

San Antonio Creek Bridge
State Highway 1 *Lompoc vicinity*
Santa Barbara County
California

HAER No. CA-18

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PHOTOGRAPHS

HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service, Western Region
Department of the Interior
San Francisco, California 94102

HISTORICAL AMERICAN ENGINEERING RECORD

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San Antonio Creek Bridge
HAER No. CA-18

Property Name:

San Antonio Creek Bridge No. 51-98

Location:

The bridge is located on State Route 1 at Post Mile 31.0 between the City of Lompoc to the south, Orcutt on the north and Los Alamos to the east. (Lompoc vicinity)

Ownership

The bridge is owned by the State of California. Contact the State of California, Department of Transportation, 50 Higuera Street, P.O. Box L, San Luis Obispo, California 93406, Telephone (805) 549-3111.

Request for Information

This request is by the U. S. Department of Transportation, Federal Highway Administration (F.H.W.A.). Division Headquarters address (Attn: Mr. A. J. Gallardo, District Engineer), Federal Building, P.O. Box 1915, Sacramento, CA 95809, Telephone (916) 440-3578.

Regional Headquarters address (Attn: Mr. F. E. Hawley, Regional Administrator), Region 9, Number 2 Embarcadero Center, Suite 530, San Francisco, CA 94111, Telephone (415) 556-3951.

Representation in Existing Surveys

This property is not listed on any Federal, State or local surveys to the best of our knowledge.

Description of Property:

This request is made in connection with a proposed highway construction project which consists of construction of a detour to the west of the existing road and bridge, demolition of the existing bridge, construction of a new bridge and removal of the detour.

The existing bridge crosses San Antonio Creek near the southern junction of State Routes 135 and 1. It is constructed of two reinforced concrete through girders on reinforced concrete closed abutments supported on spread footings. The 54-foot structure has a 30° skew. The approximately 20-foot roadway is flanked by unpierced concrete rails. It was designed and built in 1916 by Santa Barbara County. The design was executed by the Los Angeles firm of Mayberry and Parker, Civil Engineers.

Significance

The bridge is considered significant as it appears to be ^a singular entity. This is based on Criterion C, representing a type (reinforced concrete through girder), period (early twentieth century), method of construction (arch-rib floor system), and is the work of a master (the firm of Mayberry and Parker, important early reinforced concrete engineers), with its significance in the area of engineering.

Geographical Data, Maps, Photographs, Letters, Etc.

See the maps in Appendix A and photos and bridge evaluation in Appendix B.

San Antonio Creek Bridge, Bridge No. 51-98 is described as two reinforced concrete through girders on reinforced concrete closed abutments supported on spread footings. The 54-foot structure has a 30° skew. The approximately 20-foot roadway is flanked by unpierced concrete rails. It was designed and built in 1916 by Santa Barbara County. The design was executed by the Los Angeles firm of Mayberry and Parker, civil engineers.

Edward Leodore Mayberry, Jr., was born in Sacramento on September 18, 1871; his parents were Edward L. and Emily Jane (Gray) Mayberry. His father arrived in San Francisco in 1852, a carpenter from Maine. His passage to the West Coast was somewhat out of the ordinary, as the captain of the ship on which he had sailed was lost overboard off Cape Horn, and Mayberry assumed command and brought the vessel to port. The senior Mayberry set up business as a builder/contractor in San Francisco, making him one of the pioneers in that field in California. His work included the Grand Hotel and the Colton residence in San Francisco, and the State Insane Asylum in Napa. On December 17, 1870 he married Mrs. Emily Jane (Gray) Wing, who had arrived in California via the overland route in 1869. Mayberry retired in 1876 and spent that winter in Los Angeles, returning to San Francisco in 1877 to close all business affairs. In 1878 he purchased 160 acres in Alhambra and established residence there. In 1881 he bought the El Molino ranch from J. C. Hollenbeck, and enlarged it to 350 acres. In the early 1880's, in partnership with A. H. Judson and H. M. Johnson of Los Angeles and W. F. Whittier and J. B. Stetson of San Francisco, he formed the Hemet Land Company and the Lake Hemet Water Company. He built the Hemet dam, which was at that time one of the largest masonry dams in the world. Both parents died in June 1902.

Edward L. Mayberry, Jr., attended public schools in San Gabriel and Los Angeles, graduating from high school in 1888. In 1896 he obtained his B.L. (Bachelor of Letters) Degree from the University of California and spent the next two years working for the Transportation Department of the Chicago, Rock Island and Pacific Railroad. He then worked for Union Hardware and Metal Co. of Los Angeles until 1903, when he entered the Massachusetts Institute of Technology, graduating in 1906 with a B.S. Degree. He returned to Los Angeles and was employed by Carl Leonardt until March, 1907 when he formed his partnership with Llewellyn Adelbert Parker. He married Ada Stevens Phillips at Pasadena on January 24, 1901.

Parker was born in Denver, Colorado on December 6, 1882 to Edgar Daniel and Claire Marie (Haigh) Parker. His parents moved to Oakland in 1884 and Llewellyn attended school there until his family moved to Los Angeles, where he graduated from high school in 1902. He, like Mayberry, entered M.I.T. and graduated in 1906 with a B.S. Degree. The two were classmates in Boston. Following graduation, Parker entered the employ of Charles F. Whittlesy and Co., architects, with offices in San Francisco and Los Angeles. His position as Designing Engineer, in charge of the firm's engineering department, lasted until 1907 when the partnership mentioned above was formed. He married Constance Irene Bullfinch on February 18, 1913.

In partnership from 1907 to 1918, Mayberry and Parker located their office in the Pacific Electric Building in Los Angeles. They specialized in structural steel and reinforced concrete engineering. During this period they handled the engineering of a number of major buildings; these include the Majestic Theater, Panorama Theater, Luckenbach Building, Elks Building, and Bryan Building in Los Angeles, the Alhambra Hotel, Kern County Hall of Records, Pomona City Hall, Long Beach Polytechnic School, Long Beach Public Library, the Goodrich Building and Goldberg Building in Phoenix, Arizona, and hotel and station buildings for the Santa Fe Railroad in Williams, Arizona; Syracuse, Kansas; and Needles, California.

The firm was also responsible for a number of bridges, some of which were quite important. Their Linda Vista Viaduct across Arroyo Seco in Pasadena was apparently the first reinforced concrete, viaduct-type (long girders carried by towers) highway bridge in the U.S. when built in 1909. (A similar railroad viaduct had been built in Virginia in 1907 for the Richmond and Chesapeake Bay Railway.) Sub-surface water also dictated the use of a tremie to pour footings, a relatively early use of this device. This bridge is now gone. A similar bridge by Mayberry and Parker still spans Arroyo Seco on Prospect Boulevard in Pasadena. This bridge, on a curve, was the only one of its type in the world when built. In 1909 they designed the Salt River Bridge on Center Street at Phoenix, Arizona. With a length of 2,150 feet, this was the longest concrete girder bridge in the world when built. In addition, the firm designed ten reinforced concrete bridges (present status unknown) for Ventura County. Other extant Mayberry and Parker bridges include those Bridge Numbers 53C-25 and 26 over the Naples Canal on East and West Neapolitan Streets respectively, and Bridge Numbers 53C-22 and 23 over the Rivo Alto Canal on East and West Toledo Streets respectively. And, of course, San Antonio Creek Bridge, Bridge Number 51-98.

Mayberry served in the Army Engineer Reserve Corps in San Francisco and Vancouver, Washington, from May to December 1917. In June 1918, he and Parker dissolved their partnership and Mayberry reapplied to the Army Engineer Corps. Before he could rejoin, however, the armistice was signed ending World War I. In March 1919, Mayberry returned to private practice and opened an office in Los Angeles. Mayberry became one of the most sought-after civil engineers in Southern California (Gebhard, personal communication).

Guinn, J. M., History of California And An Extended History of Los Angeles And Environs, V. 3, Los Angeles, Historic Record Co., 1915.

McGroarty, J. S., History of Los Angeles County, Chicago and New York, The American Historical Society, Inc., 1923.

_____, "New Architectural Firm", Architect and Engineer of California, April 1907, p. 88.

_____, "Phoenix Bridge," The Architect and Engineer of California, November 1909, p. 96.

_____, "A Reinforced Concrete Theater and Office Building, Los Angeles, Cal.," Engineering News, February 11, 1909, pp. 144-145.

_____, "The Linda Vista Bridge: A Reinforced Concrete Trestle, Pasadena, Cal.," Engineering News, November 18, 1909, pp. 535-537.

Mayberry, Edward L., C.E., "Unique Reinforced Concrete Bridge," The Architect and Engineer of California, November 1909, pp. 73-79.

Gebhard, David, Professor of Art History, University of California, Santa Barbara, personal communication January 1979.

Owen, Tom, History Room, Los Angeles Public Library, personal communication, December 1978 and January 1979.

