

Love Locks and Laughs

When we are out for our strolls, running errands, or eating in restaurants, Bob often sees people he knows. He really does not know them, but he is sure he does. He waves at them, he talks to them, and he shakes their hands. Bob even has taken up waving to the piano player/vocalist in our church choir during the worship songs.

Most of the time, Bob thinks he knows the person from the Army or the Navy (he was a Marine), or from the company (not sure what that its), from when he played for the Chargers (NOT!), or from the Police Department (YES!). Sometimes he'll just point to people and say, "Who is that?" "Is that someone we know?" Rarely is it someone we know. But in his mind, everyone is someone he knows. From the ticket taker at SeaWorld, the person in the car next to us at the stop sign, to the couple walking by us at the beach. He either knows them or has worked with them. When he approaches them, it leads to interesting conversations but thankfully, most people are kind and listen politely to his rambling. I think it's becoming more obvious to people that he's off base a tad bit.

While walking across Cabrillo Bridge at Balboa Park this week, Bob stopped to check out the padlocks that have been attached to the bridge. I have attempted several times to explain that couples lock these padlocks on the bridge and throw away the key to symbolize their love and commitment. He continued to to be puzzled over the locks. Eventually we moved on—or so I thought!

We were only a few steps away from the locks on the bridge and a man approached us from the other direction and passed us by. Bob turned and started going after him (slowly with his rolling walker) hollering loudly ***"Sir, Sir, Sir, Mr. Master, are you Mr. Master?" "You've left something on the bridge."***

The man must have felt that Bob was coming after him for he

picked up his pace and scurried away. Thankfully, Bob stopped pursuing him and stopped hollering. Boy was I puzzled as to what that was all about. Bob eventually was able to explain that that man was Mr. Master and he had left something on the bridge.

It took me a few seconds to figure out what had just happened. It was a **MASTER Lock** on the bridge!!!

So, I had a good laugh (at Bob's expense, I guess). Bob did not laugh as he was worried that Mr. Master had lost his lock!

Hopefully if you are ever in Venice, or Paris, or some of the famous places with bridges covered with love locks, you'll think of Bob with 1 o and have a good laugh, too.



Cabrillo Bridge

When the 1915 Panama-California Exposition was relocated to an upper mesa of Balboa Park from the original proposed site near downtown San Diego, a bridge over Cabrillo Canyon was required. Initially thought to be impractical and prohibitively expensive, Exposition Director of Works Frank P. Allen, Jr. (1881-1943) successfully demonstrated the feasibility of spanning the wide canyon and, with chief architect Bertram Grosvenor Goodhue (1869-1924), created the first drawings of "Puente de Cabrillo" as a dramatic entrance to the Exposition.

Allen worked with San Francisco engineer Thomas Benton Hunter, Jr. (1880-1955) to design a bridge echoing Spanish traditions and the simplicity and grace of a Roman aqueduct. It is California's first multiple-arched, cantilever-style span. It is a reinforced concrete structure using hollow piers to support the bridge. The piers cantilever to form the seven arched openings. Four thousand-fifty tons of steel and 7,700 cubic yards of concrete were used to construct the bridge. It is 40 feet wide, extends 1,505 feet across the canyon and rises to 120 feet above the canyon's deepest point. At a dedication on April 12, 1914, Assistant Secretary of the Navy Franklin D. Roosevelt was among officials making a ceremonial first automobile crossing over the completed bridge.

During the 1915 Exposition, a man-made lagoon at the base of the bridge reflected the arches and was attractively landscaped with aquatic plants. The lagoon was eventually drained to accommodate an increase in automobiles using a long-established trail through the floor of Cabrillo Canyon. In 1941 San Diego voters agreed to the incursion of a highway through Balboa Park. By 1948, a freeway passing under the Cabrillo Bridge was completed. A 1962 proposal to double-deck the freeway to create eight lanes was repelled.

The Cabrillo Bridge was built as one of the permanent 1915 Exposition structures. Major repairs have occurred over the years including fences installed in 1950. In a California Department of Transportation project initiated in 2013, the bridge received a major restoration and seismic retrofit and arches were lighted for the first time. The Cabrillo Bridge was added to the National Register of Historic Places in 1975.

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