

By hosting nearly two-and-a-half million tourists, conventioners and business travellers each year, San Francisco earns its sobriquet "Everybody's Favorite City." Surrounded on three sides by the Pacific Ocean and San Francisco Bay, San Francisco's compact 47 square miles crowd the tip of the San Francisco Peninsula. "The City" with a population of 706,900 is the hub of the nine county Bay area and the gateway to the Pacific.

Never having visited California I decided to write to The San Francisco Visitors Bureau for their help and information for this article. Naturally I received page after page of travel pieces about things to do in "The City," so here for a change are some "suggested San Francisco don'ts:"

Don't pack a tropical wardrobe; the mercury hovers around 60 degrees even in summer.

Don't plan to diet; this city is the weight-watchers' Waterloo.

Don't call cable cars trolleys; they're powered by the moving steel cable you hear humming in the slot beneath your feet.

Don't dine at an authentic Japanese restaurant if you have a hole in your sock.

Don't board a public conveyance without 60¢ in change (\$1.00 for cable cars); the drivers don't make change.

Don't plan to go swimming in San Francisco Bay unless you're a member in good standing of the Polar Bear Club.

Don't go to Chinatown during the Chinese New Year Season (between mid-January and late February) if you have delicate eardrums. Year of the Ox 4683 on the lunar calendar coming up.

EVER RIDE A NATIONAL LANDMARK?

The recent \$60 million overhaul of San Francisco's "TRACK STARS" lasted 20 months as work crews installed new tracts, reconstructed the cable car barn and replaced drive machinery and components. Swept along by a tidal wave of civic pride, the CABLE CAR fleet returned on June 21, 1984. Twenty-eight "single-enders" ply the two Powell Street swoop loop. These vehicles, the only ones of their kind can be gasp-provoking when you're rounding a horseshoe-curve, even at 9½ mph. Count me in for this one!

WATER'S EDGE

San Francisco has been also called a "window on the world". The way the hills rise steeply out of a sparkling, island-studded bay is reminiscent of Hong Kong. At other times, when the harbor's a wind-whipped green, San Francisco assumes a Nordic look.



An indigo bay and peach blossom sky complement San Francisco's eastern skyline. Lighted clock tower lower left is the 19th century Ferry Building. Towering pyramid at right has been a local landmark since 1972. (photo by Mark Snyder courtesy of San Francisco Convention & Visitors Bureau)

The Marina, a forest of sailboat spars, and Fisherman's Wharf, where the fishing fleet ties up, could be scenes painted in Portofino or St. Tropez. This is the far eastern edge of the Orient. The western edge of the continent. A port of gold.

Fisherman's Wharf remains one of the city's singular tourist attractions. Dozens of seafood restaurants frame rows of colorfully painted and colorfully named fishing boats. During the crab season (mid-November through June) devotees line up for the best of the catch and a loaf of sourdough French bread from a nearby bakery. Dungeness crab, sourdough French bread and walkaway seafood cocktails are Fisherman's Wharf staples.

On Fisherman's Wharf one finds a living, working environment. It is an exciting place to visit because it is still very much a fishing port, even though the number of boats making this their base has diminished over the years. Thousands of tons of fish and the famed Fisherman's Wharf crab are still unloaded here each year. The catch is prepared for sale to markets and restaurants at the processing plants that line "Fish Alley," just behind Jefferson Street between Jones and Hyde. The best time to see the fishing industry in action is early in the morning. By 11:00 a.m. most of the day's work is finished for the fisherman and processors alike.

Nearly everyone wants to ride to Fisherman's Wharf in just one way ... aboard one of San Francisco's historic cable cars. But there are several other Municipal Railway routes that can take you directly to the Wharf from downtown San Francisco. The 32 Embarcadero runs
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along the waterfront from the Ferry Building at the foot of Market Street. The 15 Kearny leaves from Moscone Center, crosses Market at Third, and passes through Chinatown and North Beach. The 19 Polk and 47 Van Ness are good connections from the Civic Center area. Of course you can drive or take a taxi. There are a number of by-the-hour parking facilities at the Wharf and metered spaces on most streets. Before noon and after six p.m. parking is seldom a problem at Fisherman's Wharf.

The Wharf can be a base for exploring San Francisco. Fisherman's Wharf isn't just a great place to visit, it can be your home away from home. Some of the city's finest hotels are located right here so you can stay in comfortable accommodations right at the Wharf. Count me in for this one too!

GEORGE R. MOSCONE CONVENTION CENTER

The biggest production in the history of San Francisco's visitor industry, the \$126 million Moscone Convention Center will host The GCSAA's 57th Golf Course Conference & Show. Opened on December 2, 1981, the 650,000-square-foot convention facility is located on four blocks southeast of Union Square on an 11½-acre site bounded by Third, Howard, Fourth and Folsom Streets. It houses a 261,000-square-foot exhibit hall, the largest column-free structure of its kind in the U.S.; 41 meeting rooms seating from 30 to 3,200 people; a 30,000-square-foot ballroom, and accommodates 20,000 special events patrons theater-style. The Center underwent extensive modifications to conform to the needs of the July 16-20, 1984 Democratic National Convention. It faces the two-square-block Yerba Buena Gardens site slated for development into a lavishly landscaped greensward with cultural, recreational

and shopping attractions.

With the spacious and modern George R. Moscone Convention Center as its setting GCSAA's 57th International Golf Course Conference and Show on January 27-February 4, 1986 promises to be bigger and better than ever before. The show will offer more educational opportunities than any confluence to date. A brief outline includes:

- Twenty-seven seminar courses
- Twelve concurrent educational sessions
- Two and a half day trade show
- Sports Turf Managers Education Conference
- Golf Course Builders of American Education Conference
- American Society of Golf Course Architects Education Conference
- USGA Green Section Education conference
- National Golf Foundation Workshop

Other special events scheduled are:

- Prayer Breakfast
- Opening Session with keynote address by a nationally known personality
- GCSAA annual membership meeting
- Banquet & Show with Old Tom Morris Award presentation and top name entertainment
- Four-day spouse program

GCSAA members should have already received The Early Bird advance registration and information by now. I would urge you to take advantage of this early registration because it will save you time as well as money. Discounts made available through GCSAA Membership will be offered.

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Golden Gate National Recreation Area (GGNRA)

Congress in October 1972 set aside 34,000 undeveloped San Francisco and Marin County acres as the Golden Gate National Recreation Area and mandated the National Park Service to develop and administer it. The preserve was expanded in 1976, 1978 and twice in 1980, which includes the San Francisco shoreline from Aquatic Park to Fort Funston, the bay islands of Alcatraz and Angel and extends north of the Golden Gate for 20 miles. Marin County portion encompasses Rodeo and Stinson beaches, Muir Woods National Monument, Mt. Tamalpais, Audubon Canyon Ranch, lagoons, rugged headlands, meadows, fortifications, picnic facilities and 100 miles of trails. Over 25,000 acres in San Mateo County include historic Sweeney Ridge, the San Francisco Bay Discovery Site. Of the 72,815 acres currently within authorized boundaries of the recreation area, the GGNRA owns and manages approximately 24,000 acres. For GGNRA information phone 415/556-0560.

The National Maritime Museum, a component of the GGNRA, attracts over 1 million visitors annually. Its seaworthy treasures include five vessels moored at the Hyde Street Pier, the S/V Balclutha berthed at Pier 43 and two new arrivals, the U.S.S. Pampanito, a World War II fleet submarine which was part of the South Pacific based "Wolf Pack," and the SS Jeremiah O'Brien, the last of the more than 2,750 "Liberty" cargo ships operated during World War II; the latter may be boarded at Pier 45, Fisherman's Wharf and Pier 3, Fort Mason respectively.

ALCATRAZ

"The Rock" is now a unit of the bay Area's Golden Gate National Recreation Area. A legendary, 12-acre island rising 135 feet out of San Francisco Bay, Alcatraz was opened to the public on October 26, 1973 after 118 years of isolation. The island has been used successfully as a fortification, U.S. military prison, army disciplinary barracks and federal penitentiary that confined many of the country's most infamous felons. Boats depart frequently from Pier 41 for two-hour tours of Alcatraz. Reservations are required by telephone 415/546-2805.

The Golden Gate National Recreation Area created by Congress in 1972 takes in San Francisco's shoreline greenbelt and the Marin County coast north to Point Reyes National Seashore. Together they form a federal protectorate of more than 100,000 acres of beaches, lagoons, wildlife sanctuaries, redwoods, ranchlands and rugged headlands.

For a great intra-city escape catch the No. 5 bus from downtown Market St. to Golden Gate Park. There's not a single "KEEP OFF THE GRASS" sign in this emerald isle's 1,017 acres. Fees for admission to its many special attractions ... the Japanese Tea Garden, M.H. de Young and Asian Art Museums, Conservatory of Flowers, California Academy of Sciences, etc. are minimal.

The City's Visitors Bureau maintains a GA (Gratis Attractions) list for points of interest such as the Old Mint, Wells Fargo History Room, Mission Dolores, Fort Point National Historic Site, the National Maritime Museum

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and Hyde St. Pier's flotilla of vintage coastal vessels. Send a stamped, self-addressed envelope marked GA to the SFCVB, P.O. Box 6977, San Francisco, CA 94101 for complete details.

ALAMO SQUARE: A PHOTOGENIC THICKET OF VICTORIANS

A great part of San Francisco was built between 1850 and 1900 when Victorian architecture was in flower. Some 14,000 residential examples remain, about half of which have been maintained or restored. This survival statistic is astonishing when you consider that 514 blocks went up in flame in the wake of the 1906 earthquake. Endangered specimens have been put within the reach of preservation-minded buyers and out of the path of urban renewal.

In fact, saving Victorians has become a thriving enterprise here. Quite a few of the new entrepreneurs have set up shop as exterior paint consultants. One company, Victoriana, runs a millworking shop turning out 150 patterns of moldings and trim to insure authenticity of restoration.

Locally, there are three basic designs — Italianate, Queen Anne and Stick, or Eastlake. Italianate, in great vogue between 1850 and 1875, is characterized by bays whose side windows slant inward, pipe-stem columns flanking the front door and flat crowns. Queen Annes, patterned after a style popular in England in the 1860's are marked by rounded corners, hooded domes, sinister-looking windows and the use of shingles as siding. Stick, or Eastlake, all but indistinguishable from Italianate, stems from the 1880's and offers such esoteric clues as chamfered corners on pillars, strips, incised decoration and horseshoe arches.

The San Francisco Convention and Visitors Bureau has charted a 6½ mile car tour of the cream of the Pacific Heights-Western Addition of homes; this area is not "strolling terrain." Walkers should confine themselves to the Pacific Heights and Union Street areas. The 1600 to 2200 blocks of Union are best explored on foot because of their many intriguing alleys and boutique-bordered backyards.

Ask for the San Francisco Convention & Visitors Bureau's supplemental list of VICTORIANS WHERE YOU CAN EAT and VICTORIANS WHERE YOU CAN SHOP. There are also Victorians you can visit as well as Victorians where you can stay such as Bed and Breakfast Inn, 4 Charlton Court. Here you will find nine guest rooms in a pair of 1873 and 1896 Victorians overlooking a one-time milk-wagon loading yard off Union Street's 1900 block. The Monte Cristo, located at 600 Presidio Avenue, offers 14 rooms in an 1875 Victorian. Since Dan's favorite pastime is not visiting architectural heritage locations I'm hoping that the four-day spouse program will offer a tour of some Victorians. It sounds like a natural event for a ladies tour.

In conclusion I'm starting to think about plans for our trip to San Francisco ... this is due to the fact that in past years I have not been a very good "trip planner." Good being defined in this case as "organized." So as of now I

have a goal to pre-think some items in order that Dan and I may calmly and confidently depart from West Palm Beach on January 28, 1986. Not only will I pre-pack, I will put *all* the luggage beside the front door the night before. (Last year when we went to Washington Dan's assistant Tim barely made it back to the airport with our garment bags, which I left neatly hung up in the closet.)

Looking down at "Beeper," our fluffy gray cat, dozing at my feet, I'm already making a mental note to make some arrangements for him. He doesn't even know he is an animal because he usually just travels with us to Grandmom's house, etc. ... this time he will have to just face the fact.

Cheryl is eighteen now, a senior in high school, so there will have to be a family conference about her plans. I would like for her to go with us but I realize that she has obligations to meet in other areas. (Each vacation, trip or outing that we take as a family I get very nostalgic thinking that maybe this will be our last family event before she leaves for college.)

As soon as the "Early Bird" advance registration arrives I vow to fill out all the forms and make out all the checks, place all the calls to airlines and so forth ... actually if I were to be completely honest at this point I would admit to the fact that I am a terrible traveler because: number 1, I'm not completely comfortable with flying ... number 2, my bed and pillow are completely comfortable ... number 3, our home is located in a quiet wooded area (we usually end up with the room next to "people who party") ... and number 4, everything I need for my health, convenience and happiness is here at home.

Actually though I will push through everything by January 28, 1986 and I will have a great time at the conference ... seeing old friends ... touring San Francisco ... and supporting Dan in his profession. And if I were to choose between going to the San Francisco Convention and going camping I would definitely choose the convention. ■

GOOD CONECTIONS IN SAN FRANCISCO

SAN FRANCISCO -- If you're heading for San Francisco, you should jot this down: 391-2000.

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In 1980, it went international. If English is not your best language, you can get the message in four others: French (391-2003), German (391-2004), Spanish (391-2122) and Japanese (391-2101).

To take advantage of San Francisco's tele-itinerary from outside of the Bay Area, dial area code 415 first. ■

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PATTY BERG Receives Old Tom Morris Award

Floridian Patty Berg, a member of the World Golf Hall of Fame and a founder and charter member of the Ladies Professional Golf Association (LPGA), will be the recipient of GCSAA's prestigious Old Tom Morris Award in 1986.

GCSAA's highest honor will be bestowed on the superstar of women's golf at the Banquet signaling the end of the 57th annual International Golf Course Conference and Show, January 27-February 4, in San Francisco.

The award is presented to individuals who, through a continuing, lifetime commitment to the game of golf, have helped to mold the welfare of the game in a manner and style exemplified by Old Tom Morris, the game's first superstar.

Berg, who helped found and became a charter member of the LPGA in 1950, remains to this day one of the most important ambassadors for women's golf. She was the LPGA's first president, in 1951, and was one of the four original inductees into the LPGA Hall of Fame.

Winner of the 1938 U.S. Amateur, Berg claimed over 80 titles after turning professional in 1940. Her 41 LPGA titles from 1950-1962 are bettered by only five players in the Tour's 35-year history. She twice accumulated six victories in a season (1953, 1956) to lead the Tour. Berg also led the WPGA Tour, the LPGA's predecessor, with three victories in both 1948 and 1949.

While winning tournaments, Berg was also the Tour money leader three times in four years (1954, 1956, 1957) and captured three of the first four Vare Trophy awards (1953, 1955, 1956).



Patty Berg

Patty's personal honors and achievements also are numerous. In addition to her induction in the LPGA Hall of Fame, she has been voted membership in the Women's Sports Hall of Fame as well as the World Golf Hall of Fame.

A three-time winner of the Associated Press Athlete of the Year Award, Berg was named the 1963 Bob Jones honoree presented by the USGA to recognize a person who emulates the sportsmanship of the award's name-sake.

The National Golf Foundation has added Berg's name to its honor rolls on three occasions, voting her the Joe Graffis Award in 1975 and the Herb Graffis Award in 1981 in addition to naming her an NGF honorary consultant in 1983.

Berg also holds the 1975 Ben Hogan Award given annually by the Golf Writers Association of America. She has authored three books on golf and in 1976 became the first woman to receive the Humanitarian Sports Award from the United Cerebral Palsy Foundation.

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Finally, the LPGA established the Patty Berg Award in 1978 to be granted to a person for outstanding contributions to women's golf. Despite hip surgery in 1980, Berg continues to be active, promoting the game and working with children.

"One purpose of our coveted Old Tom Morris Award," said GCSAA President Eugene D. Baston, CGCS, "is to help identify golf course superintendents with the true heritage and traditional founding of the game. Patty Berg indeed has contributed immensely to our sport and industry. We honor Patty Berg as we present her with our award — and she in turn honors us by accepting it.

GCSAA established the Old Tom Morris Award in 1983. The first recipient was Arnold Palmer. Bob Hope was the second. In 1985, the honor went to former United States President Gerald Ford. ■

Dinah! Is There Anyone Finah!

To present the "Old Tom" Morris Award that is ... Dinah Shore (herself an accomplished golfer) has accepted the invitation from GCSAA to present Patty Berg with this prestigious and unique award at the closing banquet for the GCSAA's 1986 International Conference & Show in San Francisco, CA.

This will be the fourth time the GCSAA has presented the "Old Tom" Morris Award. It is presented to, in the words of The Golf Course Superintendent's Association of America, "That individual who, through a continuing, selfless commitment to the game of golf, has helped to further the welfare of the game in a manner and style exemplified by "Old Tom" Morris."

Patty Berg as this year's recipient will join a small group of the world's truly great golfers who have been given this international award. The first "Old Tom" Morris Award was presented to Arnold Daniel Palmer at the GCSAA's 1983 International Turfgrass Conference & Show in Atlanta, GA. Palmer in turn presented the award to Bob Hope at the closing banquet of the Las Vegas 1984 Conference. On that memorable night Hope re-marked, "I knew Arnie was here; I saw his tractor parked outside." President Gerald Ford was chosen to receive the third "Old Tom Morris Award in 1985, the presentation was made during the Washington, D.C. Conference & Show.

Patty Berg will become the fourth recipient of the "Old Tom" Morris award, while at the same time though, she will be a first. Patty will be the first woman to be so honored and there could be no finer lady than Dinah Shore to make this presentation.

Editor's Note' See related story on page 26. ■

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CABLE CARS

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Ever ride a national landmark?

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The city's right-out-of-the-Smithsonian cable cars were named a national historic landmark in February, 1964 by the U.S. Interior Department's National Park Service. It couldn't have happened to a happier institution.

The only vehicles of their kind in the world today are over a century old. The city celebrated their 100th birthday with a 10-day jubilee in August, 1973.

In September, 1982 it was obliged to put them in mothballs. Engineering studies showed that after 109 years of service the motorless carriages' propulsion system had deteriorated beyond repair. To rebuild it would cost \$60 million and take, at best, 20 months.

When it became known that the cable cars' survival was at stake sympathizers all over the world sent in contributions to save them. San Franciscans raised \$10 million from the private sector to qualify for public funding. The federal government provided \$46.5 millions and the state \$3.6 million.

Residents and commuters paid an additional price: Nearly two years of bone-jarring traffic disruption. In an operation likened to open heart surgery, nine miles and 69 blocks of street were torn up section by section to make way for new cables, tracks, turntables and utility lines. Meanwhile, the "Toonervilles" themselves were renovated.

Finally, in mid-1984, the ordeal was over. Crowds line the tracks; bands played; helicopters hovered; TV cameras whirred. At noon a thunderous cheer went up as, bells clanging, banners and bunting flying, the jaunty centenarians paraded into another century of service.

Before they could make their comeback, the cable cars' control center at Washington and Mason Streets also had to be rebuilt. The building's circa 1907 red brick walls and distinctive smokestack were preserved, its roof, interior and machinery replaced.

The Cable Car Museum, Powerhouse and Car Barn, as it's officially known, contains the complicated winding gear which plays out and reels in the cable cars' lifelines — 11 miles of wrapped steel "rope" 1 3/8 inches in diameter — at a steady 9 1/2 miles per hour. The barn also houses three vintage cable cars, including the original launched in 1873; scale models of some of the 57 types of cable cars which once operated in the city, and other memorabilia. From its mezzanine gallery, visitors can look down on the great throbbing winders which thread the cable through big figure 8's and back into the system via slack-absorbing tension racks. From a new, glass-enclosed room below decks, they can watch the cable passing through saucer-like sheaves to the streets. Visiting hours are from 10 a.m. to 6 p.m. daily, free.

Forty cable cars are stabled in the barn — 28 of the "single-enders" which ply the two Powell Street routes and 12 of the "double-enders" which serve California Street. The former have one set of grips and are reversed on turntables; the latter have grips fore and aft, permitting them to move in either direction. One token green and cream "single-ender" remains in service. The rest have been repainted burgundy with gold, ivory and blue accents.

At the height of the summer season the cables emanating from the Washington-Mason plant haul up to 26 motorless carriages at one time. The fleet carries 12 1/2 million passengers a year, over 60 percent of whom are tourists. The cars seat 35 and have a capacity of from 70 to 80 — hypothetically, that is, because San Franciscans have long looked upon their uncommon carriers as elastic.

To make a cloud-hopper go, the celestial navigator, or gripman, as he's commonly called, pulls back on a lever which closes a pincer-like "grip" on the endless cable

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At the foot of San Francisco's Hyde Street, ocean-going liners and tugs pass within a stone's throw of the city's trademark cable cars. The rolling museum piece is bound for its turntable at Victorian Park. The SS Arcadia is bound for her berth at the Embarcadero. In the background is Alcatraz. (photo by Ted Needam courtesy of San Francisco Convention & Visitors Bureau)

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kept constantly moving in its slot 18 inches below the street. Wherever the car lines cross, the gripman must "drop rope" and coast across; otherwise he'll tie up another line. He also tends the hand brake and foot brake and dings the brass bell. The conductor has to collect fares, make change and issue transfers, usually in sardine-like conditions, and lends a hand with the rear truck brake on the steeper grades. It's strenuous work.

As the operators of the nation's only moving landmarks, cable car gripmen and conductors constitute something of an elite corps among public transit personnel. Seventy-one percent of those who returned after the shutdown are veterans of the system. Quite a few have become local institutions in their own right, demonstrating a flair for showmanship and a special brand of badinage for the out-of-town trade.

To some space age skeptics, 9½ miles and hour may not seem like a breathtaking speed. But anyone who's taken a 90-degree turn or plunged down a near-perpendicular hill at that clip knows it can be positively gasp-provoking. Otherwise, cable car conductors wouldn't feel obliged to holler, "Curve. Hold on!" and "Heeeeere we go!" at nose-dive time.

The grade is 17 percent where the Powell Street cars plummet over the brink of Nob Hill at California Street and even steeper — 21 percent — along the Hyde Street line between Chestnut and Lombard. There's no real cause for trepidation, though. The cable cars have three braking devices, the most conclusive of which drives three pieces of steel into the cable slot and may have to be dislodged by a welding crew if applied.

There's no better way of sampling San Francisco's sweeping vistas than by cable car. The Powell-Mason line leads from the corner of Powell and Market Streets in the heart of the shopping district up over Nob Hill and down again into the colorful hubbub of Fisherman's Wharf. The Powell-Hyde line — the most spectacular from the standpoint of vertical and lateral "zigzags" — runs from the same downtown intersection up over Nob and Russian Hills to its turntable in Victorian Park on the northern waterfront. San Francisco's Maritime Museum, a flotilla of historic exhibition ships and The Cannery and Ghirardelli Square shopping-restaurant complexes are less than a block away. The midtown route, stretching from the foot of California Street in the financial district to Van Ness Avenue, cuts through Chinatown and breasts Nob Hill.

The cable cars are part of the Municipal Railway's 700-mile public transit network. A ride on a rolling museum piece costs \$1. The fare on Muni motorcoaches, trolley buses and LRVs is 60¢. Passengers transferring to a cable car pay a 40¢ supplement. The cables hum from 6 a.m. until 1 a.m.

Mrs. O'Leary's cow is blamed for the Chicago fire of 1871. The sad plight of some overworked horses is said to have inspired the invention of the cable car. The inventor was Andrew S. Hallidie, a London-born engineer and metal rope manufacturer. In 1869 Hallidie reportedly came upon a team of four struggling to haul a heavily-loaded

horsecar up a steep San Francisco street. One horse slipped on the rain-slick cobbles, and the car rolled back, dragging the four beasts behind it. Hallidie vowed to put a stop to this kind of cruelty.

"Hallidie's Folly" made its maiden run four years later at 5 a.m. on August 1, 1873 from the top of Clay Street down Nob Hill's precipitous east side. The town was asleep. But a crowd witnessed the first public descent that afternoon. As one flummoxed onlooker is reputed to have exclaimed, "The damned thing worked!" It worked so well that by 1880 there were eight lines operating along 122 miles of cable in San Francisco, and the quaint contraptions were to be found in many other large cities.

San Francisco's beloved thingamabobs have had their ups and downs, figuratively as well as literally. There have been repeated moves to abolish the cable cars and replace them with more economical motor coaches, each frustrated by an indignant populace. The last major clash with the efficiency experts came in 1947 when a resolute Citizens' Committee was mobilized under the leadership of Mrs. Friedel Klussmann to "Save the Cable Cars" and did.

As substantiated by the system's \$60 million rehabilitation, the toy trams' future is now secure. A proviso guaranteeing perpetuation of the three existing cable car lines was written into the City Charter in 1955. This mandate can be neither revoked nor amended without the approval of a majority of San Francisco's voters.

And who but a Scrooge would ballot to banish them? ■

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