the lemon groves and packing houses nearby. The autos will meet cars arriving from San Diego and National City about 1 o'clock and the trip will terminate on the grounds of the new \$35,000 school house.

An open-air band concert will take place immediately after the auto tour. Both the Chula Vista Yacht Club and Women's Club will keep open house all afternoon and light refreshments will be served free to visitors.

A tariff has been issued by the traffic department naming a round-trip rate from Third street and Broadway to Chula Vista, good Saturday only, of 26 cents for adults and 15 cents for children. Special cars will leave Third street and Broadway for Chula Vista Saturday at 12:45 and 1:25 p.m. Returning cars will leave Chula Vista after the program.

Details regarding the regular service to and from Chula Vista which begins Sunday as well as single, round trip and commutation rates will be published in a day or two.

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TO OPERATE CARS FOR FIRST TIME

Nov. 1, 1908

Passenger Service to Be Inaugurated Today on New Line to Imperial Beach.

Cars will be operated today for the first time carrying passengers over the new car line which is being constructed by the South San Diego Investment company from the head of the bay to Imperial Beach. Although passengers will be transported between the two points today, the finishing touches yet remain to be applied to the road, but it is expected that it will be fully completed this week.

E.W. Peterson, general manager of the South San Diego Investment Company, reports that activity along car lines continues at South San Diego and Imperial Beach.

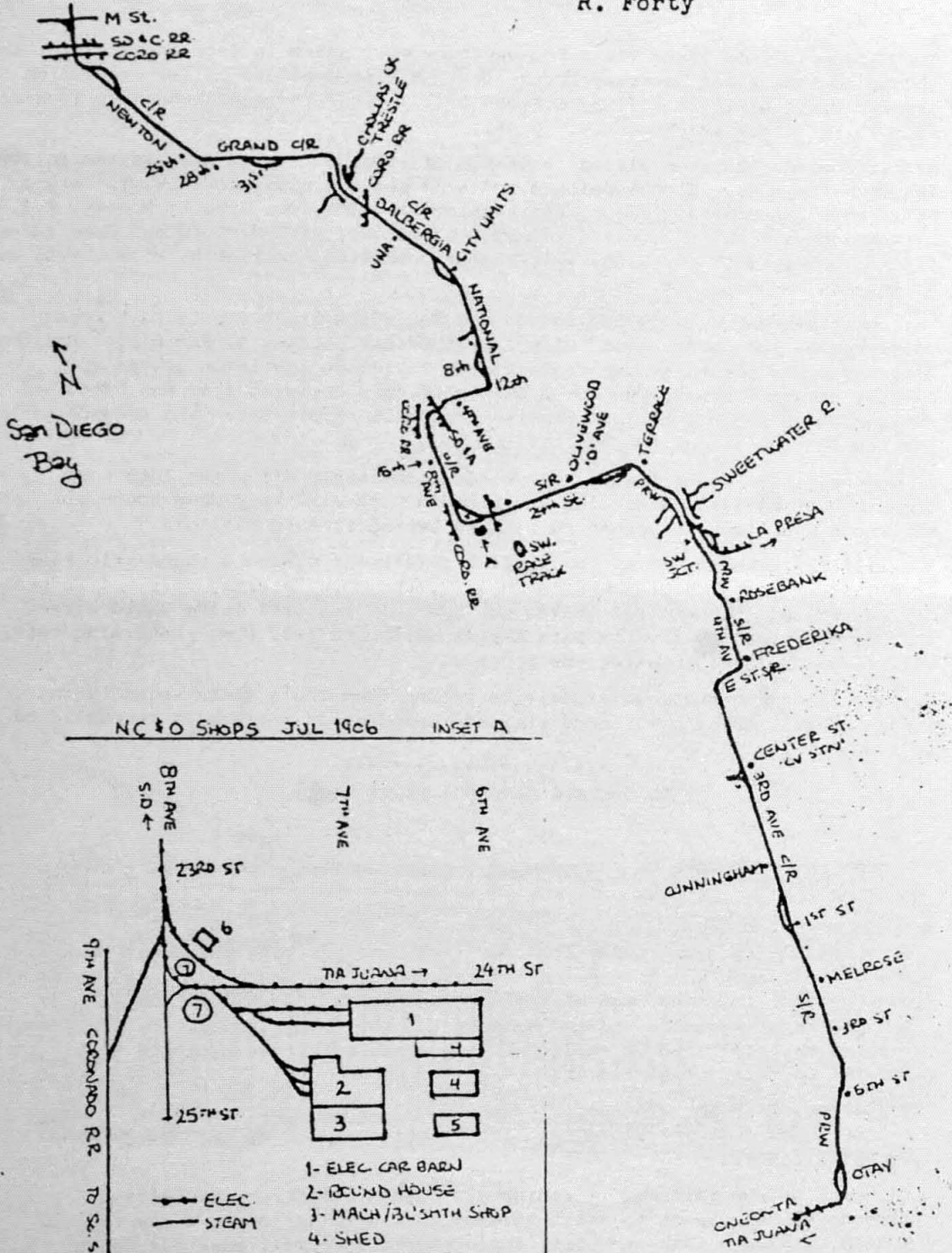
"As soon as the railroad is finished," said Mr. Peterson yesterday afternoon, "we expect to start work on the installation of a sewerage system, a plunge tank and other improvements that will make our beach one of the most attractive resorts around the bay."

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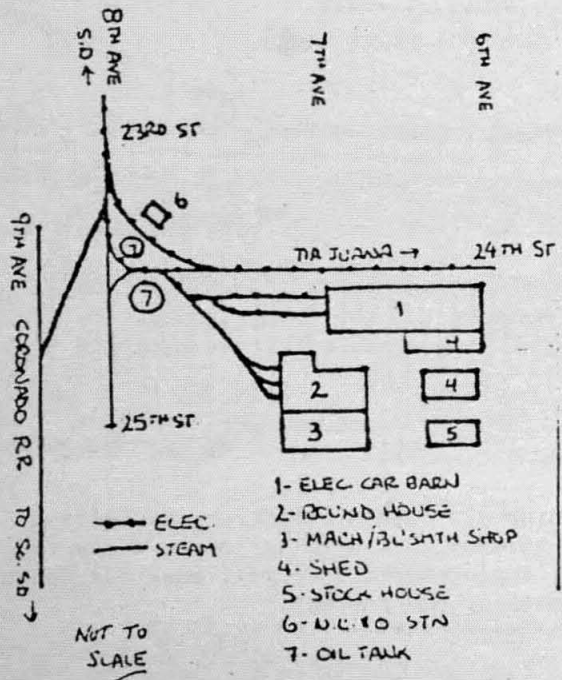


Interurban Line  
Pre-1916 Flood

Not to Scale  
1/84 rev.2  
R. Forty



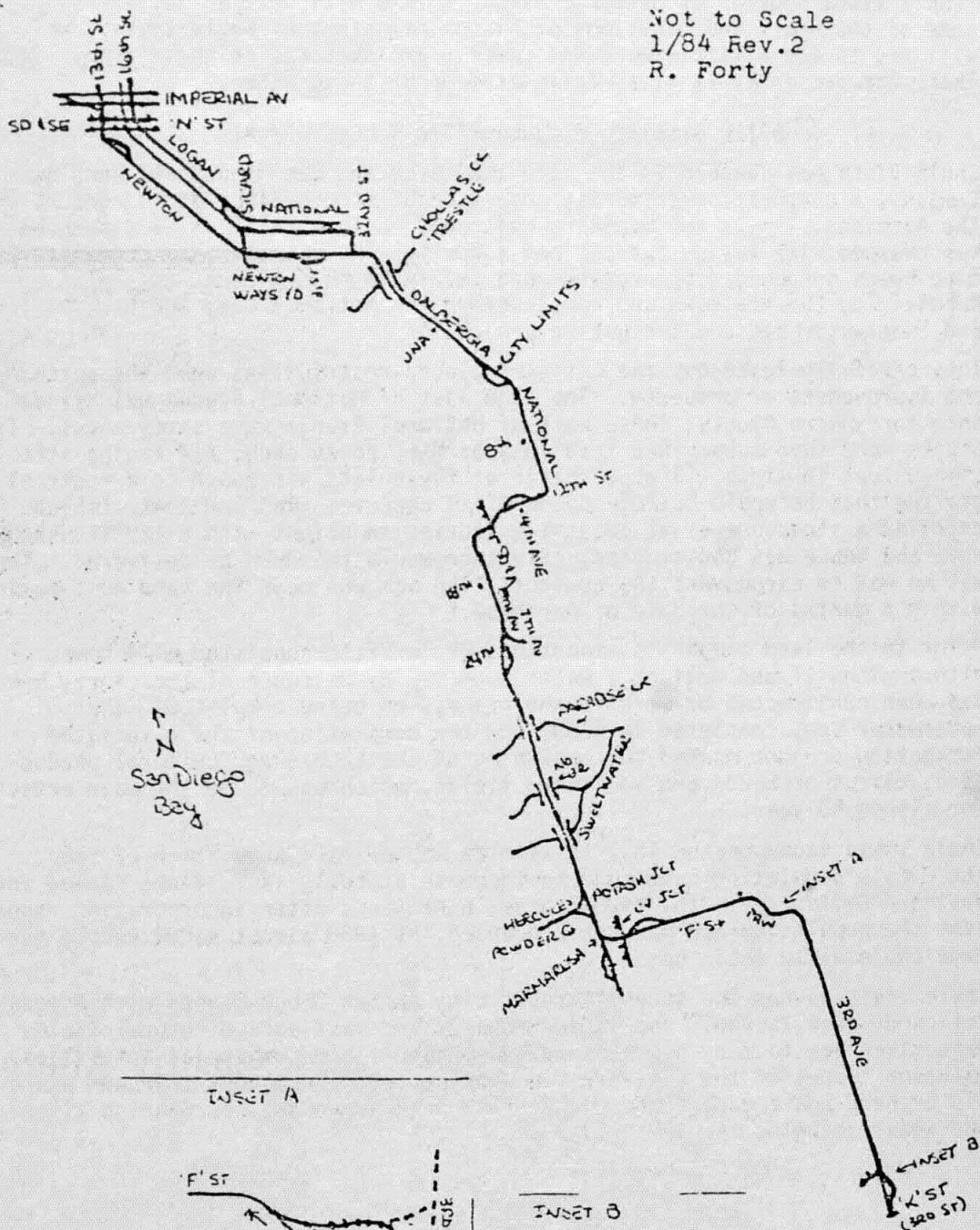
NC #0 SHOPS JUL 1906 INSET A



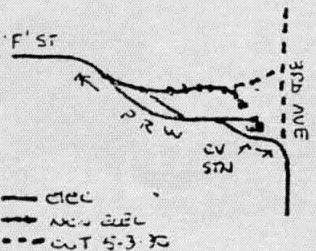


SDERY MC/CV Service  
Post 1916 Flood

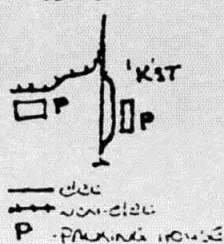
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1/84 Rev.2  
R. Forty



INSET A



INSET B





## HISTORIC SITES OF CHULA VISTA

The City of Chula Vista has given us permission to reprint in our Bulletin, "Chula Vista Booklet of Historic Sites". This will tell a little about some of the homes and locations of historical sites of Chula Vista. We will try to add a little more information and sketches to their story. There are presently 11 sites designated or historic sites.

### BRIEF HISTORY OF CHULA VISTA'S DEVELOPMENT

Chula Vista was founded in the late 1880's by the San Diego Land and Town Company, a corporation primarily comprised of stockholders and directors of the Atchison, Topeka and Santa Fe railroad. Colonel William G. Dickenson was charged with laying out the new townsite. He visualized a community of fine homes surrounded by orchards and set forth to implement this plan by subdividing the new town and constructing the National City and Otay Railroad and Sweetwater Dam and irrigation project.

They carefully laid out the City and placed restrictions upon the purchase and improvement of property. The land east of National Avenue was divided into forty acre blocks; those west of National Avenue were sixty acres. The blocks were then subdivided into lots of five acres each, all facing streets eighty feet in width. The purchaser of these lots was bound to a contract stating that he would build a house of an approved plan and taste (which entailed a structure of at least 1-½ stories in height with a 125 ft. setback). When the house was constructed, only then would the deed be delivered. There was no way to circumvent the contract; "The man who buys the land must build within 6 months of the date of purchase."

Prior to the land company's promotion, Chula Vista consisted of 4 homes with a windmill and well as a water supply. By December of 1887 forty homes had been constructed or were in the process of being completed. The Sweetwater Dam, completed in 1888, and the completion of the associated irrigation project marked the beginning of the area's agricultural production, citrus orchards and vegetable fields, which was to be the main activity for almost 50 years.

Chula Vista incorporated in 1911 with an approximate population of 550. The City's population continued to increase steadily as settlers flowed into Southern California. The 1920 census, nine years after incorporation, shows that the population had more than doubled, by 1930 almost 4,000 people had made Chula Vista their home.

Chula Vista is now the second largest City in San Diego County with a population of over 75,000. The large orchards and vast agricultural fields have given way to many new housing developments and commercial activities. Although traces of the City heritage can be seen throughout the town where old orchard house gables and gingerbread peak above the new Spanish tiles and shake shingles.



HISTORICAL SITE NO. 1

GREG ROGERS HOUSE

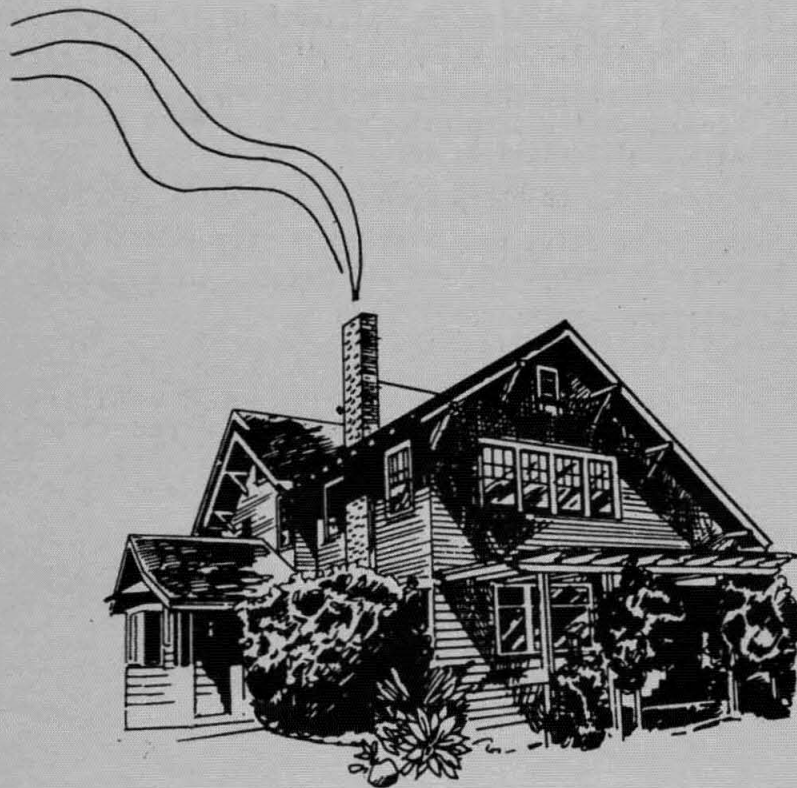
Formerly at 699 "E" Street

Gregoire Rogers and his family migrated west from Ohio in 1909. They settled in Chula Vista and built their home, "Bay Breeze", at 699 "E" St. in 1910.

When Chula Vista incorporated in 1911, Greg Rogers was elected to serve as one of the City's first councilmen. Shortly thereafter, he and Warner Edmonds founded the community's first financial institution, the People State Bank of Chula Vista.

The Greg Rogers school and adjacent community park, east of Oleander Avenue, were named in recognition of Mr. Rogers and his contributions to the City's early development.

Saved from demolishing by the Mayor and City Council for restoration, it can be seen from the I-5 freeway at the "E" Street turnoff or drive to the back of Cabrillo Lanes, 740 "E" Street where it is being stored temporarily on City property.





### CHULA VISTA - HISTORICAL SITES

The City of Chula Vista is interested in identifying and assessing historical sites for possible inclusion in the City Historical Site Register. These sites are important to the City's heritage and deserve to be identified, preserved and protected. Visitors to the City may also find these sites to be of interest. To accomplish this task, the help of the Chula Vista residents is requested.

The criteria for site consideration has been established by the City. Eligibility may be determined based upon the following:

1. Bears a relationship to overall heritage on a local, state or national basis. The Mission of San Diego, for example, is local but is also part of a state-wide system that is recognized nationally.
2. Relates to a historic personage who played an important role historically, on a local, state or national basis. However, the individual need not be known nationally, as long as it was someone who made a significant contribution on a local basis. Ideally, this includes a site where the individual lived or where a noteworthy historical contribution or achievement took place.
3. May be a site where an important event took place. This would be an event symbolic of a phase of history that could reach the national level. The site of the signing of a historic document, for example, will satisfy this criterion.
4. The site should have distinguishing architectural characteristics which are identifiable. This includes structures of a particular architectural style recognizable today.
5. The site may be archaeologically significant in its association with pre-history of the area. A site demonstrating existence of an ancient community (Indians indigenous to the area, for example) could satisfy this criterion.
6. Has integrity. This is where the site continues to have evidence of the original features. Enough of the original structure or site is intact to be distinguishable as having historical value.

Qualifications, therefore, may be based upon one or more of the above.

Anyone having information relative to a historical site is asked to contact the Chula Vista Resource Conservation Commission, \_\_\_\_\_

Attention Harry K. Griffin, Commissioner.  
P.O. Box 1087, Chula Vista, CA 92012



## Change in Sunday Car Schedule

# POTASH SPECIALS

National City, Chula Vista Line

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On Sunday, September 1 (tomorrow), on account of change in shifts at the Potash Plant, the present week-day schedule on National City, Chula Vista Line and Potash Specials will be in effect, beginning at 7:07 a.m. from Chula Vista and 6:39 a.m. from Union Depot, San Diego.

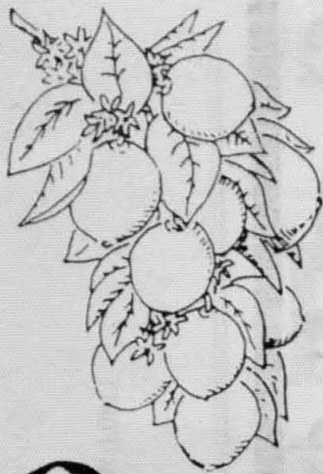
These cars now operate to and from Union Depot via Broadway and Third streets.

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**SAN DIEGO ELECTRIC  
RAILWAY COMPANY**

1918





# chula vista historical society

## Bulletin

Volume 3 No.5

May 1984

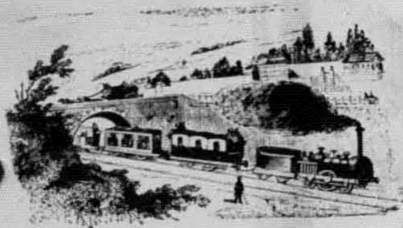
### WELCOME, NEW MEMBERS!

Charles L. Austin  
Nina J. Bergeron  
Francis J. & Barbara W. Glenski  
Gerald L. & Virginia E. Hatz  
Leila Reynolds King  
Arren H. Lawrence  
Donald E. & Dawn M. Stell  
David W. Williams

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### IN THIS ISSUE

Streetcars - Part Two  
Chula Vista Map - 1930  
Recalling The Electric Trolley  
We "Dig" Ancestors  
Historic Workshop  
Railroad Nicknames



The Chula Vista Historical Society was founded on May 1, 1981 for the preservation of History and heritage of Bonita, Chula Vista, Otay, Sunnyside, and other South Bay communities. The BULLETIN is the official publication of the Chula Vista Historical Society, P.O. Box 1222, Chula Vista, CA 92012.

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### DATES TO REMEMBER

3 May, Thursday, 7:00 pm. Antiques and Collectibles Group will have as their speaker Rose Morris on "A World of Miniatures". Further info. call 479-0874.

12 May, Saturday, 10:00 am - 4:00 pm. City Hall Plaza Historic Photograph Display, 4th Ave. & F St. Chamber Of Commerce 5th Annual Business Salute Chula Vista Fair. Further details see inside page.

21 May, Monday, 10:00 am - Noon. Genealogy Group, C.V. Library Conf. Rm.2. NOTICE: Meeting held 3rd Monday due to holiday.

26 May, Saturday, 9:30 am - 11:30 am. Historic Site Survey Workshop. Speaker: Karna Webster. Glendale Fed. Comm. Rm., 352 H St. RSVP by May 23. Call John or Mina Rojas - 427-7459. See inside page for further info.

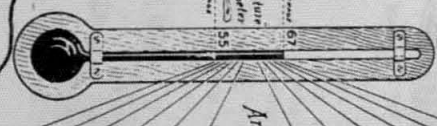
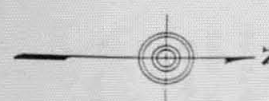
3 June, Sunday. GOLDEN WEDDING CELEBRATION.

26 August, Sunday. The 3rd Annual All Classes Family Picnic of Sweetwater High School Alumni. Call Don & Etta Bell Rice - 287-8057 for further information.

Saturdays, 9:00 am. Southwest Wetlands Interpretive Assn. offer nature walks at the Tijuana estuary. Meet at the south end of 5th St., Imperial Beach. Walk covers about two miles over flat ground.



INTERNATIONAL BOUNDARY MONUMENTS  
 SAN DIEGO, CALIFORNIA  
 5000 000 BEACH RESORT



**FOR DETAIL INFORMATION ABOUT**

- Avocados, Celery, Tomatoes, Water, Cattle raising,
- Citrus fruits, Cattle, Horses, Beans, Barley,
- Wheat, Hops and Flowers, Almonds and Food,
- Crabs, Poultry and Live Stock Raising, Touring,
- Business, Openings, Industrial Sites, Points of
- Scenic and Historical Interest, Residential
- Advantages, Recreational Advantages.

See (Howey) Call Home, Alameda

**CHAMBER OF COMMERCE**  
 P. O. Box 810  
 CHULA VISTA, CALIFORNIA



W E X I C O

DEER AND QUAIL HUNTING

OTAY MESA  
 DEER AND QUAIL HUNTING

LAKE AND QUAIL HUNTING

LAKE AND QUAIL HUNTING

LAKE AND QUAIL HUNTING

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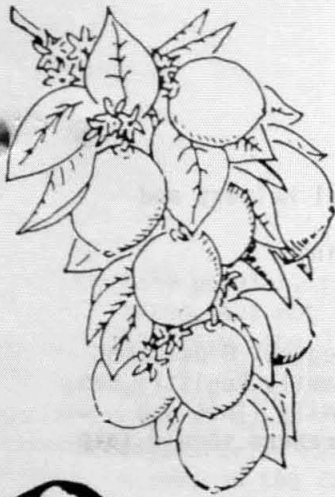
INTERNATIONAL BOUNDARY

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INTERNATIONAL BOUNDARY

INTERNATIONAL BOUNDARY

INTERNATIONAL BOUNDARY



# chula vista historical society

# Bulletin

Volume 3 No.6

June 1984

## WELCOME NEW MEMBERS!

Robert & Joyce Beardsley

Ray Beeman Sr

John P. Billon

Lee & Sonnie Burch

Eddyth Campbell

Harlan Case

Robert & Patricia Case

Frank & Bente Chaboudy

CHULA VISTA REPUBLICAN WOMEN'S CLUB

Marian Erickson

Janice V. Hughes

Kay Keagy

Lee & Norma McCumber

Annabel Hatz McNamara

James B. & Nancy Michel

Lena D. Murch

Jovita Proctor

John Stone

Marshall B. Wilkinson

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## IN THIS ISSUE

### Part One

History of the Chula Vista Police

Department 1911 - 1956

Tent City

Golden Wedding Day

Precious Memories of South Bay Union

Friends Indeed!

The Chula Vista Historical Society was founded on May 1, 1981 for the preservation of History and heritage of Bonita, Chula Vista, Otay, Sunnyside, and other South Bay communities. The BULLETIN is the official publication of the Chula Vista Historical Society, P.O. Box 1222, Chula Vista, CA 92012.

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## DATES TO REMEMBER

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20 June, Wednesday 6:00 p.m. Historic Survey Site Group. Chula Vista Library Conference Rm.1, 4th & F. For further info. call John Rojas - 427-7459.

25 June, Monday 10:00 a.m. - Noon Genealogy Group, Chula Vista Library Conference Rm.2.

4 July INDEPENDENCE DAY

5 July, Thursday 7:00 p.m. Antiques and Collectibles Group will have as their speaker Jane Elliott. Her topic will be "Teddy Bears".

26 August, Sunday. The 3rd Annual All Classes Family Picnic of Sweetwater High School Alumni. Call Don & Etta Bell Rice - 287-8057 for further information.





THANK YOU

- To: Bill and Meneva Latham for the donation of Genealogical Helpers and call May Stone.  
To: Helen DeVore for bringing the cookies to the May meeting.

NEW FAMILY REGISTRY

New service available offered without charge by the Genealogical Department of the Church of Jesus Christ of Latter-Day Saints. The Family Registry can help you find others who are doing research on the same family lines you are working on. For a form, see SanDee. All active researchers should take advantage of this free service!

KENTUCKY FAMILIES FROM VIRGINIA

If you are researching western Virginia, southwestern Pennsylvania and eastern Kentucky: Then you need to check the Samuel M. Wilson Collection in the Mormon Library (or your local branch library) in Salt Lake City. The collection includes families from Washington, Woodford, Fayette, Madison, Bourbon, Clark, and other in Kentucky. He has done a lot of research in Augusta Co., Virginia where many of these families originated. Information is filed alphabetically by surname as follows: Adair-Bell film no. 174,919: Bell 174920; Boone - Campbell 174-921; Clements-Hart 174-922; Gist - Hall 174,923; Hankins - Menefee 174,924; Mills-Washington 174925; Washington - Wilson and Misc. 174-926; plus Bedford and Botetourt counties, Va. and Greenbrier Co., W.Va. 174927; Wilson family notes 174,928.

WORLD WAR 1 RECORDS

Almost every male resident of the U.S. born between the years 1873 and 1900 was required to register for the draft. Registration cards contain birth date, race, citizenship, occupation, employer, nearest relative, marital status and sometimes more info., are stored at various Federal Archives and Records Centers. The Chicago Branch of the Archives has the cards for W. Virginia and Wisconsin. Kansas City temporarily has Or., Puerto Rico, R.I, UT, VT, WA, & WY. The Fed. Records Center in E. Point, GA. has IL, MI, NY, OH, and most other states. If the state being searched is not listed here, it is suggested that an inquiry be directed to the East Point Center as to the location of the needed records.

Staff Archivists at the Fed. Rec. Centers will conduct a search for an individual registration card if Provided with the complete name and address where the individual was living at the time. If the name is not common and the individual lived in a rural area, a county may be sufficient information, but if he lived in a large city, a street address is necessary. You will be billed when found and upon receipt of payment, a photocopy of the original card will be sent to you.

PILL MAKER

It wasn't until 1863 that Americans started to take their medicines in the form of commercially made pills. Jacob Dunton, a Philadelphia wholesale druggist, originated the pill making machine.

REMEMBER . . . . "Old genealogist never die - - they just lose their census."

## REMINISCENCE

By Alf Lansley

### TENT CITY

Many popular, familiar places have vanished from the Southern California scene, but not from my memory; such havens of delight as Tent City of Coronado, the Otay Watch Factory, the Marston Store of San Diego and Chula Vista, and Holzwassers, The Golden Lion Tavern, where I lingered often, Morgans Cafeteria, and Hamiltons wonderful store. I must also mention Charles Hardy's large butcher shop at Fifth and E streets, San Diego, and also Charles Hardy's slaughter house at Old Town, where we often drove our steers in the fall from Cockatoo Ranch for slaughter, along with an old cow or two who had lived beyond their reproductive years.

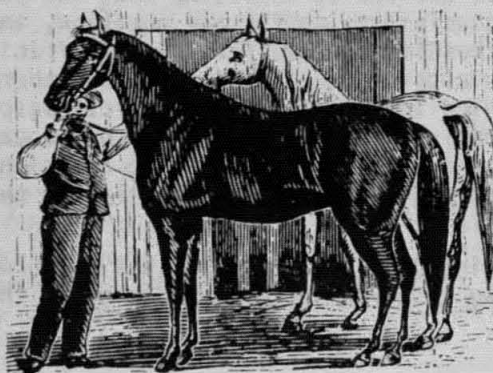
I also have very warm memories of how the three Lansley boys rode horseback from Cockatoo Grove to Tent City every fourth of July to celebrate our Independence Day holiday. We went via Telegraph Canyon, (in those days all roads were adobe). When we were out of the canyon, we would take to "short cut trails" toward Otay to within sight of the Watch Factory, then Palm avenue around the head of the bay onto the Strand.

The Silver Strand road was all sand in those beautiful early days. Riding horseback along the Silver Strand was delightful with the bay on one side and the breakers rolling in on the other. Just south of Tent City we found a large corral equipped to water and feed our horses. Many people were already there from the back country and many were coming across the bay by ferry and riding the electric cars, the length of Orange avenue through Coronado, past the Hotel Del Coronado to Tent City.

There was plenty for us boys to do, the nickelodeon was a favorite, for a "nickel" we could spend a lot of time there. The bath house on the bayside was another, for a dime we could rent a bathing suit and a place to change and stay as long as we liked, and the foot-long hot dogs for a nickel imagine a large banana split with three kinds of ice cream for a dime, and many, many other goodies.

We would of liked to stay for the fire works display, but "home on the ranch" there were cows to milk, horses and mules to water and feed, and many other chores to do, so we had to leave for the long ride home. When we hit the sack that night, we had wonderful dreams of a delightful day at the one and only Tent City just south of the Hotel Del.

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Part One  
HISTORY OF THE CHULA VISTA  
POLICE DEPARTMENT  
1911 - 1956

The birth of a new city is, and has always been, an interesting event. Such an event took place on October 17, 1911 when the little community to be known as Chula Vista, California incorporated, taking its first steps toward becoming an independent City.

A standing committee, under the supervision of a Board of Trustees, was organized and maintained for the purpose of establishing and enforcing a Code of Public Health and Morals. This was the first move to set up a form of law enforcement.

On November 28, 1911, Darwin Black was appointed City Marshal, and by this action, became the new city's first law enforcement officer. With a new officer appointed, it was necessary that a code of laws, or in this case, ordinances be adopted. On January 13, 1912 Ordinance prescribing and designating "where persons sentenced to imprisonment for violation of any ordinance of the City of Chula Vista shall be imprisoned." (Ordinance No.4). The record fails to indicate the location of any place of incarceration so we can only assume that the location was top secret or there were no violators to be incarcerated.

City Marshal Black chose to abandon his career as a peace officer and resigned the position he held, on February 23, 1912. If the duties of his office were as numerous and the salary as little as the next few years indicated by the record, we are reasonably satisfied that Mr. Black resigned for a good reason. Mr. John Schussler was appointed on May 7, 1912 to fill Mr. Black's unexpired term as a salary of \$25.00 per month. Mr. Schussler also decided he would never get rich this way and resigned the position on October 1, 1912. At this time, it seemed that with a growing city, it would be necessary to collect some taxes so upon Mr. Schussler's resignation, Mr. C.A. Sumner was appointed City Marshal and Tax Collector.

On November 6, 1912, a resolution was passed which allowed "that in case a volunteer Fire Company be organized in this City; said Company to consist of not more than ten members besides the City Marshal, (said City Marshal has now become Fire Chief also) the City will pay to each of such members, the sum of two dollars for every fire attended by him, provided (we knew there would be a catch in this somewhere) that such member shall have attended fire practice and drill, prior thereto at least once a month; under the direction of the City Marshal. City Marshal C.A. Sumner convinced the powers that be, that help to carry out this extended program was needed and appointed H.G. Sumner as Deputy Marshal. On April 11, 1914, City Marshal Sumner submitted his resignation which was accepted on May 5, 1914. The Board of Trustees may have decided at this time that the position of City Marshal did not carry enough responsibility to fit the position, and passed a resolution that after May 5, 1914, the City Marshal shall be ex-officio custodian of the Fire House and Fire apparatus, also of election booths and other election supplies; he shall be ex-officio building inspector, and Electrical Inspector, for performing the duties of which he shall be paid an amount monthly equal to the fees received by the City for building and electrical permits in addition to the salary allowed by Ordinance. A telephone was at this time installed in the City Marshals home to be paid for by the City.

A Deputy Marshal was appointed on September 1, 1914 to enforce the speed laws; as many complaints were being received concerning damage to the city streets due to

excessive speed. It seems, that 70 years later, the same problem, excessive speed and many complaints concerning speeding motorists plagued the police department; so progress has not changed some things.

C.A. Sumner resigned as City Marshal in 1914 and was replaced by William Barnhart. Marshal Barnhart was promptly burdened with the added responsibility of being named City Health Inspector for which he was paid the additional salary of \$15.00 per month. The City Marshal was now vested with numerous, impressive titles, all of which apparently did nothing to encourage his continuance as a peace officer, as Mr. Barnhart resigned his office and was replaced by M.C. Black on April 25, 1916. Mr. Black's tenure in office was also short lived, as he resigned on July 3, 1917; and a Mr. C.B. Kendall accepted the badge of office, but soon decided he cared not to remain as a minion of the law, and tendered his resignation April 2, 1918.

May 7, 1918, F.H. Schraeder was appointed City Marshal. The old speeding problem came up again and Marshal Schraeder requested permission to employ a motorcycle officer to act with him and a deputy, and see if some of these Model T. "hot-rodders" could be stopped. After some discussion, it was decided that Marshal Schraeder could employ a deputy and pay him according to the number of convictions he secured. It would appear that here was the birth of what today is called a speed trap; a thing to be avoided. Mr. Schraeder also changed his mind about being a peace officer, resigned, and was replaced on October 5, 1920 by W.H. Lawrie. On March 1, 1921, speeding must have been the paramount problem, because on that date, five motorcycle officers were employed. Marshal Lawrie had apparently worn out his stop watch, on the Barney Oldfields racing over the city streets and requested that the City replace it with a new one. An extra \$20.00 was located tucked away in the city funds and Marshal Lawrie was given a new watch. Now, with a new stop watch, and five new motorcycle officers, a new era in law enforcement was about to begin. Somewhere between October 5, 1920 and July 28, 1927, Marshal Lawrie lost his zest for law enforcement and was replaced by Mr. Ollie Board, who promptly resigned on August 1, 1922. I.T. Vaughn followed by appointment on August 13, 1922. He was to be paid \$100.00 per month for 3 months and \$150.00 per month thereafter and was to furnish his own motorcycle. It was further decided that he would be furnished his gas and oil and when necessary that he use his private automobile, be paid 12½¢ per mile of such use. This probably was the start of a local trend to raise the salaries and working hours of police officers in Chula Vista that was to continue up to and including the present time. Marshal Vaughn was granted a \$25.00 per month increase as was his deputy. A short time later, salaries were again raised, bringing them to \$225.00 per month.

In January, 1924, it was decided that prisoners confined in the City Jail were to be fed twice a day at a cost not to exceed 25¢ per meal. It is difficult to believe that a meal could be purchased for 25¢, considering the cost of a meal today.

City Marshal Vaughn resigned March 31, 1924, but completed his term of office by recommending that National Avenue be placed under Boulevard Stop system with a 35 m.p.h. limit. Also that motorcycle officers salary be cut from \$225.00 per month down to \$175.00 per month. March 29, 1924, Sydney E. Clyne was appointed City Marshal at \$150.00 per month and the city was to buy his gas and oil for his motorcycle and pay him 7¢ per mile for use of his automobile. Somewhere we seem to have slipped backwards instead of progressing, during this period. But then, on May 7, 1924, the Marshal and his Deputy were given raises up to \$185.00 and \$175.00 per month. Things were looking up again. Further proof of this was evidenced when in October the City Clerk was instructed to purchase two beds with mattresses for the use of two police officers who were to sleep in the City Hall buildings.

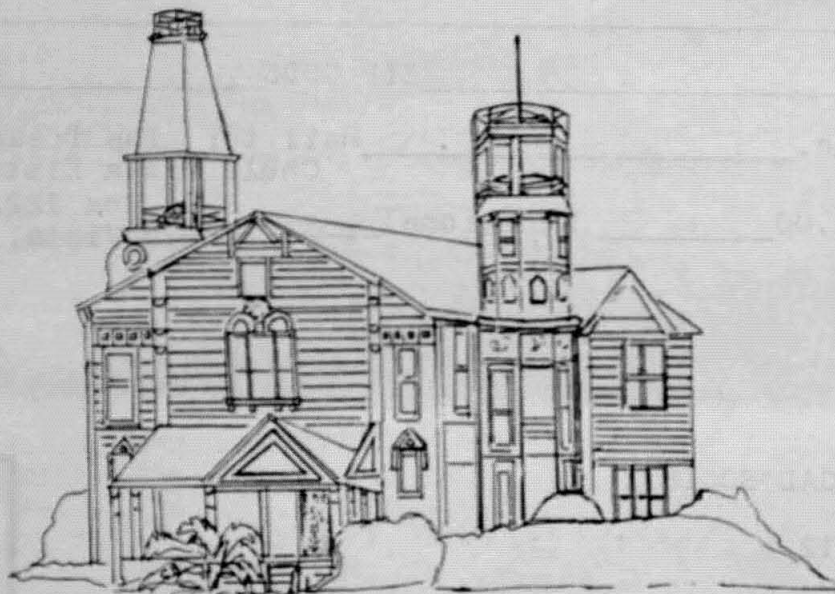
Continued Next Month.



## FLAG POLE DONATION

In front of the South Bay Union School was a 25 foot wooden flag pole. I am happy to announce that this flag pole has been donated to our Society by the San Diego Historical Society. We are very grateful to receive it. The day will come when we can erect it in front of our own museum or visitors center.

John Rojas Jr  
President



## LETTERS TO THE EDITOR

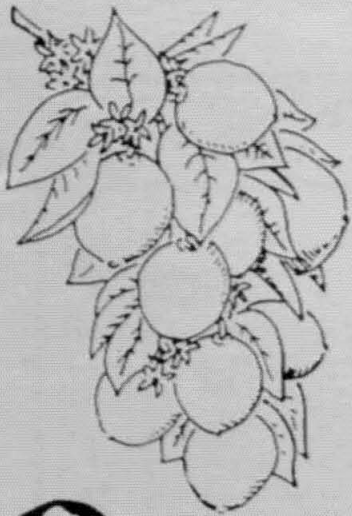
"I was born in Chula Vista in 1915, youngest daughter of Henry and Hattie Hagar. My sister Margaret is 2 years older and my brother Paul was 4 years older. I also had two older half brothers; Roy Kelly and Merrill Kelly, former Chief of Police. I lived in Chula Vista until 1957.

"I was especially interested to see in a recent issue that Mr. Ralph Sexauer is still living. I knew him as our Sunday School Superintendant when I was growing up and was reminded of a very important event in our lives in which he took a large part. I am enclosing a copy of an essay I wrote many years ago for an English class on the subject of friends, which explains this event. It happened about 1924 or 1925 and was probably written up in the local papers.

"I remember well the streetcar we rode occasionally on shopping trips to San Diego. Our home was at 580 Alma Street (which was omitted in the May Bulletin as a street whose name had been changed to Parkway).

"The area between Alma street and F street was an open field..

Jeanette Hagar Light



# chula vista historical society

## Bulletin

Volume 3 No.7

July 1984

### A WARM WELCOME TO OUR NEW MEMBERS!

Louis & Lee Babcock  
 Arnum G. & Sarah M. Baker  
 Alethea Dawson  
 Dr. Lloyd E. & Bessie B. Ellis  
 Kenneth M. & Darlene Fanning  
 John Floodberg  
 Thelma I. Gordon  
 Esther Haberman  
 Adry R. & Millicent M. Herring  
 Ned & Mildred B. Holmes  
 Viola Keegan  
 Virginia Jones Lederer  
 Marian Norton  
 Genevieve Powell  
 Stephanie Woodford

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### IN THIS ISSUE

History of The Chula Vista Police Dept.  
 Part Two 1911 - 1956

A Bouquet of Roses  
 Stephanie Woodford

Sausage Fit For a King

We "Dig" Ancestors

South Bay Airfields Since 1883

In Loving Memory

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30 July, Monday, 10:00 a.m. - noon. Genealogy Group, Chula Vista Library Conference Rm.2. Lesson: "How To Write An Effective Query".

2 August, Thursday, 7:00 p.m. Antiques and Collectible Group meets at S.D. Federal Sav. & Loan Comm. Rm., 4180 Bonita Rd. For further information call 479-0874.

26 August, Sunday, All Classes 3rd Annual Family Picnic of Sweetwater High School Alumni. Call Don & Etta Bell Rice - 287-8057 for further information.

Saturdays, 9:00 a.m. Southwest Wetlands Interpretive Assn. offer nature walks at the Tijuana estuary. Meet at south end of 5th St. Imperial Beach. Walk covers about two miles over flat ground.



## SAUSAGE FIT FOR A KING

By Alf Lansley

At Cockatoo Rancho we would butcher a steer and the next day we would butcher a hog. We needed both beef and pork for sausage making. We had a large smoke house and always had hams and sides of bacon hanging there. We made sausage of all kinds, some smoked and some not smoked; these had to be used quite soon. Beef and pork were used in all of our sausage, our smoked sausage would keep for many months.

We built our smoke house in 1906, out of adobe bricks which we had made at the rancho. The walls were over two feet thick. We used lemon wood for smoking. This house was also ideal for storing food in the summertime. It had plenty of room and it was well equiped to carve our ham or bacon sides, and there were sausages of all kinds hanging from special racks used for that purpose. None of this was ever sold, it was all for home consumption, we used everything but the "squeal of the hog and the moo of the steer."

We had pickled pigsfeet and pickled pigshead. We made corned beef, it was pickled in brine. All except steaks and the better cuts of beef, went into the brine barrel for corned beef, liver, heart, and kidneys went into sausage. We had the best corned beef I have ever tasted. The corned beef brine barrel was located on our large sun porch, close to the pantry. It was so good!

All of the intestines were carefully removed and emptied, including the stomach. They were all throughly cleaned and used for casings. We had a stuffing machine that would stuff any size casing. The beef and pork was all ground then cooked in large pots in the yard over an open fire, then seasoned. I can remember running the stuffing machine and stuffing casings and tying them, they then went to the smoke house. Some were smoked lightly, others for many days.

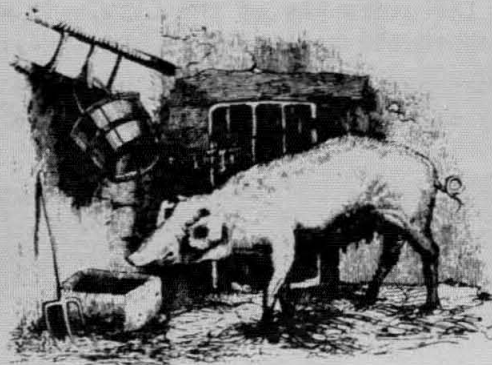
Mr. Wilhelm Hahn, my step-father was very knowledgeable in sausage making. He learned the trade in Germany as a young man.

After the intestines were emptied, we would flush them out with a very strong salt water solution several times. We would then get them ready as sausage casings and they were ready for the stuffing machine.

Our hired help really liked the food and they told us so, many times. Minced meat, cooked and seasoned properly and stuffed into natural casings, then smoked is surely delicious.

It was a big job to salughter, dress, and get these two animals ready for the smoke house, the brine barrell, and ultimately, ready to put on the kitchen table as food, which was "fit for a king".

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Part Two  
HISTORY OF THE CHULA VISTA  
POLICE DEPARTMENT  
1911 - 1956

A short time later, a telephone was installed in the Police Department. Several improvements and additions followed such as the purchase of office equipment, an addition of a cell for women prisoners, the engaging of a Police Physician to examine persons arrested for being under the influence of liquor or narcotics, installation of red lights at Police Call Boxes, and other improvements. It is interesting to note, that in the record regarding the Red lights at Police Call Boxes, is an entry stating that a red light was needed at a call box at National Avenue and J streets, for the reason that the owner of a service station at that location complained that an officer remaining at that location drives his trade away.

June 6, 1933, the Police Commissioner advised the Council that the Tia Juana Border gate was kept open at all hours, necessitating that police personnel work overtime in an attempt to properly police our streets and City. Fifty-one years later, we are still trying to cope with the same problem.

On April 10, 1935, A ford patrol car was purchased by the City, fully equipped, the cost was \$587.00

In September, 1936, Mayor Rife suggested that it would be well to give instructions to school children regarding safety rules and regulations. We can assume that this was the beginning of a program of school safety education that was later to become one of the major activities of the Police Department. Several requests were made for additional police personnel during the next ten years, but very few additions were made.

The title of Marshal was dropped and Mr. Clyne became chief of Police. Between the year 1929 and 1936, Chief Clyne terminated his employment and a Mr. Kelly was appointed Chief of Police. Police two-way equipment was installed in police cars and a direct communication system was set up between Chula Vista and San Diego.

On December 7, 1936, Chief Kelly recommended to the City Council that Officer M.S. Taylor, who had been employed November 5, 1929, be promoted to the rank of Sergeant. He stated that this was one method that tended to compensate men for their past years of service.

In December 1942, Police Commissioner Dupree resigned as Police Commissioner to fill the position of Chief of Police, which was left vacant by Chief Kelly, who entered the armed services.

October 1943 brought the advent of Parking Meters in Chula Vista. It was voted to give the meters a trial and, Police Commissioner Timmons and Chief Dupree were instructed to determine the number needed and proper location.

In June 1945, Mr. Kelly returned from service, was immediately appointed Chief of Police. Six months later, Chief Kelly resigned, giving as a person the "Gestapo" methods that had been introduced by Mr. Dupree during Chief Kelly's absence. Several accusations against Councilmen were cast to the effect that too much City business was carried on, on the sidewalks of the City. It would seem that sidewalk politics were just as vicious in the past as they are today.

Chula Vista now had a City Manager, a Mr. Ray, who upon the resignation of Chief Kelly, appointed Carl Feeny as acting Chief of Police at a salary of \$250.00 per month.

November 13, 1945, City manager Ray appointed M.S. Taylor as Chief of Police, and Carl Feeny to the rank of Lieutenant.



#### 4 Police Department contd.

On the 22nd of April, 1946, a request was made to the City Council by citizen L.H. Moore for additional policemen, and this was granted May 13, 1946. Two additional policemen were hired at \$185.00 per month.

On April 8, 1947, Thomas S. Lofthouse was appointed Chief of Police, at a salary of \$300.00 per month and M.S. Taylor was installed in the position of Captain. Chief Lofthouse resigned during the annual Fiesta De La Luna in 1948 and M.S. Taylor again assumed temporary command of the department. Chief Lofthouse requested authority to hire an extra foot patrolman at \$200.00 per month for experienced and \$185.00 for an inexperienced man.

December 7, 1950, Bernard McCollum was appointed Chief of Police to replace Chief Taylor and Chief McCollum later resigned January 26, 1954, and again Captain M.S. Taylor became temporary Chief of Police. In May, 1954, Eugene B. Roberts was appointed Chief of Police, reporting for duty July 1st of that year. At this time, the Chula Vista Police Department personnel stood at 34 members. The rapid growth of the community was demanding more and more services of the Department and City Council action allowed several changes and additions be made. Departmental personnel rose to 44. The Animal Shelter formerly under the direct supervision of the City Administrator, was placed under the supervision of the Chief of Police, adding two more members to departmental personnel. Speeding and an increasing accident rate on Montgomery Freeway became a major problem, and in July, 1955, six 1956 Interceptor Ford patrol Units were purchased for the Traffic and Patrol Division of the department. The fact that revenue from Court fines against violators went far beyond estimates, fully justified the better and more efficient type of equipment.

Officer Kelly, who had long worked as Juvenile Officer was promoted to the rank of Sergeant, and was assigned to supervise all Juvenile activities. A full-time Policewoman was approved by the City Council in 1955 and Mrs. Ann Garber became Chula Vista's first Policewoman.

With the department administration now comprised of seven Sergeants, one Lieutenant, one Captain and the Chief of Police, it became necessary to add one Lieutenant to coordinate the work of three growing patrol shifts. Virgil Seiveno who had been serving in the capacity of Sergeant in the Detective Division was successful in the Civil Service Examination, and was appointed as Lieutenant of the Patrol Division.

The Chula Vista Police Reserve organization in operation since 1949, began to grow by leaps and bounds. At this time, the active register indicates some 45 members with several applications pending. An inactive list of almost as many as on the active list. All inactives are subject to call in cases of emergency, all operating under the State Civil Defense plan and under direct supervision of the Chief of Police.

From a department consisting of one City Marshal in 1911, to a department consisting of 46 members in 1956, during which time many changes in administration took place, should be considered by the general public in their evaluation of the Police Department.

In the coming years, undoubtedly many more changes and additions will take place. A community progressing as rapidly as Chula Vista must realize that police problems increase correspondent with population increases, geographical changes, and national crime trends. Pre-war periods bring about increases in certain types of

criminal ctivity due to uncertainty. Post-war periods bring a general increase in almost all crime categories.

The Chula Vista Police Department of today salute those who in these past years combatted the same elements that we combat today, and by their efforts made it physically fit and capable of handling properly the most complex problems.

\*\*\*\*\*

LETTER TO THE EDITOR

DEAR EDITOR:

As stated in the June Bulletin, the cost per member, to receive the Bulletin, is \$5.76 each! Memberships are \$5.00 ....You're doing a "magic act" by not raising the price!

Maybe we (members) can help! I am enclosing a \$5.00 donation in return for a "Happy Ad" ----Perhaps other members would like to do the same thing. Two or three a month would help. ???

Good Luck,  
Sandy

Dear Sandy:

Good idea! Thanks for your generous donation.

Editor





## SOUTH BAY AIRFIELDS SINCE 1883

By E.L. Leiser

Remember the old airfields in South Bay? Did you park beside the hangar, and watch the biplanes taxi out then roar down the dirt and slowly rise over the orchards? The history of a few South Bay flying fields received treatment in several earlier Bulletins. This article includes a brief history and a list of all South Bay fields known to the writer, without repeating previously published material. It may persuade some readers to contribute their recollections to enrich and further complete the study.

The title "airfield" infers a more casual activity than "airport" in the legal and licensed sense. It has not been determined which old South Bay airfields were licensed by the government, local or otherwise.

At least one aviator, Vincent Davies, often landed his airplane on his backyard along the Otay River near the present I-805 freeway in the 1950's. Such occurrences don't make airfields, but the Chula Vista Historical Society wants to know of any others.

Hanggliding areas are omitted.

### CHRONOLOGICAL LIST

- P Earliest Published date
- c Estimated date first used
- \* Exact location unknown
- % Not now a flying field

| MAP | DATE  | NAME   |
|-----|-------|--|
| 1   | P1883 | % Otay, gliding, now Montgomery Memorial State Park area at Beyer Blvd and Palm Avenue   |
| 2   | P1910 | % Oneonta, experimental, now Imperial Beach area   |
| 2   | P1918 | % Oneonta Gunnery School, Army, now Imperial Beach Out-Lying Field used by helicopters from North Island.                        |
| 2   | P1918 | Ream Field, Army, was Oneonta Gunnery School   |
| 3   | P1918 | East Field, Army, now Brown Field  |
| 4   | c1922 | % Tyce flying field, commercial, now Rohr Industries   |
|     | c1927 | * % Bandit Field, now San Ysidro (unconfirmed)   |
|     | P1929 | * % Bonita, gliding  |
| 4   | P1931 | % Tyce School of Aviation, commercial, now Rohr Industries   |
| 5   | P1931 | % Grande Vista Airport, also Palm City Airport, commercial now residential Orchid Way and Reef Drive next to Montgomery Monument |
| 3   | P1931 | Otay Mesa, Navy, now Brown Field   |
| 6   | P1931 | % Border Air Service Field, also Beyer Field, commercial, now Beyer Blvd and Iris Avenue   |

## 2 South Bay Airfields contd.

- 7 P1936 % Border Field, Navy, now State Park
- 3 P1942 NAAS Otay Mesa, Navy, now Brown Field
- 3 P1943 NAAS Brown field, Navy, now Brown Field
- P1947 \* South Bay Airport (unconfirmed)
- 8 P1949 % Wolfe's Airpark, commercial, now residential Doolittle and Byrd Streets
- 2 P1968 NAS Imperial Beach, Navy, now Imperial Beach Outlying Field
- 2 P1974 Imperial Beach, Outlying Field, Navy

### HISTORY

#### 1883 OTAY

Bulletin Vol. 2 Special Edition, described the Montgomery flying field activity in 1883, and the establishment of a State Park in the pilot's honor in 1946. It did not describe the wing erected, leading edge to the sunset, on the brow of the hill.

Consolidated-Vultee Aircraft Corporation contributed the wing, originally built for a B-24 bomber. W.G. Ehmcke Sheet Metal Works of San Diego covered the wing with protective stainless steel sheeting for longevity.

#### 1910 ONEONTA

Charles F. Walsh and Bernard F. Roehrig designed and built airplanes, and test-flew them in the Imperial Beach area. Photographs fail to identify the precise location.

#### 1918 ONEONTA GUNNERY SCHOOL

Oneonta Gunnery School taught aerial gunnery to Air Service pilots preparing to fight the Germans over there. Now it's the Imperial Beach Out-Lying Field.

#### 1918 REAM FIELD

The real estate used by the Oneonta Gunnery School received the name, Ream Field, on October 1, 1918. Major William R. Ream, the first flying surgeon in the Air Service, died in the crash of an airplane on a bond-raising flight in the mid-west, on 24 August 1918. Ream lived in San Diego. He served at North Island before his death.

Aerial gunnery training continued at Ream but tapered off quickly in the spring of 1919. The base became a storehouse for surplus airplanes. In 1920 the 91st Aero Squadron based their DH-4 bombers at the field from January to May, then left to patrol for forest fires. The aerial gunnery school reopened. An eight-machine gun DH-4 was tested at the base for possible use by the Border Patrol. (Imagine an eight-gun helicopter today.)



### 3 South Bay Airfields contd.

Army and Navy pilots used the quiet field through the years before World War II. Ex-Army mechanic Ernie Myers recalls his pilot sitting on the grass under a tree at Ream and smoking a cigarette while watching him fly their airplane several times around the field, a not uncommon practice.

The Navy named it an Auxiliary Air Station, NAAS Ream Field, in 1942, to help handle the huge volume of airplanes in the San Diego area.

During the Korean War the navy practiced using World War 2 navy fighter planes as radio-controlled targets and as guided missiles carrying bombs against Korean targets. Then navy helicopters dropped in and called it home ever since. It became Naval Air Station, Imperial Beach in 1968, losing the name "Ream". In 1974 the helicopted squadrons moved to North Island. Sign painters changed the name on the gate to Imperial Beach Out-Lying Field but helicopters still drop in.

#### 1918 EAST FIELD TO BROWN FIELD

East Field apparently got its unimaginative name because it was east of Ream Field, but that is an opinion. By 1918 the Air Service needed more area to give advanced training to students graduating from basic flight training at Rockwell Field on North Island. They learned aerobatics and aerial gunnery at East Field. (See Bulletin Vol.1 No.7, May 1982.)

The Army left the field to rabbits and farmers in 1919. During the years before World War II aviators occasionally enjoyed the privacy of Otay Mesa, and few people remembered the name East Field.

Navy Fighter Squadron Six used the mesa in 1927. Commercial pilots were denied use of the mesa by 1931. In the thirties the navy marked the outlines of an aircraft carrier deck on the dirt so pilots could practice landing without the expense of operating one of the large ships.

In 1938 the Navy used Otay Mesa as an airfield from which to conduct experiments with radio-controlled airplanes. Off the coast the carrier RANGER fired on the target flying over the ship at 10,000 feet. Next, a radio-controlled airplane from Otay Mesa made dive tests on the target battleship UTAH. It was the world's first air-to-surface guided missile.

In 1942 the Navy took over again and the geographic name, Otay Mesa, became NAAS Otay Mesa, Navy Auxiliary Air Station. Navy officials approved a name change in 1943 to NAAS Brown Field. It honored the memory of a former local Naval Aviator, Cdr. Melvin S. Brown. He died in the crash of his plane near Descanso in 1936.

After the war the navy moved out but returned in 1954. This time the pilots flew jets, or carried remote-controlled aerial targets out to sea for gunnery practice, better targets than the 1938 versions.

Today the FAR-controllers in the Brown Field tower let an occasional Navy Pilot practice landings. It is a civilian field, now.



#### 4 South Bay Airfields contd.

##### 1922 TYCE AIRFIELD TO CHULA VISTA AIRPORT

Roland Tyce, born in 1902, and his brother, Robert, lived with their parents in Chula Vista in 1921. Their father owned the Tycrete Chemical Company near the western end of G Street near the bay. The young men bought some surplus Curtiss Jenny components and built up an airplane. Navy Chief Petty Officer Jack Renner taught them to fly. They flew from the area south of G Street, and opposite the Tycrete Company, land described as Santa Fe tract. A surplus Thomas Morse scout joined their "squadron." The graded strip measured 1800 feet and was crosswind most of the time.

In 1925 the brothers helped organize the Chula Vista Aeronautic Club, perhaps the first flying club in the San Diego area. President was Joe Crosson, to become famous as an Alaskan pilot. Dan Burnett became Vice President. Later, Burnett helped build Lindbergh's famed Ryan Spirit of St. Louis airplane. Rollie Tyce got the job as Secretary. The club flew two Jenny's. Historically, the club had a short life and wasn't as profit-making as the Tyce brothers hoped.

The Tyce School of Aviation began about 1930 at the same address, 850 G Street. Rolly Tyce's pilot logbook listed several airplanes including a Lincoln PT, two PTK's, an Aeronca, a Buhl, a Great Lakes 2-T, and a Fleet biplane.

Carl Prescott rented a hangar at the field to sell airplanes but shortly quit. He started Linda Vista Airport in 1931.

Grafton Chapman started the short-lived Chapman Glider School at the airport in 1930 with his unique seaplane glider and a floating hangar. One flight and it was all over.

Robert Tyce and Charles Knox (Knox gelatin heir) started the K.T. Flying Service at the field. They crated the Fleet and the Great Lakes, moved to Honolulu, Hawaii in 1934 and started their service at the municipal airport. Robert died on December 7, 1941 from wounds suffered during the Japanese attack on Honolulu.

By 1937 the Tyce airplane inventory changed to three Taylor Cub cabin monoplanes. An ad in the local Consolidator Magazine offered solo flight time for \$4 per hour, and for another dollar you could get dual instruction in the cheap-to-fly Cubs.

In 1938 it was fun to fly Sunday morning breakfast flights to El Cajon. Airplanes included the three Cubs, a Great Lakes, an Arrow V8 and an old Gypsy Moth.

The names from Chula Vista Airport in 1939 include Dolores Bacon, Bill Dryden, Glenn Tedman, Tom Clark, and Loren and Margy Pilling, who now live at a Spring Valley address and no longer own their old Arrow Sport.

Late in 1940, Rohr Aircraft Company bought ten acres of Santa Fe tract from a willing Chula Vista city government and began erecting the buildings that represent Rohr Industries today. Rolly Tyce moved the flying school to Lindbergh Field. Chula Vista Airport vanished from subsequent San Diego City Directories.

##### 1927 BANDIT FIELD

In 1982, local resident Art Hawley remembered Bandit Field in San Ysidro, but knew no further details.



## 5 South Bay Airfields contd.

### 1929 BONITA

Hawley Bowlus made a new glider and flew it at Bonita in April, precise location unknown. He set national soaring records in San Diego before the year ended.

### 1931 GRANDE VISTA AIRPORT

Robert Jaquot leased land in Palm City for an airport, (date uncertain) bought a Fairchild 22 monoplane to train students and demonstrate for sales, and started the Grande Vista School of Aviation. Oldtimer H.E. Cowhick remembers getting Jaquot's signature in his logbook after flying lessons from the small field at what is now Orchid Way and Reef Drive.

Palm City Airport, also Grande Vista Airport, appears in the 1938 San Diego City Directory for the last time, but the San Diego Flying Club leased the field in February 1938. It had three short runways, and three hangars, to handle their two Taylor Cubs and a Porterfield cabin monoplane. Rolly Tyce won a spot landing contest in June. C.C. Flagg rebuilt his new airplane there that summer. The hangars had the field name on the roof and the club name on the outside walls.

The San Diego Flying Club remained at Grande Vista until the government forced all local civilian pilots to ground their airplanes in December 1941.

### 1931 BORDER AIR SERVICE FIELD

Earliest published date thus far is 1931. The small field, also called Beyer Field, located on Highway 101, just north and west of the present intersection of Beyer Boulevard and Iris Avenue. T.C. Jacquot and R.C. Hutton operated the irregularly shaped field, 1200 by 2300 feet one mile northwest of San Ysidro. Mechanics did minor repairs in a one-plane hangar. The convenience that made the field profitable and popular was taxi service to Tijuana.

After the war the field name changed to Borderland. An airport courtesy car took visiting pilots to the border. Or you could catch a bus every fifteen minutes.

Today condominiums look out over the the former flying field. Diaz runs a gas station on the corner, beside a junk man. Weber Truck & Warehouse blocks the runway, and Neilsen Construction Company digs holes for more buildings.

### 1936 BORDER FIELD TO STATE PARK

Flat land close to the border fence and the Pacific Ocean got named Border Field after aviators began using it. Perhaps too far off the road to TJ to make a profit, it became a pleasant and private practice field for Navy and civilian pilots. Rolly Tyce remembers using it to shoot landings.

The writer reported to Border Field in the Korean War for training with an anti-aircraft target drone unit, flying tiny radio-controlled target airplanes.

Today Border Field State Park still echoes the sound of airplane engines. On weekends model airplane club members congregate to aviate.

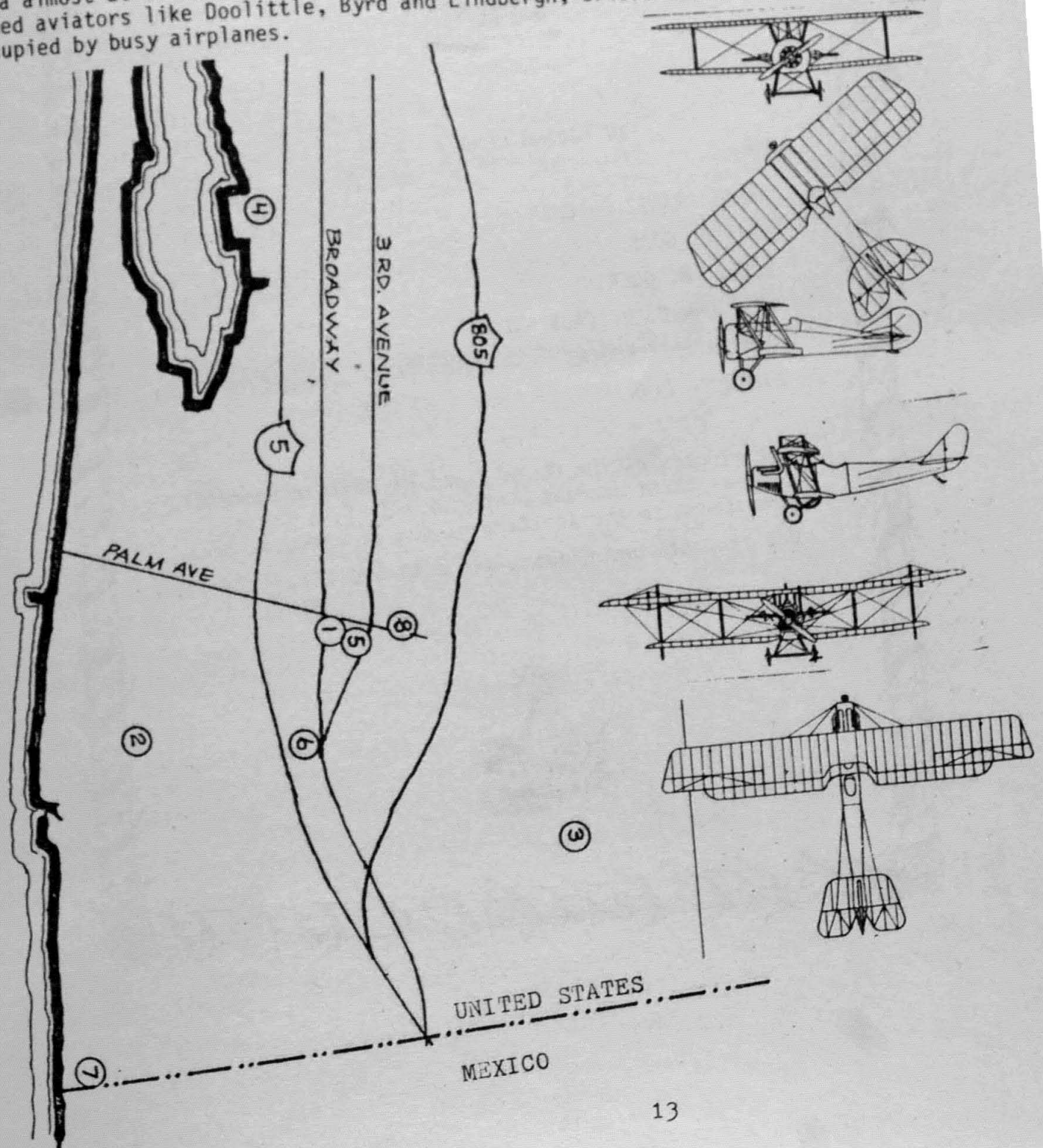
6 South Bay Airfields contd.

1947 SOUTH BAY AIRPORT

Listed in the San Diego City Directory; probably the Brown Field airport.

1949 WOLFE'S AIRPARK

Wolfe set up his small civilian airport just south of the Otay River on the mesa almost at the east end of Palm Avenue. Now, residential streets named for famed aviators like Doolittle, Byrd and Lindbergh, crisscross the dirt once occupied by busy airplanes.



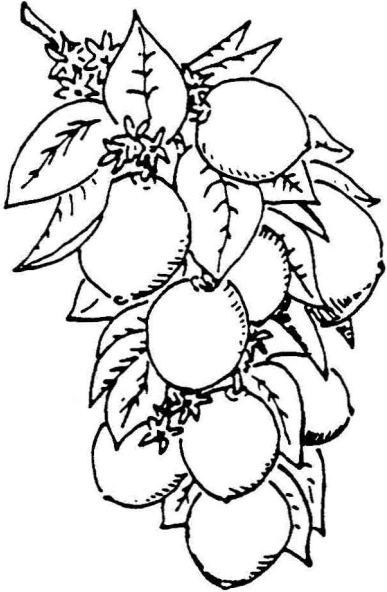


# CHULA VISTA

# HISTORICAL

# SOCIETY

## BULLETIN



Volume 9 No.2

February 1990

The Chula Vista Historical Society was founded on May 1, 1981 for the preservation of History and Heritage of the people and places of this area of San Diego County. The bulletin is the official publication of the Chula Vista Historical Society. P.O. Box 1222, Chula Vista, CA. 92012. Telephone 426-1222. BULLETIN founder and editor John Rojas Jr.

### WELCOME NEW MEMBERS!!!

Robert W. Conyers  
Bill Cooley  
Lee and Helen Pierce  
Barbara Henderson  
Bernice Winrow Bradley  
Frances and Bob Cassinalli

\* \* \* \* \*

### IN THIS ISSUE

Sweetwater Valley's Fire Department's  
40th Anniversary

1940 Chula Vista's Business and  
Professional Directory -  
Submitted by Wesley J. Beers

Historic Survey - 39 "G" Street

Historic Survey - 155 "G" Street

\* \* \* \* \*

### BOUQUET OF ROSES

Corinne McCall & family  
for Donation!

### DATES TO REMEMBER

Second Thursday of each month.

The Antique and Conversation Group meet at Norman Park Center, F Street and Del Mar at 7:00pm. Visitors are welcome. Great speakers at each meeting.

MAY -

Chula Vista and National City Historical Societies meet at Granger Music Hall for joint program and potluck. Tentative plans.

AUGUST -

Annual Sweetwater Union High School all classes Reunion.

\* \* \* \* \*

1990 HISTORICAL CALENDARS -

All were sold in the first part of November. Thank you for your support. For 1991 calendars, please order early. We are in the process of selecting photos for 1991. Please call 426-1222 if you have any outstanding photos that can be used.

## CHULA VISTA POLICE DEPARTMENT

The Chula Vista Police Department is composed of 7 members, namely a Chief, one Lieutenant, three Sergeants, one Patrolman, and a Matron, supplemented by a part time Humane Officer. The Department being ably headed by a most conscientious Police Commissioner.

The men work regular eight hours shifts and with many and numerous exceptions they are required to work much longer. The City is protected 24 hours per day, in shifts of Eight hours, 8 a.m. to 5:00 p.m., 5:00 p.m. to 1:00 a.m., 12:00 m. to 8:00 a.m. Also there are two traffic shifts 2:00 p.m. to 10:00 p.m. worked as time permits.

The two night prowl car shifts are handled due to shortage of men, by only one man in the car, and none at the station. This is handled in this way: a citizen may call the station by phone or come in person to station where his complaint is taken by the Firemen who act as desk Sergeants at night, the call is then put to San Diego Police by phone, then San Diego sends out radio call to the man in prowl car. After call is put on the air, it takes from one to four minutes for the car to arrive at any given address. Of course there is some extra delay in making and handling calls before they go on the air. To offset this delay and for many other pertinent reasons this Department is now planning and accomplishing the plan for a two way radio, i.e., we may be able to talk from car to station, and station to car. This will materially cut down our time in answering calls and increase accuracy all around.

This Department maintains adequate files for the registration of any guns, kodaks, watches or any article that has a number, and we solicit the citizens to use this so that the Police may identify any article that may be stolen or found immediately.

The Department also requests those residents who are going to leave on a trip or be gone from home for any length of time, to so inform this Office of details that we may be able to check same intelligently.

This Department does not have a Junior Patrol but does furnish a member of the Police Department to guard the one most used and dangerous intersection in the City during pertinent school hours.

In all we may state this is your Department its facilities are at your reasonable request, whether you may be Foreign, Out of State or Local, it is only what you make it, so use it.



## CHULA VISTA FIRE DEPARTMENT

The present Chula Vista Fire Department was organized in April 1921. It consisted of 18 volunteer firemen, including one part paid fireman and one part paid chief. At that time the residential fire insurance rate per hundred valuation for three years was \$1.20. At the present writing the rate has decreased to \$.80 per hundred due to fire hydrant and roof construction credits.

At the present time the department equipment consists of one 375 gallon per minute triple combination fire apparatus carrying 1150 feet of 2½ inch hose and 200 feet of 1½ inch hose with a complete change for both.

On November 6th of this year the Board of City Councilmen ordered a new 750 gallon per minute triple combination apparatus which will bring our department pumping capacity up to 1125 gallons per minute. Delivery date of new apparatus is set for the latter part of January in 1940.

The average number of alarms answered in city per year is approximately 50. The average loss per capita for the last six years is \$.39½ per year.

In addition to our regular Fire Department duties the fireman on duty acts as police desk man from 6:00 p.m. until 8:00 a.m. receiving all Police calls over telephone and sending out radio messages when necessary.

All firemen in the department are thoroughly trained in First Aid, having passed the regular standard Red Cross examination. The majority of the Department carry the Advanced Red Cross cards. Our First Aid equipment includes one First Aid cabinet at station well stocked for emergency work. One E & J Resuscitator for use on pneumonia, drowning, and suffocation cases.

Another duty of our firemen is Ambulance work active in coordination with the Police Department.

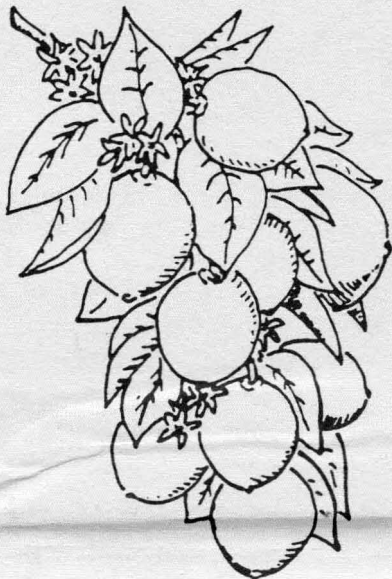
The Chief of our Department also acts as Electrical Inspector for the City.

In all City Functions, such as the Fiesta de la Luna, Christmas decorating, etc., the Department gives all aid and assistance possible.

# Chula Vista

# Historical Society

# Bulletin



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Volume 9 No. 3

March 1990

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The Chula Vista Historical Society was founded on May 1, 1981 for the preservation of History and Heritage of the people and places of this area of San Diego County. The bulletin is the official publication of the Chula Vista Historical Society. P.O. Box 1222, Chula Vista, CA. 92012. Telephone 426-1222. BULLETIN founder and editor John Rojas Jr.

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### WELCOME NEW MEMBERS!!

Chula Vista Star News  
Marguerita Cray Croft  
Sweetwater Woman's Club, Day Section

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### IN THIS ISSUE

From the Editor's Desk  
Chula Vista Fire Department 1990  
Chula Vista Police Department 1990  
Chula Vista Public Library 1990  
Dolls - A Brief Summary  
Historic Survey - 357 G Street  
Historic Survey - 503 G Street

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### DATES TO REMEMBER

Second Thursday of each month.

The Antique and Conversation Group meets at Norman Park Center, F Street and Del Mar at 7:00pm. Visitors are welcome. Great speakers at each meeting.

### JUNE 10th -

Chula Vista and National City Historical Societies meet at Granger Music Hall for joint program and potluck. Tentative plans. Further details and time will be announced in the May Bulletin.

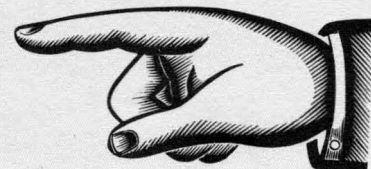
### 1991 HISTORIC CALENDAR -

### NEED CHAIRPERSON FOR THIS PROJECT!!

See page 2. Please call 426-1222 if you are interested.

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THANK YOU STAR NEWS, FOR YOUR GENEROUS DONATION!





# CHULA VISTA POLICE DEPARTMENT

1990

The Chula Vista Police Department, in January of 1990, included 153 sworn officers and 75 civilian employees for a total of 228. The uniformed patrol division provides patrol car coverage throughout the city with officers working four ten hour shifts weekly. These officers respond to approximately 63,000 calls for service annually. Twenty-three civilian Communications Operators staff the Public Safety Communications Center and they are aided by a computerized dispatch system and special equipment provided by the telephone system that automatically provides the address and phone number of citizens requesting an emergency response. Special units include five officers assigned to motorcycles for traffic enforcement and accident investigations, and five officers with special trained canine partners.

The Investigative Division is staffed with 50 employees divided into four units, as follows: Crime Suppression Unit to combat narcotics violations, prostitution, gangs and other special crime problems. Crimes of Violence Unit investigates homicides, aggravated assaults and rapes. Crimes of Property Unit investigates burglaries, auto thefts and forgery/bad check cases. Juvenile Unit investigates crimes against and crimes committed by juveniles. Members of this Unit work closely with the high schools in the city.

The Police Department includes a Police Reserve Unit of approximately 55 members. Reserves are unpaid volunteers who must first complete an extensive training program and who then assist the Police Department by patrolling with sworn officers, transporting prisoners to County jails and directing traffic at public events.

The Police Department is housed in a building of 50,000 square feet that constructed in 1971.

The Animal Shelter staff consists of six employees who provide motorized response throughout the city and shelter services primarily for dogs and cats.



# CHULA VISTA FIRE DEPARTMENT

1990

The Chula Vista Historical Society bulletin (February 1990) described the Chula Vista Fire Department of 1940. The department has grown considerably during the last fifty years to meet the demands of modern day needs.

Today, the department has 81 full time paid employees with a Director of Public Safety administering to both Police and Fire Departments. The residential fire insurance rate for hundred-valuation is approximately \$0.33 per year.

The Fire Department has five fire stations and five triple combination pumping fire apparatus capable of delivering 1500 gallons per minute each. Also, there is one ladder truck carrying a 100 foot aerial ladder and numerous ground ladders, one rescue rig, and an on-duty Chief Officer. In addition, the department carries two reserve fire apparatus to cover any emergencies in the event of mechanical failure. The hose used by the department today is 4" supply lines with 2-½" and 1-¾" hose lines for normal fire fighting operations. The department is in the process of ordering a new Telesquirt pumping fire apparatus.

Also, plans are being developed to relocate two fire stations and add an additional new fire station to more effectively serve the eastern section of the City.

The Fire Department responds to an average of 6,400 alarms a year, 65% of which are medical assistance calls. The remainder of the calls are fire related. The Chula Vista Fire Department averages four minutes on each response. The fire loss for 1989 was \$1,293,815.

All responding fire personnel are California State certified "Emergency Medical Technicians". Each firefighter is trained in the recognition and handling of hazardous material incidents. In addition, they must be knowledgeable in the many facets of fire fighting.

In addition to these duties, the firefighter participates in many civic functions, performs fire inspections, fire education programs, issues bicycle licenses and sponsors an Explorer Scout Troop. They also provide many other services to assist the citizens of Chula Vista.





MAIN FIRE STATION  
447 F STREET

FIREMEN IN PHOTOGRAPH LEFT TO RIGHT

Captain Kaplin  
Battalion Chief Bounds  
Firefighter Mc Clintoc  
Captain Hardiman  
Engineer Woolverton  
Engineer Valasquez  
Firefighter Acosta  
Firefighter Fagon





FIRE STATION NO. 4  
861 OTAY LAKES ROAD



FIRE STATION NO. 5  
391 OXFORD STREET



# CHULA VISTA PUBLIC LIBRARY

1990

The year 1990 finds the Chula Vista Public Library in three locations. The Civic Center Library, dedicated July 4, 1976, is at 365 F Street in a 55,000 sq. ft. building. The Castle Park/Otay Library, at 1592 Third Avenue, and the Woodlawn Park Library, at 115 Spruce Road, were formerly part of the San Diego County Library. The Montgomery area was annexed to the City of Chula Vista and the Chula Vista Library began operating these small branches in July 1989 with new furnishings and 25,000 new books.

The Civic Center Library was built and equiped using Federal Revenue Sharing Funds at a cost of \$2,422,000. Plans are being made to locate additional libraries in the expanding eastern region of the City as well as provide a larger library in the Montgomery area.

The Civic Center Library is open 64 hours a week, 358 days a year. The Castle Park/Otay Library is open 37 hours per week and the Woodlawn Park Library is open 17.5 hours per week.

The staff totals 100 full and part-time employees. This includes fourteen full-time professional librarians.

Circulation for the 1988-89 fiscal year was 1,039,652. The Library is the second busiest library in California in its size category. The holdings include 201,239 books, 653 periodical and serial titles, and 3,678 videos. There are 108,491 registered borrowers. Library users may borrow books from other libraries in California through inter-library loan and non-residents may check out books without charge.

