

Historic Highway 395

The Bridges over Lake Hodges

Special Edition

May 2011

Founded

December 4, 2010

Mission Statement

The preservation and the promotion of Historic Route 395 from San Diego to the Cajon Pass.



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Dedication of County's New Bridge to be Part of Grape Day Celebration

Reprint: September 7, 1919, San Diego Union Tribune

Lake Hodges Station, Sept 6 – By the courtesy of the Board of Supervisors the exercises incident to the dedication of the \$80,000 reinforced concrete bridge over the San Dieguito River at a point on the San Diego-Riverside-Los Angeles inland highway, which has been known as Bernardo, but which is henceforth to be on the map as Lake Hodges Station, have been placed in the hands of the Escondido Chamber of Commerce.

The dedication of the bridge and coincident with it the opening to public travel of the new connecting stretches of splendid boulevard on the north and the south sides of the river will take place at 9 a.m., Tuesday, Sept. 9, and will be the opening gun of the Grape Day Festival in Escondido four miles distant. It is hoped to complete the ceremonies by 9:30 o'clock, in order to allow the crowd from the south ample time to make the side trip to Lake Hodges

and reach Escondido for the parade, which will start at 11 o'clock.

Dedication Program

Call to order, Lester A. Wright, president, Escondido Chamber of Commerce

Music, 32nd infantry band, Camp Kearny

Address, Hon. Leroy A. Wright

Remarks, O.W. Cotton, president Pacific Building Company, Col. Ed Fletcher, Vulcan Land and Water Company, Sam Potter, San Diego Hotelmen's Association, Eugene White, Automobile Club of Southern California, Melville Klauber, president, San Diego Chamber of Commerce, George Gray, President, Cabrillo Club, E. B. Gould, Jr. president, Rotary Club, Ed Davidson, president Ad Club, Sherwood Wheaton, chairman County Highway Commission

Christening of bridge, Joseph Foster, chairman, Board of Supervisors



Hettee Mallory Wade 1919 Source: San Diego Union Tribune

Music, 32nd infantry band

All speeches, save that of M. Leroy A. Wright, limited to two minutes

How it was Built

Facts about the Lake Hodges Station Bridge: Built for the county by the Pacific Building Company at a cost of about \$80,000; reinforced concrete; replaces temporary wooden pile bridge installed by supervisors after flood of 1916-17 one-half mile above present structure; 960 feet long; roadway 26 feet wide at highest point floor of bridge is 40 feet above river bed; 24 bents most of which are 40 feet on center, contains 160 tons of steel, 2300 yards of mixture of concrete a barrel and a half of cement to



Bernardo Station Bridge 1919 Cost: \$80,000

Source: The Pioneer Room, Escondido

Dedication Continued....

every cubic yard of concrete.

In the construction cement was poured on hardpan at the ends of the bridge, and in the rest of the work piles were driven to hardpan or resistance some being nearly 30 feet deep. Five piles were driven for each leg, two legs to a bend. These piles were cut off several feet below the water mark and a cement cap 6 ½ feet square 2 ½ feet deep poured around these groups of piles. This forms the frontage on which legs rest, being tied together with a 12-foot curtain wall between legs.

One of County's Best

It is one of the finest bridges in the county and makes a pretty picture taken from any viewpoint. Especially pleasing is the view showing the substantial nature of the structure gained by a walk underneath the great supporting pillars forming a frame which draws much favorable comment. The concrete work is left as it was when the forms were removed without resort to painting with a cement wash, thus making inspection easy.

With an ordinary precipitation this winter it is expected that the water of the lake will reach the bridge at Lake Hodges station, making it possible for Agent W.L. Dietrick, located at the store and dwelling at the south approach to the bridge, and Supt. Edmund Bartl, residing at the dam, to make exchange of visits with power launches as the means of transportation. The water of the lake is now within a mile of the station.

'...The bridge of community spirit would carry the people over all their troubles.'

Senator Leroy A. Wright of San Diego (Daily Times Advocate, Escondido, September 10, 1919)

Hodges Bridge Dedicated; Woman Repeats Ceremony

Reprint: February 16, 1955 , San Diego Union Tribune

The new Lake Hodges Bridge was dedicated yesterday by the same woman who more than 35 years ago christened the old bridge.

Mrs. Bert L. Wade of Pine Crest Drive, Escondido, was selected to dedicate the old bridge Sept. 9, 1919, by the late Joe Foster, then county supervisor from the north-eastern area of the county. Mrs. Wade's family was early-day residents of the Escondido area.

At yesterday's ceremonies, Mrs. Wade told the score of county and state highway officials present:

"You could have found someone prettier, or someone younger, but you couldn't have found anyone happier to dedicate this bridge."

The new \$288,577 structure, which eliminates the sharp curves built into the old Highway 395 Lake Hodges crossing, was completed late in January. Einer Brothers Construction Co., Escondido, and Marsch Construction Co., Chicago, had a joint contract for the work.



1955 Mrs. Wade dedicates the second bridge to carry U.S. 395 traffic across the lake.

Source: The Pioneer Room, Escondido

Fred W. Speers, California Highway Commissioner, cut a ribbon to formally open the bridge to traffic. E. E. Wallace, district state highway engineer, said the new bridge eliminates a bottleneck in the county's

main inland north-south arterial. He said a higher bridge will be built if and when a super Hodges Dam is constructed.

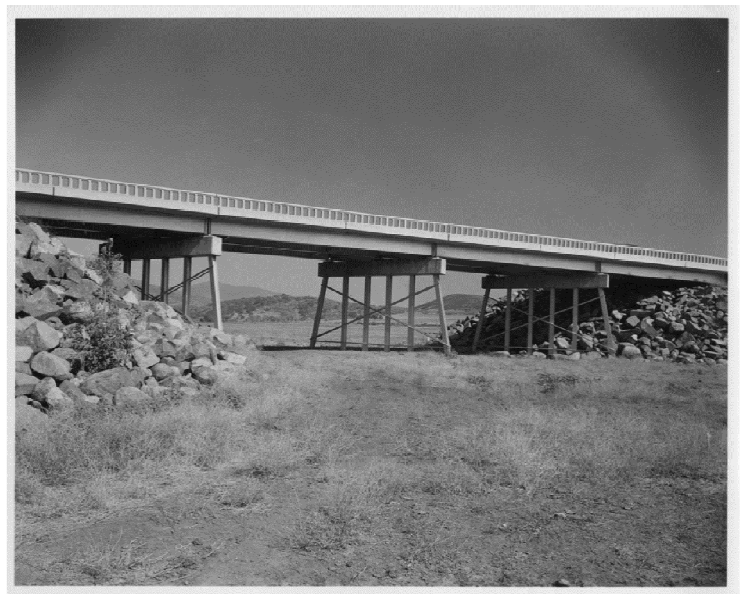
"You could have found someone prettier, or someone younger, but you couldn't have found anyone happier to dedicate this bridge."

Hettee Mallory Wade

1955 Lake Hodges Bridge Cost: \$288,577

Demolished 1968-1969, Estimated Cost: \$6,000

Source: The Transportation Library and History Center, California Department of Transportation, Sacramento, CA



North County Nuggets: Old Hodges Bridge

By Eloise Perkins

Reprint: January 25, 1968, Daily Times Advocate

When it was dedicated Sept. 9, 1919, the old Lake Hodges bridge, which is tumbling this week before the wrecker's steel ball was called "the handsome new concrete bridge". Mrs. Bert Wade shattered a bottle of Escondido's finest champagne against the structure during the "fitting exercises."

The dedication ceremony took place at 9:30 a.m., while a Grape Day celebration was getting under way in downtown Escondido, Mrs. Wade recalls.

She was chosen by county supervisor Joe Foster to christen the bridge, because she had known "Uncle Joe" since she was a child. Foster was of the family who founded a town of that name in the Lakeside area. Mrs. Wade, as Hettee Mallory, had grown up on a ranch about a mile from Lakeside, where the present River View Farms subdivision is located.

Mrs. Wade's grandparents, Mr. and Mrs. Darius Key, had purchased a ranch there in 1890. Eleven years later their son-in-law and daughter, Mr. and Mrs. Edward L. Mallory, came from Iowa to run the ranch. They were accompanied by their 8-year old daughter, Hettee.

After growing to womanhood and finishing her normal school education, Miss Mallory came to the North County to teach the 1913-1914 term at the old Moosa School, which was located at the edge of the

present Circle R Golf Course. She taught the Delpy School, near Vista, in 1914-1915.

Escondidan Since 1911

Dec. 31, 1915 at the Mallory home in Lakeside, she became the bride of Bert Wade, an Escondidan who had arrived in the area from Minnesota in 1911 with his parents.

They have lived in Escondido since their marriage, except for the years of World War I. Wade was stationed in Florida and his wife joined him there after teaching a term in Santa Barbara County. Wade now is one of the few charter members of J.B. Clark Post, American Legion.

The old Hodges bridge was called the Bernardo Station Bridge when it was dedicated back in 1919. It was constructed at a cost of \$80,000. Among those taking part in the christening was Col. Ed Fletcher, county paved highway commissioner.

There was no Lake Hodges at the time, but the dam below it on the Bernardo River was nearing completion. In a not too distant winter the water of the lake was to rise to within four feet of the bridge's surface, which stood 40 feet above the lake's bottom.

The number of cars in the area multiplied again and again and long before it went out of service in 1955, the old Hodges bridge was obsolete. Barely 20 feet across, the two-lane

roadway was the scene of numerous traffic accidents.

Second Bridge Built in 1955

A short, low-level bridge was constructed when a realigned Highway 395 traversed that area in 1955. This bridge was christened Feb. 15, 1955, by the same Mrs. Wade again using wine from the Bernardo Winery.

Taking part in the mid winter ceremony at the \$288,000 project were Escondido mayor A.F. Andreasen; Fred W. Speers, California Highway Commissioner; John W. Davis, Assistant County Highway Commissioner, and Robert Hays, secretary-manager of the local Chamber of Commerce who had arranged the affair.

At the time the new bridge was completed, the old bridge with its concrete H-frame pillars was barricaded to prevent vehicular traffic. The "no fishing from the bridge" signs were moved and the railings were lined with men, women and children with fishing rods.

The old bridge was kept intact because officials felt that extremely heavy rains above the lake would wash out the 1955 bridge and traffic would have to be routed over the tall, old-fashioned structure. Now two new bridges are planned to carry a four-lane 395 over the Lake Hodges bed.

"What a pity they did not leave it there."

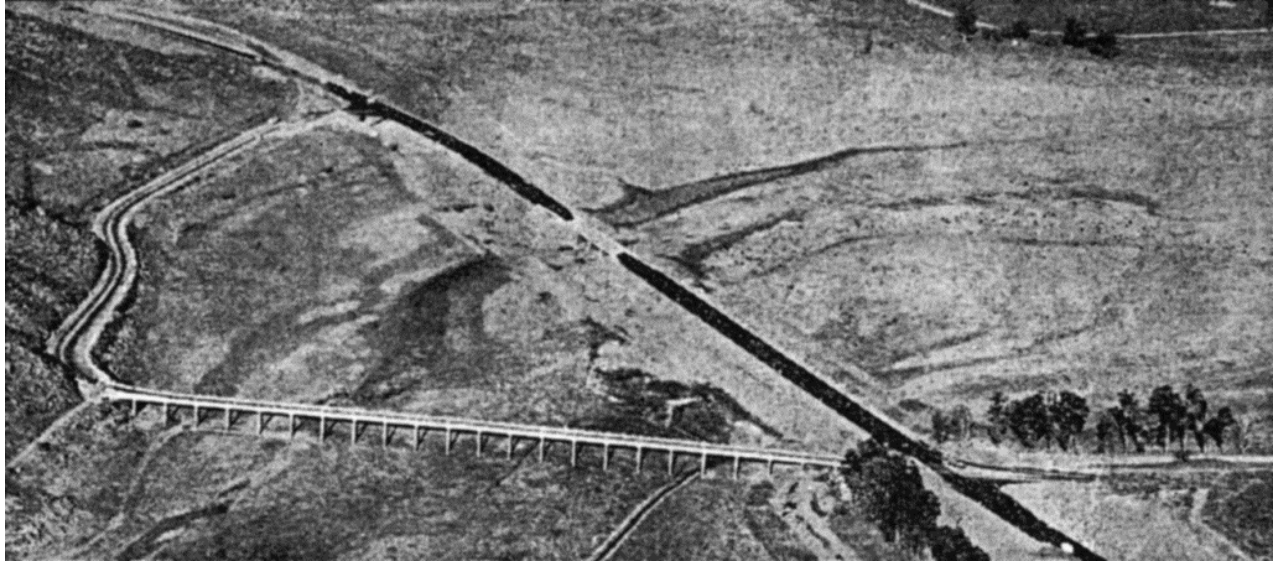
Jack Templeton, Escondido Historical Society volunteer

(Signon San Diego, January 7, 2006)



1968 Demolition of Bernardo Station Bridge Cost: Estimated \$21,000

Photo Source: The Pioneer Room, Escondido



Aerial Photo of the 1919 Bernardo Bridge and the 1955 Lake Hodges Bridge.

Source: The Pioneer Room, Escondido

“...the Hodges bridge would become the ‘main line’ for military traffic if Highway 101 were knocked out in a surprise attack.”

Source: Times Advocate, December 23,

1952

50-Year History of Lake Hodges Spans Recalled

By Peter H. Brown

Reprint: June 6, 1969



Mrs. Bert Wade, 76, who will dedicate bridge over Lake Hodges Monday, holds ribbon and champagne bottle cap used in 1919 dedication and photo taken during similar event in 1955. Mrs. Wade took part in both previous events.

Source: San Diego Evening Tribune, June 6, 1969

Escondido – The drove of 300 cars a minute, and thumping sounds of 20 workers putting in a bridge railing nearly drowned out the voice of Mrs. Bert Wade, 76, as she sat on a cement beam above Lake Hodges and scanned \$3.5 million worth of new freeway.

“Isn’t this unbelievable – when I was out here to dedicate the first bridge across Lake Hodges 50 years ago – a car was a tourist attraction, now there are thousands,” said Mrs. Wade – who helped start the traffic parade across the lake bed in 1919.

“If you had told me then (in 1919) that I would be here in 1969 to dedicate my third bridge, I would have laughed and said you were crazy.”

RECALLS DEDICATION

But there she was, silver-haired, still pretty, hold-

ing her stylish hat against the winds from the lake and looking over the site of her third dedication.

Fifty years ago this September, Mrs. Wade – a brunette in a velvet Mary Pickford hat and a fur-topped black coat, stepped out of an Overland roadster and smashed a bottle of champagne and shouted across the wind “I christen you Bernardo Station Bridge”

That was the first time.

Then 14 years ago – this time in a gray suit a la Grace Kelly and on the arm of her husband, Bert, Hettee Wade smashed another bottle of champagne on the second Lake Hodges Bridge – a \$288,000 traffic carrier just below the old bridge.

SAME TYPE

Monday at 2 p.m. surrounded by Mayors Curran of San Diego and William S. Crow of Escondido and wearing a shocking pink wool dress, Mrs. Wade will crack open a bottle of the same type of champagne, in the same type of speech-laden ceremony.

This will be the third time.

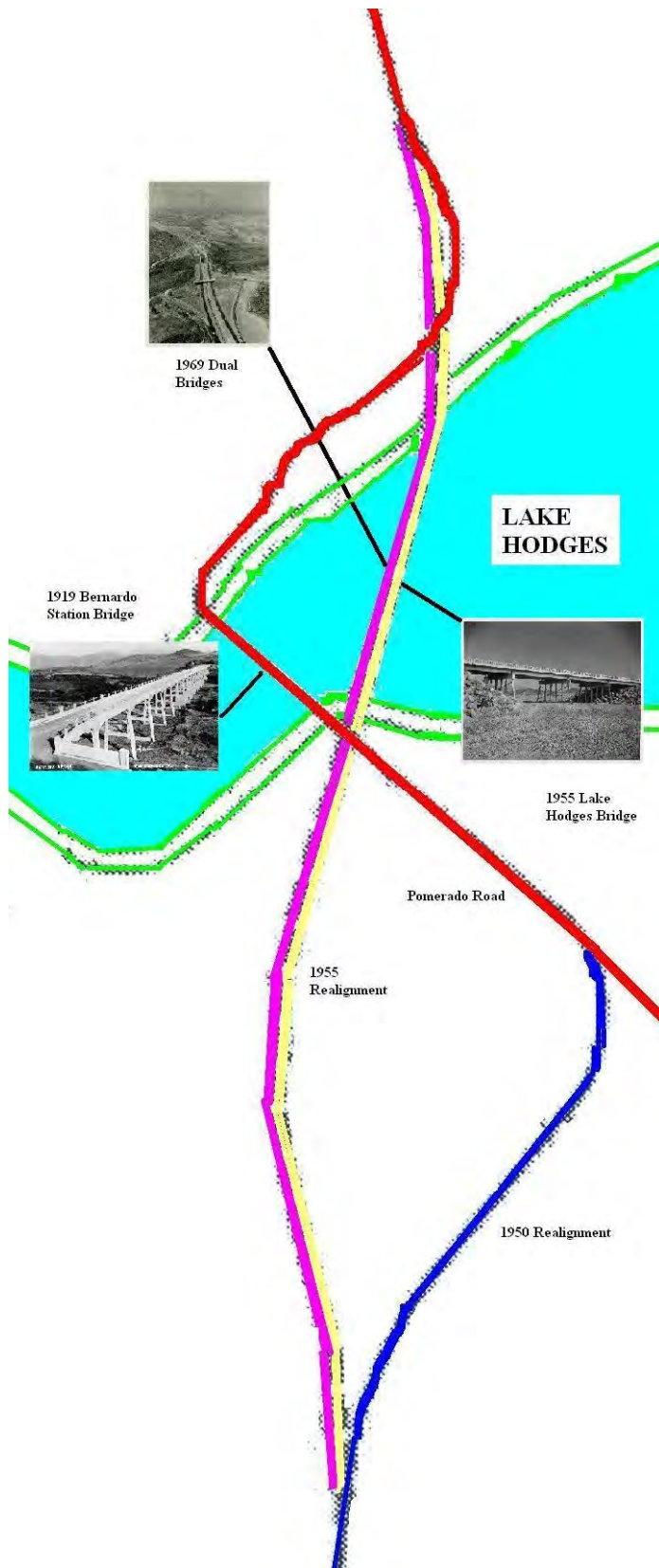
“This all started because a close friend of my family, Joe Foster, was a member of the county Board of Supervisors. He knew I was up here in Escondido and he wrote a letter asking me if I would dedicate the bridge.”

TRAFFIC TOO HEAVY

“Oh it was all very exciting – the ceremony opened the first Escondido Grape Day celebration after World War I and a lot of people came out. Look you can see the line of cars in the picture” she said – holding up a golden snapshot of touring cars with her and her champagne arm in the foreground.

“We thought the bridge was beautiful with big piers and so high from the lake bed.” She said of the old bridge which was leveled last year.

When traffic became too heavy in the early 50s for the 20-foot wide gothic bridge, the state Department of Highways replaced the structure



50-Year History of Lake Hodges Spans Recalled Continued...

that cost \$80,000 in 1919 with a bridge that carried traffic across Hodges until last year.

“When dedication time came around, the Escondido Chamber of Commerce manager – who knew I had christened the first one – called up and asked me to do it again. I remember that one a little better.”

That time Mrs. Wade leaned way out over the dry lake, cracked the bottle and shouted.

Mrs. Wade- who came to Escondido to teach at Moosa School in 1913 – said her cronies have been asking about the new dedication since the bridge was announced.

“When it appeared in the paper friends started asking – are you going to dedicate this one – and I told them I hadn’t been asked.”

Last week, James Godtiring of the Escondido Chamber of Commerce made it the third with a phone call.

1930s CAR FIRST

Mrs. Wade will be joined in the 2 p.m. ceremony on the northbound section of new freeway by city, county, state and Highway Department officials.

A decorated 1930 car will be the first one across the bridge with Hettee in the front seat.

Division of Highways officials say the new section will be opened to traffic by mid-week, bringing U.S. 395 to full freeway or expressway status from San Diego to Escondido.

“We thought the bridge was beautiful with big piers and so high from the lake bed.”

Hettee Mallory Wade

Source: June 6, 1969

Dedication of bridges 'old hat' for woman

Reprint: June 10, 1969

Escondido – In 1919 and in 1955, Mrs. Bert Wade broke bottles of Escondido champagne on the superstructure of new bridges over Lake Hodges. She did it all over again Monday – without the wine.

For Monday's dedication of the new span, which will carry northbound traffic on Highway 395 across Lake Hodges, Mrs. Wade rode in a vintage 1931 sedan, complete with flower vases on the walls, northward across the span near its northern most point, where the car broke a paper chain to make the bridge's completion.

"You know," she said, "the photos in the newspapers said that I was clutching my hat to keep the wind from blowing it into the lake. I'm clutching it again today. I am glad to be able to stay inside a car to keep warm."

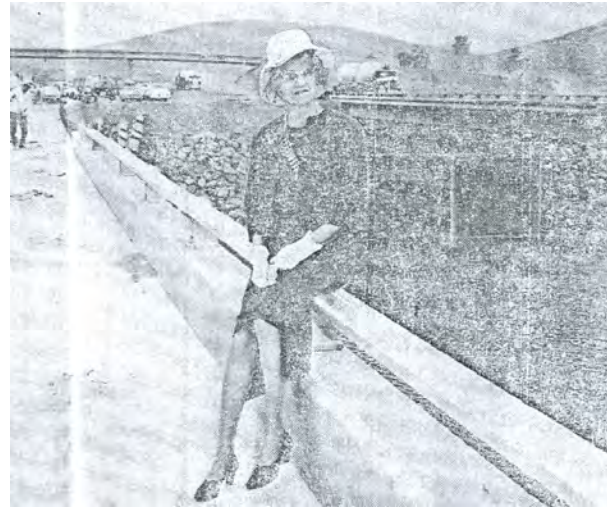
The auto was driven by Escondido police patrolman Eugene H. Mergillano, who borrowed it from his father-in-law, George Cataline. Passengers in the car, in addition to Mrs. Wade, were Scott Miller, 13, and Susan Keller, 14, eighth graders at Grant School and winners of the Daughters of the American Revolution award in history. Their school made the paper chain broken by the auto.

In his invocation before the ribbon-breaking, Rev. Frank Starkey, pastor of the Escondido House of Prayer Lutheran Church, prayed that the bridge would "increase the safety of this highway."

E.R. Settle, assistant district engineer for the state Division of Highways, representing this chief, Jacob Dekema, pointed out that while Mrs. Wade had christened her third bridge over Lake Hodges, "we're going to be building a lot of highway north of here in a few years, and we'd like to get her back for one or two more!"

Speakers were introduced by J. Donald Riley, president of the Escondido Chamber of Commerce. They included William Craven, administrative assistant to Fifth District Supervisor Robert Cozens; Mayor William S. Crow of Escondido; Mrs. Wade, and Settle.

Master of ceremonies for the observance was Joseph Marriott, chairman of the transportation council of the chamber.



1969 Mrs. Wade sits in front of final construction action on the north section of the double bridge.

Source: San Diego Union, June 6, 1969



1969 The Lake Hodges Bridge Dedication. Mrs. Wade, as a passenger in the car, breaks the paper chain stretched across the bridge.

Source: The Pioneer Room, Escondido

US Highway 395

San Diego County Timeline

Ca 1910 – 1919: Inland Highway (Mule Hill/Bernardo Road)

September 9, 1919: Bernardo Station Bridge Dedicated

1919 – 1931: Inland Highway (Bernardo Station Bridge Route)

August 15, 1931 – 1934: State Highway 71

October or November 1934: US Highway 395

1935 (?): US Highway 395 signs installed

February 28, 1948: Cabrillo Freeway opened (Modern Day Route 163)

April 17, 1948: Escondido to Rainbow opened (Modern Day Old Highway 395)

1949: Escondido Freeway opened (Modern Day Centre City Parkway)

September 14, 1950: Miramar to Lake Hodges opened
(Modern Day Parts of Interstate 15)

February 15, 1955: The new Lake Hodges Bridge is dedicated

January 1968: The Bernardo Bridge (1919) is demolished

June 9, 1969: The new Lake Hodges Bridge is dedicated



1969 Dual Lake Hodges Bridges (Photo taken in 1971)

Cost: \$3.5 million

Source: The Transportation Library and History Center, California Department of Transportation, Sacramento, CA

"This bridge is dedicated to the memory of past generations, the service of the present and to the safety of future generations"

Hettee Mallory Wade

(unspoken words, 1969)

Source: *San Diego Union*, November 28, 1975

**A HISTORIC ROUTE 395 ASSOCIATION
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Hettee Mallory Wade 1892 - 1983

Times-Advocate, Escondido, September 24, 1983

Escondido – Hettee Mallory Wade, a longtime Escondido resident, died Sept. 23 at the Rancho Bernardo Convalescent Hospital in Poway. She was 90.

Mrs. Wade was born in Wapello, Iowa. She had lived in California since 1901 and in Escondido since 1915. She was a life member of the Escondido Woman's Club and was twice honored by that group as the "Woman of the Month."

Mrs. Wade, wife of the late Bertram Wade, became known as the "bridge lady" after she christened three bridges over Lake Hodges.

She was a charter member of the American Legion Auxiliary and a charter member of the

Rincon del Diablo chapter of the Daughters of the American Revolution.

She headed the literary section of the Woman's Club and was a sponsor of the San Marcos Junior Woman's Club.

She is survived by her daughter, Carmen Borrman of Lafayette; six grandchildren; two great grandchildren, and a sister, Emily Mallory of San Diego. Her husband died in 1977.

There will be no formal service. Cremation will be followed by burial at Oakhill Memorial Park Cemetery. McLeod Mortuary is handling the arrangements. Donations may be made to the Bertram L. Wade Memorial Fund for Education, J.B. Clark, #149, P.O. Box 123, Escondido.

Resources

Depositories

Researchers

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Research Contributors

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History Center, California Department
of Transportation

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Poway Public Library

Sierra Library Consortium, San
Diego

Poway Historical Museum

Pioneer Room, Escondido

San Diego Central Library

Internet Resources

[http://www.floodgap.com/
roadgap/395/](http://www.floodgap.com/roadgap/395/)

<http://www.cahighways.org/>

[http://www.aaroads.com/california/i-
015_ca.html](http://www.aaroads.com/california/i-015_ca.html)

[http://www.americanroads.us/
forum/index.php?
PHPSES-](http://www.americanroads.us/forum/index.php?PHPSES-)

[SID=0f20453f0be7988e3a14e22511b
5b784&board=28.0](http://www.americanroads.us/forum/index.php?board=28.0)

[http://home.pacbell.net/hywaymn/
c_block_california.htm](http://home.pacbell.net/hywaymn/c_block_california.htm)

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