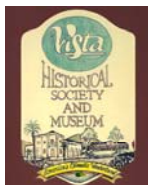


Vista Historical Society

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PRESIDENT'S MESSAGE

Hello, Members.

We are starting to put our newsletter together for once-a-month delivery. This will take care of the coming summer celebrations:

1. Next on the agenda is our Annual Meeting and Hall of Fame Presentation. We are inducting two new members, Linden Burzell and Morris Vance. This will take place on June 21st and is to be held at the Vista Entertainment Center. Information is in this newsletter.
2. Second, on August 2nd we will have a special Chicken Barbecue at David Larkin's Pond.
3. Dinner Downtown VIII, in a place to be determined, on September 20th.
4. Christmas Tea, December 14th at the "Park Terrace Café" of the Gloria McClellan Senior Center

See you there.

Diane

ANNUAL MEETING AND LUNCHEON

The 2008 Annual Meeting and Luncheon of the Vista Historical Society will be held in the Derby Room of Vista Entertainment Center, 435 West Vista Way, at noon on Saturday, June 21.

The luncheon menu includes a choice of Vegetarian Lasagna with white sauce, Cobb Salad or Beef Brisket. Beverage and dessert are included.

The agenda for our meeting includes the following:

A report on the Vista Historical Society

The election of board of directors members.

Two new Vista Hall of Fame members, Morris Vance and Linden Burzell, will be inducted. (See the article on Page 3.)

Col. Dick Rotwell, USMC Ret., president of the Camp Pendleton Historical Society, will speak about the newly formed Society.

Cost of the luncheon is \$20.00 per person. Please use the form on Page 7 to make reservations. If you have questions, contact the museum at 760-630-0444.

MEMORIALS
AS OF APRIL 29, 2008

IN MEMORY OF DAVID OLIVER
Don and Eve Cole

IN MEMORY OF LUZ DURAN
Richard and Donna Ring
The Optimist Club of Vista

IN MEMORY OF CARLA MUELLER BLANCHARD
Jean Wehren

NEW MEMBER
Joan Webb

2008 MEETING SCHEDULE

The remaining 2008 Vista Historical Society Events are:

June 21, 2008: Annual Meeting and Hall of Fame Presentation. Please see the articles on pages 1 and 3 and the form on page 7.

August 2, 2008: Chicken Barbecue at David Larkin's Pond.

September 20, 2008: Dinner Downtown VIII, in a place to be determined.

December 14, 2008: Christmas Tea, at the "Park Terrace Café" of the Gloria McClellan Senior Center

The cost of the Annual Meeting is \$20. There will be a charge for the Barbecue and Dinner Downtown. The Christmas Tea is free.

Please hold these dates open.

NEWSLETTER BY E-MAIL

Our newsletter is available by e-mail as well as by regular mail. Sending the newsletter by e-mail does reduce our cost and it arrives sooner.

If you wish to receive the newsletter by e-mail and do not do so now, please e-mail us at
vhm67@1882.sdcoxmail.com.

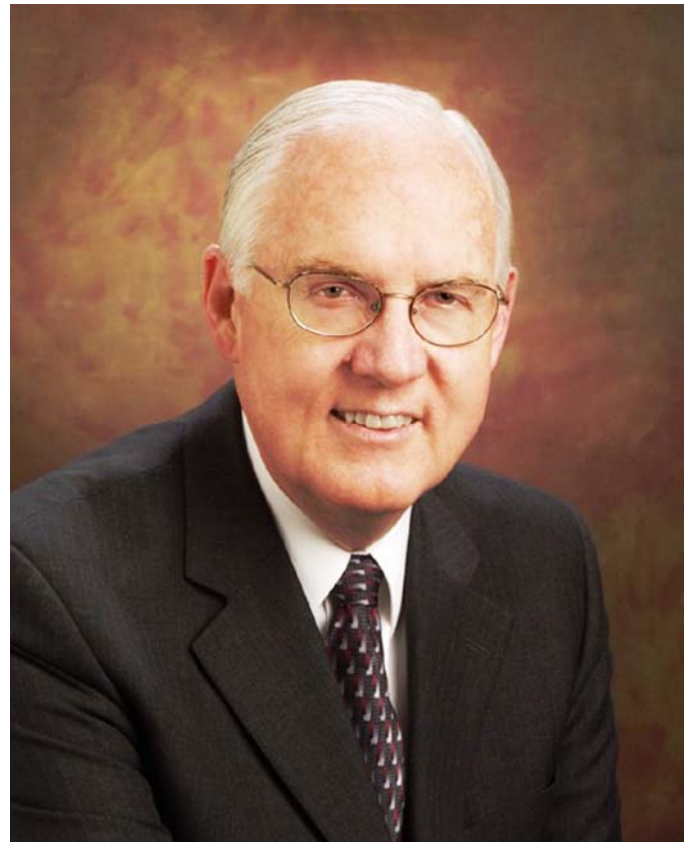
MAIL, PHONE AND E-MAIL

Please address any mail for the Vista Historical Society to our post office box:

VISTA HISTORICAL SOCIETY
P.O. BOX 1032
VISTA, CA 92085-1032

We will not receive mail addressed to our new location. We cannot guarantee that we will get any mail not addressed to our post office box. Our phone and fax number remains (760) 630-0444.

Our new e-mail is
vhm67@1882.sdcoxmail.com.



Mayor Morris Vance

HALL OF FAME 2008 INDUCTEES

The Vista Historical Society announces that the 2008 Vista Hall of Fame inductees are Vista Mayor Morris Vance and Linden Burzell, former Vista Irrigation District Manager and Director.

The induction ceremony will take place at the Annual Meeting and luncheon of the Vista Historical Society at noon on Saturday, June 21, 2008, at the Vista Entertainment Center

Morris Vance came to Vista in 1980 to fill the job of City Manager, a position he held for 17 years until his retirement. He was elected mayor in 2002.

During his tenure, Vance oversaw one of Vista's most explosive periods of growth. Included were the development of the Shadowridge Community and surrounding commercial and residential areas, the Industrial Parks in north and south Vista, North County Square, the remodeling of the city-owned sewer treatment plant area into the Costco facility, and much of the Downtown Redevelopment Project. Vance also has been a volunteer in civic and religious organizations.

Linden R. Burzell began his career in the water industry as a young Navy Ensign in 1945 when he was assigned to assist the resident officer in charge of administering construction work on the first San Diego Aqueduct.

After the war, he settled in Vista with his family and joined VID as its District Engineer in 1946. By 1951, he was General Manager and Chief Engineer. Among the many projects that Burzell brought to completion while at VID was the covering of the original 12 miles of open flume that brought water from Lake Henshaw via Lake Wohlford to Vista, thereby safeguarding the water supply. He also expanded and improved the infrastructure serving the communities within VID's boundaries, which were rapidly moving from a predominantly agricultural base to more densely populated residential and commercial uses.

He continued to work for VID through 1963. In 1964, he left to assume his new position as general manager and chief engineer of the San Diego County Water Authority. Even when Linden wasn't at VID, he still maintained his connections to

the district and its customers. While at the CWA, he commenced an 18-month survey project that helped map the boundaries of VID's Henshaw watershed.

Burzell returned to VID in December 1992 as an elected member of the Board of Directors. For 14 years, he continued to work at the policy level to maintain VID's high standards of water quality, supply reliability and fiscal responsibility. He served as the Board's president in 1996, 2001 and 2006. When he retired from the VID Board in 2006, Burzell had spent over 60 years living in and serving the Vista community.

(The above is an edited version of information provided by the VID)



Linden Burzell

Dr. Gabriel's Notes

(At the March General Meeting, we head a very interesting lecture about the early days of the local railroad lines from Dr. Herbert Gabriel. He kindly gave us a copy of his notes, which are re-produced here.)

The California Southern Railroad was the predecessor to the Santa Fe in California. It was first built from National City to Colton in 1881 and 1882.

The Atlantic and Pacific Railroad was started in San Diego in 1881, and its ornate depot was completed in 1885. It was replaced in 1915 by the present Santa Fe depot. This line paralleled the coast to Oceanside and at the Santa Margarita River it went northeast to Fallbrook and De Luz, then through Temecula Canyon, Temecula, Murrieta, Elsinore, Perris, Colton, and on to San Bernardino. Riverside was bypassed.

The line to Escondido was built and completed in 1887.

The first equipment from National City to Los Angeles is a distance of 126 miles and utilized the "Surf Line" tracks. This was completed in 1885 as the Santa Fe Coast Line.

Temecula Canyon is little known, but it is very important. It had 7 miles of solid rock walls. The grades were 150 feet per mile and the Santa Margarita River was subject to washouts. The survey crews failed to understand that the dry Southern California stream beds, as in 2006 and 2007, would become torrents of rock, sand, and mud, with solid rock-walled canyons. My father told me that the surveyors did not know that the Spanish word "arroyo" meant canyon in English.

Severe washouts in Temecula Canyon occurred in 1892 and 1894, so the line was abandoned north of Fallbrook. In January 1916, a really big flood washed away the Santa Margarita and San Luis Rey bridges. The railroad was maintained between Oceanside and Fallbrook.

The first depot in Oceanside was referred to as a 'shanty.' It is described as a 'primitive wooden depot' located near the San Luis Rey River. The construction of the real wooden depot occurred in the late 1880s, at the foot of Second Street, which now is Mission Avenue. Similar

wooden depots were built in Carlsbad, Encinitas, and Fallbrook. A depot of different design was built at Del Mar. It was a 2-story depot with living quarters above for the station agent and his family and was probably built when the original Del Mar Hotel was built.

There was a section house for the section foreman and his family on Cleveland Street, but south of the Santa Fe Station. Also, there was a section house at Stuart, 8 or 10 miles north of town.

There was a spacious parking area for early cars around the Oceanside depot, between the tracks and Cleveland Street. Also, there were two large, grassy areas, parks, planted lawns and palm trees, and a few benches, east of the depot, west of Cleveland Street and between Third Street and First Street.

The Roadmaster's office, my father's office, was a small frame building just south of the depot. It was staffed by the clerk, Ernest Rebbecini, and my father's desk was in there, too.

A short distance south was a bulk lime repository. The lime was white and about the consistency of cold cream, and it was used to soften the water used in the locomotives to produce steam. The locomotives used oil for fuel and it was stored in the tender. When locomotives or engines first appeared, wood was used for fuel, then coal, and the tender at that time was called a "coal car." Also, there were two steel vertical towers to hold the water for the engines. A horizontally movable spout provided water for the engine on the tracks.

A little more to the south were wooden sheds for the section crews to store equipment, tools and supplies for working on the tracks by the section foreman and his crew.

When my father first started to work for the railroad, he began as a laborer in a section crew. He spoke Swedish, and each day the crew had a job to do. With his Swedish accent, a job was a 'yob.' He said that by the time he had learned to say 'job'

instead of 'job', it was changed to 'proyect' or project!

The next shed was the one that I liked. This is where the motor cars were kept. My father had a gasoline engine powered motor car for his use. It carried 4 seated men. It had 4 retractable handles to lift in or off the tracks.

In addition to the main line tracks and in the area of the depot were 'sidings'. These were additional parallel tracks to accommodate the freight trains, when not in use or waiting to load or unload. There would be freight cars, tank cars, gondolas, refrigerated cars, flat cars and open-top cars for bulk materials.

The train to Fallbrook was a morning train and returned to Oceanside around mid-day. Then it became the "Escondido Dinky" for its afternoon run to Escondido. First behind the locomotive was the tender, then a dual-purpose car. One half was for U.S. Mail and Railway Express. The other half was for passengers, with reversible seat-backs so no one had to ride seated backwards.

The train crew consisted of the engineer, a foreman, a conductor and a brakeman. To communicate, perhaps from a track switch to the engineer, hand and arm signals were used. After dark, a kerosene lantern, hand held, and the arm were waved.

The depot or railway station had a station agent, 3 operators or telegraphers for Morse Code, which was used to send train orders and Western Union telegraphs. Along the tracks were semaphores and red or green lights. Also along the tracks were mile signs indicating the distance to and from the destination. My father showed me how to determine the speed of a train by noting the number of seconds between 2 mile posts: 60 seconds = 60 mph.

I have ridden through Arizona and New Mexico when he calculated the train's speed to be 90 mph. Also, after much rain with water on the tracks, a 'slow order' would limit speed to 5 mph. The siding on the east side of the main track could stop at Oceanside Lumber company, Shell Oil and south of the depot at the lima bean "beanery" and the Union Ice Co., where refrigerated cars were loaded with 100-lb. blocks of ice through the top of the cars.

The depot had a waiting room with ticket windows and a room on the south for locked mail pouches, canvas bags which were transported by car to the U.S. Post Office and where Railway Express could be picked up. The center of activity was the central part of the building, which had way bills for each freight car, the telegrapher with his u-shaped desk and a bay window so he could view the tracks and sidings north and south of the depot.

The high deck baggage truck carried checked baggage to go into the baggage car, a truck for Railway Express which carried perishables from San Luis Rey such as avocados, asparagus, celery and delivered fresh fish in iced boxes. Around the freight room of the depot was a wooden platform on three sides, at boxcar floor level, so LCL or 'less than carload' freight could be loaded or unloaded.

There were 4 tracks called sidings west of the mainline tracks. Here freight cars were stored, filled with freight to be coupled to a freight train bound for San Diego or north to Los Angeles, or stored until coupled to the train bound for Fallbrook or Escondido. Long distance, fully loaded cars carried sugar beets and dried lima beans and wheat grown on Santa Margarita y Los Flores Rancho.



Charles Johnson and Oscar Gabriel, both on left of motor cart near Stewart Section

MONTHLY VOLUNTEER LUNCHEON

The volunteers of the Vista Historical Society meet for luncheon at varying local restaurants on the first Wednesday of each month.

The next luncheon will be held on Wednesday, May 7, 2008. This month, the lunch will be at Valley View Casino followed by a tour of The Valley Center Historical Museum. There is a cost for lunch, and the Museum is free. Those attending should meet at the vacant dirt lot at Indiana Avenue and Main Street at 10:00 a.m. Anyone interested in meeting the volunteers and learning more about the Historical Society are invited.

Please make reservations by calling Mary Lou Hayward at (760) 724-4586. Information is also available by calling the Society office at (760) 630-0444.

The most recent gathering was held on Wednesday, April 2, 2008, at Coco's Restaurant. As always, the food was good and the camaraderie was great.

Attending were Mary Lou Hayward, Jean Bice, Rosemary Conway, Diane and Paul Eckert, Alvora Beck, Melinda Andersen, Marita Allen, Lois Cavalier, Pat Richardson, Mary Dolink, Edith Johnson, Richard Sepulveda, Sandi Graham, Marge Cosh and Jack Larimer.

FLOWER SHOW

The annual Spring Flower Show of the Vista Garden Club will open at 1 o'clock on Friday, May 17, in the room next to the First National bank.

It is expected there will be an exceptionally fine display of flowers grown in the open in the Vista district. Admission is free.

VISTA PRESS MAY 16, 1935

MYSTERY PHOTOGRAPH

Below is part of an aerial photo of Downtown Vista. It shows the Vista Inn at its second location at South Santa Fe Avenue and Escondido Avenue where Union Bank is today. The inn was at this location from 1941 to 1960. This photo unlike others that we have shows a structure, probably a gas station on the Santa Fe side. If you have any information on this building, such as when the structure was there or what it was, please call the Society at 760-630-0444



VISTA HISTORICAL SOCIETY ANNUAL MEETING AND LUNCHEON

We will be inducting Morris Vance and Linden Burzell into the Hall of Fame.

Col. Dick Rotwell, USMC Ret., president of the Camp Pendleton Historical Society, will speak about the newly formed Society.

We will receive a report on the status of the Vista Historical Society and elect Board Members.

Date: Saturday, June 21, 2008
Time: NOON
Place: Vista Entertainment Center, 435 West Vista Way
In the Derby Room

Lunch will include a choice of the following entrees:

1. Vegetarian Lasagna with white sauce
2. Beef Brisket
3. Cobb Salad

\$20.00 per person

Please fill out the reservation form below and mail it to
Vista Historical Society, P.O. Box 1032, Vista, Calif. 92085
Reservations should be received by June 16, 2008

Name: _____

Phone Number: _____

How Many: _____

Choice of Entrées: # _____

(Tickets will be available at the door)

**Vista Historical Society, Inc.
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PROGRAMS AVAILABLE

Programs are available for presentation on request for schools, clubs and other organizations. In addition, other presentations can be customized to fit your needs. For more information, call 760-630-0444.

The next newsletter will be published in June 2008. Please submit articles by May 15th.

A small, 3-by-3 foot, two-shelf display cabinet is available to display private collections at our office for the enjoyment of our membership. Please call 760-630-0444 if you are interested in displaying your collection.