

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC SAN FRANCISCO CABLE CARS

AND/OR COMMON

Same

2 LOCATION

STREET & NUMBER 1390 Washington Street (Car Barn and Power House)

NOT FOR PUBLICATION

CITY, TOWN San Francisco

CONGRESSIONAL DISTRICT

STATE California

VICINITY OF
CODE 06

COUNTY San Francisco

CODE 075

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input checked="" type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME San Francisco Municipal Railway

STREET & NUMBER 1390 Washington Street

CITY, TOWN San Francisco

VICINITY OF
STATE California**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,
REGISTRY OF DEEDS, ETC. County Recorder's Office

STREET & NUMBER Room 167, City Hall (Corner Grove and Polk Streets)

CITY, TOWN San Francisco
STATE California**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The designated "San Francisco Cable Cars" National Historic Landmark, consists of the cable cars themselves, the mileage of track and cable which remains today (approximately 10 miles on 8 different streets), and the building at Washington and Mason Streets which serves as both the power house and the car-barn, as well as the turning mechanisms which one finds at the ends of the various lines of track.

Since the cars can only move in one direction, when one of them reaches the end of the line, it must be turned around. This is accomplished by driving the car on to a swivelling circular section of the pavement and then having it rotated by the driver and/or passengers.

The power for the system of underground cables is supplied from a building at Washington and Mason Streets. There, in the building that also serves as the car-barn and now a cable car museum, a series of electrically driven wheels keep the cables of San Francisco moving beneath the streets at a steady pace. When the cable car is to be moved along, the driver engages a gripping mechanism which grasps the cable and moves the car along the street. When he wants to stop, he releases the grip and engages a brake, if the car is on grade.

The cable cars of San Francisco constitute one of the city's most identifiable symbols and because of their "quaintness" draw many tourists to the city each year. Only San Francisco retains this form of street railway which once was used in many other American cities.

The San Francisco cable car system consists of the following:

- 1) Rails on which the cars run.
- 2) Cars which run on the rails. There are 39 cars in the fleet.
- 3) Roundtable turnarounds at the end of the lines. This is necessary since the cars can only run in one direction.
- 4) A moving cable between the tracks and below ground, covered over at ground level, with a narrow slot left so that the clutch mechanism from the car can reach through and grasp the moving cable.
- 5) A car-barn and repair shop at the corner of Washington and Mason Streets, which also contains the huge winding mechanism to keep the cables continuously moving throughout the city of San Francisco.

The two-storey building is a simple brick commercial structure with little of particular architectural note. A pair of string courses serve to separate visually the first from the second floor, while the large windows throughout the building are topped by segmental arches at the upper floor and a much more flattened segmental type of arch at the ground floor. This theme carries through except at the two corners of the building on Mason Street, where a round arch is used, creating a visual pin for the structure on that street. The rear of the building is "pinned", so to speak, by a huge mass of brick acting as the smokestack.

8 SIGNIFICANCE

PERIOD

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT Designer: Andrew Hallidee

STATEMENT OF SIGNIFICANCE

The San Francisco Cable Cars are the only ones still operating in a United States city. As a system of traction locomotion designed to accomodate even the steepest of grades, the cable cars have remained useful in this very hilly city, while they were replaced in places less hilly by electric street railways, and then trolleys and buses. San Francisco cherishes the system as a quaint reminder of its past, as one of its prime tourist attractions, and in fact as the virtual trademark of "the city by the Bay."

History

Andrew S. Hallidee, an Englishman who build aerial cables for use in the mines of the western U.S.A., devised the contrivances used in San Francisco. He arranged a system by which the heavy cables, laid underground, would draw the cars up the steep hills of San Francisco. The first underground cable track was laid from Kearny Street over Nob Hill to Leavenworth, in August 1873. In a relatively short time, eight companies had put down 112 miles of cable track in the city, and other cities, such as New York, Washington, D.C., Cincinnati, Boston, and Chicago, soon had their cable car system. But electric street cars were replacing cable cars almost everywhere by the early 1890's, except on steep grades. It is this condition which prevails on many of downtown San Francisco's streets, some of them known for their very steep pitches, that prolonged the life of the cable car there.

Recent proposals and attempts to remove the last remaining vestige of cable car transportation in San Francisco have always produced an outcry from an enraged citizenry that has come to look upon the Powell Street line, for instance, as a beloved institution and an irreplaceable part of the city's atmosphere and life. As the last of its kind, and now a symbol of a departed era and yet a landmark of San Francisco, the cable cars have an unusual significance.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Hilton, George and Doe, John F., The Electric Interurban Railways of America (Stanford, 1960).

Smith, J. Bucknell, A Treatise Upon Cable or Rope Traction as Applied to the Working of Street and Other Railways (London, 1892).

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approximately 5½

UTM REFERENCES

D

1	0
5	5
0	9
6	0

4	1	8	4	4	0	0
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ZONE EASTING NORTHING

B

1	0
5	5
3	4
0	0

4	1	8	1	8	0	0
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A

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5	5
3	4
0	0

4	1	8	4	3	8	0
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ZONE EASTING NORTHING

C

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5	5
0	9
4	0

4	1	8	1	8	0	0
---	---	---	---	---	---	---

VERBAL BOUNDARY DESCRIPTION

See continuation sheet

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

CODE

COUNTY

CODE

STATE

CODE

COUNTY

CODE

11 FORM PREPARED BY

NAME / TITLE

James Dillon, Architectural Historian, NPS

ORGANIZATION

STREET & NUMBER

CITY OR TOWN

Landmark

Designated: JAN. 29, 1964

DATE

Boundary Certificate

TELEPHONE

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12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ____

STATE ____

LOCAL ____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

DATE

((NATIONAL HISTORIC
LANDMARKS))

(NATIONAL HISTORIC
LANDMARKS)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 2

The boundary of the designated San Francisco Cable Cars Landmark, consists firstly, of a building at Washington and Mason Streets, and secondly, of about 10 miles of streets, all that remains with active cable car tracks, of the once more extensive system throughout San Francisco. The building serves a dual function: 1) as a car-barn, it stores the equipment which runs on the tracks, and 2) a power-house, it contains the winding mechanisms for the cables that pull the cars.

The tracks today run on eight streets in the "Nob Hill," "Chinatown," and "North Beach" sections of the city. These streets are:

- 1) Hyde Street, between Beach and Washington Streets.
- 2) Washington Street, between Hyde and Powell Streets.
- 3) Powell Street, between Market and Jackson Streets.
- 4) Jackson Street, between Hyde and Powell Streets.
- 5) California Street, between Van Ness Avenue and Market Street.
- 6) Mason Street, between Washington Street and Columbus Avenue.
- 7) Columbia Avenue, between Mason and Taylor Streets.
- 8) Taylor Street, between Bay and Chestnut Streets.

The lines are identified on the accompanying USGS map of San Francisco. The lines cover approximately five acres. The acreage of the building at Washington and Mason Streets is approximately 1/2 acre. Fronting approximately 150 feet on each of those streets, the boundary of the building is a 150 foot square at the northwest corner of Washington and Mason Streets.

Property

San Francisco Cable Cars 43

BOUNDARY DEFINITION
RECEIVED 4/15/76

State California

Working Number NKh

TECHNICAL

Photos _____

Maps _____

UTM wrong order

CONTROL

LE

8/31/76

HISTORIAN

J. G. ...

1/13/77

The extent of the resources is well-defined, but I would think that the acreage should be computed.

NOT SIMPLY THE BLDG BUT THE MACHINERY
ARE NATIONALLY SIGNIFICANT. WE DON'T EVEN KNOW
HOW MANY CABLE CARS ARE INVOLVED.

ARCHITECTURAL HISTORIAN

LEBOWITZ

223.77

ARCHEOLOGIST

San Francisco Cable Cars

Order of the Utms corrected.

Acreage computed.

The re are 39 cars in the fleet of
cable cars.

OK
Primary 3/15/78

OTHER

HAER

Inventory _____

Review _____

REVIEW UNIT CHIEF

BRANCH CHIEF

KEEPER

National Register Write-up _____

Send-back _____

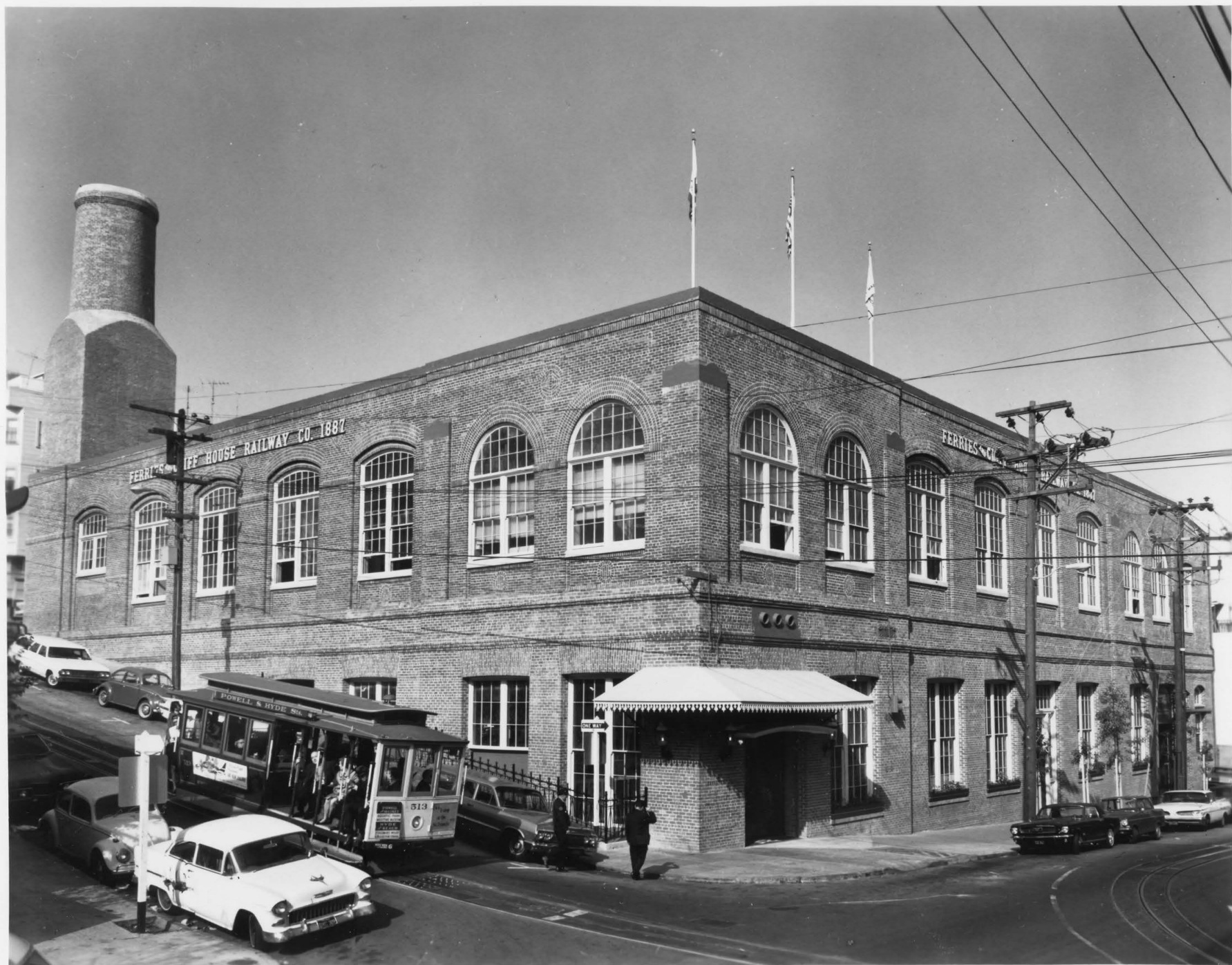
Entered _____

Federal Register Entry _____

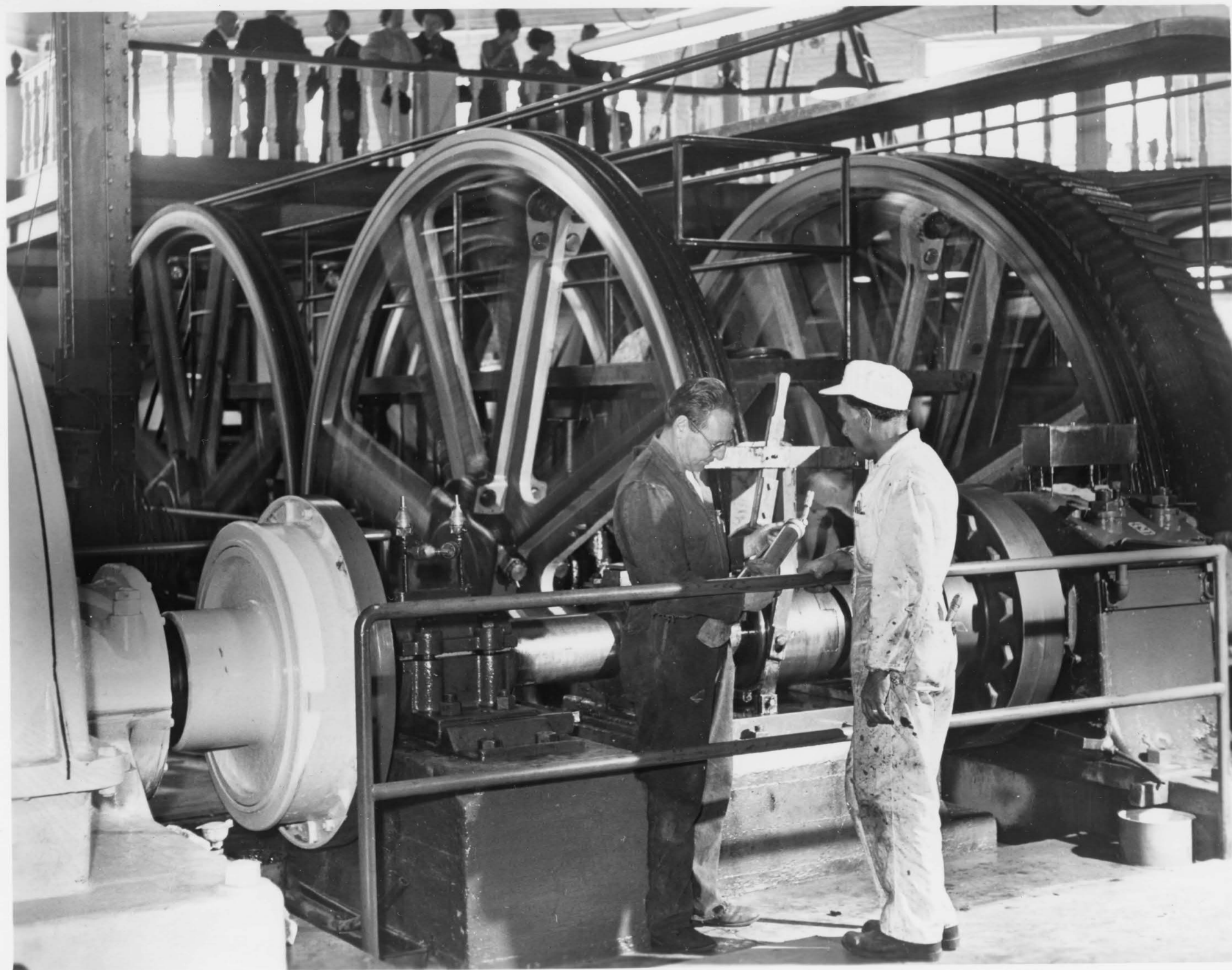
Re-submit _____

INT:2106-74



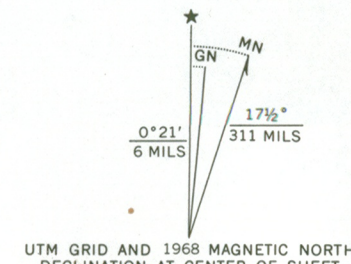








Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, USCE, and California Lands Commission
Topography by multiplex methods from aerial photographs
taken 1946. Culture and partial contour revision from
aerial photographs taken 1956. Field checked 1956
Hydrography compiled from USC&GS charts 5532 and 5535 (1956)
Polyconic projection. 1927 North American datum
10,000-foot grid based on California coordinate system, zone 3
1000-meter Universal Transverse Mercator Grid ticks,
zone 10, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Revisions in purple compiled from aerial photographs
taken 1966. This information not field checked
Purple tint indicates extension of urban areas



SCALE 1:24,000
1 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 KILOMETERS
CONTOUR INTERVAL 25 FEET
DASHED LINES REPRESENT 5-FOOT CONTOURS
DATUM IS MEAN SEA LEVEL
DEPTH CURVES IN FEET—DATUM IS MEAN LOWER LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER,
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4 FEET
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS.
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Heavy-duty _____ Light-duty _____
Medium-duty _____ Unimproved dirt _____
Interstate Route U. S. Route State Route
Cable Cars
SAN FRANCISCO NORTH, CALIF.
N3745—W12222.5/7.5
1956
PHOTOGRAPHED 1968
AMS 1559 IV SW—SERIES V895

SAN FRANCISCO CABLE CARS

January 28, 1964

Dear Mr. Shelley:

It is a pleasure to inform you that in your Congressional District the historic site listed on the enclosure has been found to possess exceptional value in commemorating and illustrating the history of the United States.

This site has been evaluated in the National Survey of Historic Sites and Buildings, and by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, and approved by me pursuant to the Historic Sites Act of August 21, 1935.

As explained in the enclosures this historic property is eligible to receive, from the Department of the Interior, a certificate and bronze plaque designating it as a Registered National Historic Landmark. The Director of the National Park Service will notify the owner and provide him with the proper application forms.

In recognizing the historical importance of this site, we wish to commend the owner for the care and preservation of this property.

Sincerely yours,

/s/ Stewart L. Udall
Secretary of the Interior

Hon. John Francis Shelley
House of Representatives
Washington, D. C.

Enclosures

cc:
LM (2)
Secretary's Reading File
Regional Director, Northeast
Mr. Littleton

JOLittleton:mg 12-6-63

January 28, 1964

SAN FRANCISCO CABLE CARS

Dear Senator Engle:

It is a pleasure to inform you that in your State the historic site listed on the enclosure has been found to possess exceptional value in commemorating and illustrating the history of the United States.

This site has been evaluated in the National Survey of Historic Sites and Buildings, and by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, and approved by me pursuant to the Historic Sites Act of August 21, 1935.

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Sincerely yours,

/s/ Stewart L. Udall
Secretary of the Interior

Hon. ~~Chairman~~ Engle
United States Senate
Washington, D. C.

Enclosures

cc:
LM (2)
Secretary's Reading File Copy
Respective Regional Directors in Regions concerned
Mr. Price
Mr. Thompson
Mr. Stratton
Miss Thomas
Mr. Littleton
NPS Office copy
LNP Comeback copy

JOLittleton:mg 12-6-63

SAN FRANCISCO CABLE CARS

L58

JAN 28 1964

Dear Senator Kuchel:

It is a pleasure to inform you that in your State the historic site listed on the enclosure has been found to possess exceptional value in commemorating and illustrating the history of the United States.

This site has been evaluated in the National Survey of Historic Sites and Buildings, and by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, and approved by me pursuant to the Historic Sites Act of August 21, 1935.

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In recognizing the historical importance of this site, we wish to commend the owner for the care and preservation of this property.

Sincerely yours,

(sgd) Stewart L. Udall

Secretary of the Interior

Hon. Thomas H. Kuchel
United States Senate
Washington, D. C.

IDENTICAL LETTER SENT TO SENATORS
AND CONGRESSMEN ON ATTACHED LIST

Enclosures

cc:

LM (2)

Secretary's Reading File Copy

Respective Regional Directors in Regions concerned

Mr. Price

Mr. Thompson

Mr. Stratton

Miss Thomas

Mr. Littleton

NPS Office copy

LHP Comeback Copy

JOLittleton:mg 12-6-63

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ news release

Foley - 343-4895

SECRETARY UDALL ANNOUNCES FORTY-EIGHT SITES ELIGIBLE FOR REGISTERED
NATIONAL HISTORIC LANDMARK STATUS

Secretary Udall explained that Registered National Historic Landmarks are areas which have been found to possess exceptional value and are of national significance in commemorating and illustrating the history of the United States. Such landmark sites are not administered by the Department's National Park Service, but are recognized by the Service with a certificate and bronze plaque. The number of sites declared eligible for Registered National Historic Landmark status now totals 452.

Political and Military Landmark examples are: Pearl Harbor Naval Base, Hawaii, intimately associated with the rise of the United States as a world power;

"Fairview," home of William Jennings Bryan at Lincoln, Nebraska, commemorating one of the major leaders of the late 19th and early 20th century who had a great impact on the political history of that time; Robert M. Lafollette Home, Maple Bluff, Wisconsin, memorializing a man who believed with his heart and soul that democracy had to rest on the people, not on special interest groups or cliques; U. S. S. Olympia, Philadelphia, Pennsylvania, one of the most historic naval vessels in America; and Temple Square, Salt Lake City, Utah, which captured the essence of the Mormon achievement in building a kingdom on the Utah desert.

Travel and Communication examples include: The First Telephone Exchange, New Haven, Connecticut, the building in which the world's first telephone exchange was established, which began operations on January 28, 1878; Jarrett Manor, "Travelers Rest," Toccoa, Georgia, which served as a well-known stagecoach inn, tavern, and post office throughout the 19th century; Illinois and Michigan Canal (Locks and Towpath), Channahon, Illinois, which propelled Chicago into a position of supremacy in the Middle West; Sandy Hook Light, Sandy Hook, New Jersey, the oldest standing light tower in the United States; and Samuel F. B. Morse Home, "Locust Grove," New York, where Morse first successfully demonstrated his telegraph in 1844.

Archeological Landmarks are Angel Mounds, Indiana, a site which has produced more than 2,000,000 catalogued artifacts--the most outstanding being an effigy of a seated man which was carved from fluorspar; Pinson Mounds, Tennessee, a site of major importance, one of the few large temple mound sites with an earthworks; and Piilanihale Heiau, Hawaii, a structure attributed to Piilani, of the Maui line of great chiefs of the 16th century.

Brief descriptions are attached of the 48 sites.

X X X

Political and Military Affairs After 1865

In the study of "Political and Military Affairs After 1865," 16 sites were listed by the Advisory Board. They are as follows:

1. Pearl Harbor Naval Base, Hawaii. Pearl Harbor was one of the keys to the development of American naval power in the Pacific, and is still today an active, major naval base. The U. S. S. Arizona Memorial, where over 1,100 men were entombed in the battleship sunk by the Japanese in their surprise attack of December 7, 1941, is a point of major visitor interest.
2. Benjamin Harrison Home, Indiana. President Harrison's house was constructed in 1874-75 and remained his home, when he was not in Washington, D. C., until his death in 1901. It is well maintained and contains many furnishings that formerly belonged to Harrison.
3. James G. Blaine Home, "Blaine House," Maine. The Blaine House was built in the early 19th century, and purchased by Blaine in 1862. Now the governor's mansion, it was restored and redecorated in 1962, and the study meticulously restored to its appearance when Blaine occupied it.
4. William Jennings Bryan Home, "Fairview," Nebraska. Bryan moved in 1887 to Lincoln, Nebraska, and soon launched his significant political career, serving in Congress, three times as Democratic candidate for President, and as Secretary of State from 1913-1915. The first floor has been restored as a historic house, containing original furnishings contributed by the family.
5. Thomas Nast Home, "Villa Fontana," New Jersey. The famous cartoonist's well-preserved home is not open to the public. He occupied it from 1873 to 1902, a handsome three-story, clapboard building with mansard roof which was built about 1860.
6. William H. Seward House, New York. The Seward House was built in 1816-17 as the home of Mrs. Seward's parents. Mr. and Mrs. Seward made it their home after their marriage in 1824, to the time of his death in 1872. It is in excellent condition, well maintained, under foundation ownership.
7. James A. Garfield Home, "Lawnfield," Ohio. Garfield purchased Lawnfield in 1876, a 152-acre farm with 1½-story house built in 1832 and outbuildings. He enlarged and remodeled it extensively, and ran his successful presidential election campaign of 1880 from this house, now restored and owned by the Lake County Historical Society.
8. Rutherford B. Hayes Home, "Spiegel Grove," Ohio. The Hayes house, built between 1859 and 1863, and later enlarged, is located on the grounds of the Hayes State Memorial. The Memorial contains the graves of the 19th president and Mrs. Hayes, and also a museum and library building preserving their papers and other possessions.

9. William Howard Taft Home, Ohio. Taft was born and spent his first 25, formative years in this house, from which he emerged to pursue his remarkable career in law and public administration. The house is still basically sound, but somewhat altered and in only fair condition.
10. U. S. S. "Olympia," Pennsylvania. This cruiser, built in 1888, is the oldest steel-hulled American naval ship afloat. Excellently restored by a patriotic association, it commemorates the triumph of May 1, 1898, when it was Commodore George Dewey's flagship in the Battle of Manila Bay.
11. U.S..Naval War College, Rhode Island. Alfred Thayer Mahan became president of the Naval War College in 1886, one year after the first students were received. Under him it developed in spite of vigorous opposition into an institution of inestimable value. The original college building, built in 1819, is now the Newport Naval Base commander's residence.
12. Temple Square, Utah. The walled Temple Square symbolizes achievement in the Utah desert, as well as Mormon religious and cultural individuality. The three historic structures in Temple Square are the Temple, built between 1853 and 1893, the Tabernacle, an architectural and engineering marvel built between 1862 and 1867, and the Assembly Hall, completed in 1882.
13. Brigham Young House, "Lion House," Utah. This two-story adobe building, plastered, with small-paned windows, green shutters, tall chimneys, and 20 steep-roofed gables, was built under Brigham Young's direction in 1856. He and his large family resided here until his death in 1877. It is now a public center and historic house museum.
14. Robert M. LaFollette Home, Wisconsin. Three acres remain in family ownership of the 60-acre farm LaFollette purchased in 1905. The house, originally built about 1860, remains in a condition generally similar to that of the time of his death in 1925.
15. George Hunt Pendleton Home, Ohio. Pendleton, the "patron saint" of the U. S. Civil Service, lived in a brick, three-story home on a splendid site overlooking Cincinnati. The structure is not in a good state of preservation.
16. John Sherman Birthplace, Ohio. Born here in 1823, younger brother of William Tecumseh Sherman who was also born here, John Sherman enjoyed a remarkable career in U. S. House and Senate, and as Secretary of the Treasury and, later, of State. The house is open to the public.

Travel and Communication

In the study of "Travel and Communication," 25 sites were listed by the Advisory Board. They are as follows:

1. The First Telephone Exchange, Connecticut. The world's first telephone exchange (commercial switchboard) began operating on January 28, 1878, in a room of the Metropolitan Building, New Haven.
2. Jarrett Manor, "Travelers Rest," Georgia. Built in 1784 as a frontier home and fort, this structure near Toccoa served as a stagecoach inn, tavern, and post office throughout the 19th century. It is an excellent example of an early inn in a rural, frontier setting.
3. Illinois and Michigan Canal (Locks and Towpath at Channahon), Illinois. This canal propelled Chicago into a position of supremacy in the Middle West. Built from 1836-1848, it linked Chicago to the Mississippi River, completing a continuous waterway from New York to the Mississippi. It has not been used commercially since 1933, but the locks have been restored and the old towpath may be followed.
4. Castleman Bridge, National Road, Maryland. This well-built stone bridge over the Little Youghiogeny River was used from 1813 to 1933. It included the largest stone arch in the United States when erected, and is still a magnificent example of the bridge-building art of the early 19th century.
5. Thomas Viaduct, Baltimore and Ohio Railroad, Maryland. This majestic solidly-built bridge, still used today, is the world's oldest multiple stone-arch railroad bridge. Completed in 1835, it was designed by Benjamin H. Latrobe, civil engineer, son of the famous architect of the same name.
6. Boston Light, Massachusetts. Little Brewster Island is the site of the first lighthouse in North America, erected in 1716 and destroyed in 1776. The present structure, built in 1783 on the same site, is the second oldest light tower in the United States, and is still in use.
7. Boston Subway, Massachusetts. Boston's subway (built 1895-98) was the first in North America and the fifth such system in the world. New York and other cities later followed Boston's example, making the subway a major means of urban transportation.
8. Eads Bridge, Missouri. James Buchanan Eads designed and built, 1867-1874, the world's first steel-truss bridge, spanning the Mississippi River at St. Louis. It was one of the major engineering achievements of its time, and opened up a new era in bridge construction.
9. Sandy Hook Light, New Jersey. This is the oldest standing light tower in the United States. It was erected in 1764 and is still in use.

10. Old Blenheim Bridge, New York. This magnificent example of the lost American art of building wooden covered bridges was erected in 1835 by Nicholas M. Powers, a leading covered-bridge builder of New England.
11. Samuel F. B. Morse Home, "Locust Grove," New York. Morse purchased Locust Grove estate in 1847 and returned to it summer after summer until his death in 1871. The original part of the house was built in 1830, but Morse added onto it a great deal, including the four-story tower on the west side.
12. Brooklyn Bridge, New York. This was the world's first great steel suspension bridge, both a thing of beauty and a technical masterpiece which opened a new era in bridge construction. It was designed and constructed, 1869-1883, by John A. and Washington A. Roebling, father and son.
13. Salem Tavern, North Carolina. Salem Tavern is a splendid example of an 18th-century "ordinary" in the South. Erected in 1784, it enjoyed a widespread reputation for hospitality and comfort.
14. S-Bridge (Old Washington Bridge), National Road, Ohio. This stone bridge, constructed in 1828, is a splendid reminder of the great National Road which was built across Ohio between 1825 and 1837. The bridge is still in excellent condition, along U. S. Highway 40 west of Old Washington.
15. Miami and Erie Canal (Deep Cut), Ohio. The "Deep Cut" of the Miami and Erie Canal, near Spencerville, is a striking remain of Ohio's great antebellum canal system, which contributed notably to Ohio's swift rise to a leading position in the nation by 1860. It was originally 6,600 feet long and 5 to 52 feet deep. It is identified today by a State roadside park and marker.
16. William Aiken House and Associated Railroad Structures, South Carolina. Aiken was first president (1828-1831) of the South Carolina Canal and Railroad Company, and builder (1830-33) of the pioneer Charleston and Hamburg Railroad, 136 miles in length. The handsome, stuccoed, brick house was built between 1807 and 1811 and is now Division Headquarters of the Southern Railway Company. Other interesting antebellum railroad buildings are located nearby.
17. Lakeboat, The Ticonderoga, Vermont. The Ticonderoga carried passengers on Lake Champlain from 1906, when it was built, until 1953. This side-paddlewheel lakeboat is the only extant and basically unchanged vessel of its kind in the United States.
18. Cape Henry Lighthouse, Virginia. This was the first lighthouse to be erected by the Federal Government, and was used as a light tower from its completion in 1792 until 1881. It is the third oldest standing structure of this type in the United States.

19. Gadsby's Tavern, Virginia. Gadsby's was an important center of Virginia life in the 18th and early 19th centuries, for both travelers and residents of the Alexandria area. It consists of two adjoining taverns erected in 1752 and 1792.

20. Rising Sun Tavern, Virginia. This tavern was a favorite stopping and meeting place of Virginia Revolutionary War patriots--social center, post office, and stagecoach stop for Fredericksburg, traditionally built about 1760.

21. Sheridan Inn, Wyoming. This hotel opened in 1893 and rated for years as the finest hotel between Chicago and San Francisco. It was also the social center of the region.

22. Robert Fulton Birthplace, Pennsylvania. Robert Fulton was born in 1765 in this 2½-story stone structure 8 miles south of Quarryville. Since that time the building has been altered notably.

23. Toll House, National Road, Pennsylvania. This brick structure, recently restored, is a reminder of the transfer from Federal to State ownership of the National Road, lifeline of the early West, in 1831. The building was constructed in 1835 and is on U. S. 40, just west of Uniontown.

24. East Broad Top Railroad, Pennsylvania. The E. B. T. Railroad was primarily a coal-carrying line, operating over 30 miles of narrow gauge track between Mount Union and Robertsdale from 1872 to 1953. The old station at Orbinsonia is now preserved along with 3½ miles of track over which passenger trains are run for visitors.

25. San Francisco Cable Cars, California. This method of urban transportation--cars moved by gripping moving underground cables--was pioneered in 1873 in San Francisco, to which it was especially well suited because of steep hills in the downtown area. At the maximum, 8 companies operated 112 miles of track in San Francisco, and 5 other American cities had similar lines. About 10 miles are still in operation, all in San Francisco.

Indian Villages and Communities

In the study of "Indian Villages and Communities," two sites were listed by the Advisory Board. They are as follows:

1. Angel Mounds, Indiana. Deriving its name from former owners of the property, Angel Mounds is one of the largest and most impressive "Mississippian" temple mound sites, covering over 100 acres. Excavation over a long period has uncovered numerous rectangular houses, temples, a town square, a palisade augmented with projecting bastions at 120-foot intervals, and over 2,000,000 catalogued artifacts relating to the period of occupancy, about A. D. 1400-1600.

2. Pinson Mounds, Tennessee. This site includes probably more than 30 mounds, thousands of yards of earthworks and other features. It is believed to cover about 1,000 acres, and is of major importance as one of the few large temple mound sites with an earthworks. Furthermore, it was occupied during several major archeological periods, from Late Archaic to Woodland and Mississippian periods.

Westward Expansion

in the study of "Westward Expansion," subtheme: "Military and Indian Affairs" one site was listed by the Advisory Board:

1. Fort Richardson, Texas. Fort Richardson was one of the most important military posts on the southwest frontier during the period of Comanche and Kiowa depredations. It obstructed the movement of Indian raiders against the Texas frontier and down across the Rio Grande into Mexico. Fort Richardson and its troops played key roles in the Jacksboro case of 1871 and the Red River War of 1874, which brought peace to the Texas frontier. The site is owned by the State of Texas and administered by the Jack County Historical Society.

Architecture

In the study of "Architecture," one site was listed by the Advisory Board:

1. The Robie House, Illinois. Frank Lloyd Wright designed and built this residence for Frederick Carleton Robie in 1907-09. Incorporating many forms which have become identified with modern styles, the Robie house has won international acclaim as a turning point in architectural development. Now part of the University of Chicago campus, it is the object of a nation-wide fund-raising campaign for its restoration and preservation.

Conservation of Natural Resources

In the study of "Conservation of Natural Resources one site was listed by the Advisory Board:

1. Stephen Tyng Mather Homestead, Connecticut. This residence is notable as the home of the man who, more than any single individual, created the National Park System and made it the organization that now serves the country so capably. It was built by Mather's great-grandfather in 1778, and after undergoing various modifications through the years now remains substantially the same as it was when Mather died in 1930.

Commerce and Industry

In the study of "Commerce and Industry," one site was recommended by the Advisory Board:

1. Saugus Iron Works, Massachusetts. The First Iron Works Association, Inc., owns and operates this careful reconstruction of the original iron works which operated intermittently at Saugus between 1648 and 1670. Consisting of a blast furnace, casting house, forge, and rolling and slitting mill, it was an important business enterprise in American history.

Hawaii Aboriginal Culture

In the study of "Hawaii Aboriginal Culture" one site was recommended by the Advisory Board:

1. Piilanihale Heiau, Hawaii. This is the largest heiau, or temple, in the Hawaiian Islands, about 340 by 425 feet, built probably in the 16th century. Privately owned, located on the east coast of Maui, it is well preserved because of heavy vegetation but also difficult to reach for the same reason.

X X X

JAN 29 1964

San Francisco Cable Cars, California

Honorable George Christopher
Mayor of the City of San Francisco
San Francisco, California

Dear Mayor Christopher:

It is a pleasure to inform you that the property described in the enclosure has been found to possess exceptional value in commemorating and illustrating the history of the United States.

It has been studied by the National Survey of Historic Sites and Buildings; evaluated by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments; and approved by the Secretary of the Interior pursuant to the Historic Sites Act of August 21, 1935.

As explained in the enclosed folder, this site is eligible for Registered National Historic Landmark status. A certificate and bronze marker attesting to this status may be obtained upon your application and your agreement to adhere to simple preservation practices. Should you wish to apply for the certificate and marker, copies of the application form are enclosed. These should be completed in triplicate for each site to be certified. Two copies for each site should be returned to the National Park Service. You may retain the third copy of each application as part of your own records.

At the present time, the work of the National Survey of Historic Sites and Buildings is incomplete. From time to time, announcements will be made of additional sites eligible for landmark certification.

The Registry of National Historic Landmarks is designed to encourage the preservation of the Nation's historical and archeological heritage. We will be happy to have you participate in the Program.

Sincerely yours,

A. CLARK STRATTON

Acting Director

Enclosures

cc:
Regional Director, Western
Mr. Littleton

JOLittleton:mg 12-20-63

OFFICE OF THE MAYOR
SAN FRANCISCO

JOHN F. SHELLEY

February 10, 1964

Mr. A. C. Stratton, Acting Director
United States Department of the Interior
National Park Service
Washington 25, D. C.

Dear Mr. Stratton:

Thank you for your letter of January 29 informing me that the site at Powell and Market Streets in San Francisco, where the cable car turntable is located, is eligible for registration as a National Historic Landmark.

The decision by your department is sincerely appreciated, as the cable cars of San Francisco contain a great deal of history in the development of San Francisco and the West. I am therefore referring your letter, and the enclosures, to Mr. Robert C. Kirkwood, Manager of Utilities, for his information with the request that he immediately process the application papers which accompanied your letter.

I sincerely hope that the Department of the Interior will participate in the ceremonies installing the historic landmark.

With every best wish, I am

Sincerely ; yours,

/s/ John F. Shelley
Mayor

JK
Littleton

153-SWAN

FEB 25 1964

Memorandum

To: Under Secretary

From: Director

Subject: Status of the designation of the San Francisco Cable Car
as a National Historic Landmark

Letters were sent to Senators Ruden and Eagle and Congressman John Francis Shelley by Secretary Udall on January 28 advising of the National Historic Landmark status. A letter was also sent to Mayor George Christopher signed by Acting Director Stratton on January 29. A reply was received February 10 from Mr. Shelley (who in the meantime had become Mayor) expressing great interest in the Landmark status and expressing the hope that the Department of the Interior would participate in the ceremonies installing the Historic Landmark.

He referred the matter to Mr. Robert C. Kirkwood, Manager of Utilities for the City of San Francisco.

On February 18, Mr. Morris C. Schuen, Federal Legislative Liaison Office, San Francisco Office, called John Littleton to advise that Mr. Robert Kirkwood had suggested the placing of the plaque either at the Cable Car House or in the nearby park. Mr. Schuen indicated that he would urge Mr. Kirkwood to get in touch with Regional Director Humel in determining the exact location for the marker. He was informed that the Regional Director would be happy to work with the City in planning a suitable ceremony.

Enclosed for your signature is a letter to Mayor Shelley assuring him of your desire to cooperate in the dedication ceremonies of the plaque.

(SGD) GEORGE B. HARTZOG, JR.
George B. Hartzog, Jr.

cc: IM
Regional Director, Western (2)

Mr. Kahler
Mr. Littleton

HEKahler:mlw 2/20/64



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

L58

MAR - 6 1964

Dear Jack:

In accordance with our telephone conversation last week, this is a reminder about the ceremony to recognize San Francisco cable cars as a national historic landmark. This designation, as you know, has already been made, and I do not need to emphasize to you the international unique historical value of the cable cars.

What I need from you now are your suggestions as to where the plaque should be placed, what kind of a ceremony we should arrange, and when it should take place, as well as who should participate. Doubtless it can be a very important event and one which would bring to the city more than nationwide publicity.

It is my understanding that the Regional Director of the National Park Service in San Francisco, Ed Hummel, has been discussing the matter with someone on your staff. By copy of this letter, I am asking Ed Hummel to discuss the subject personally with you so we keep the lines straight. You can count on me for full support in whatever direction we should go. You may want to try for something the first week in August when you have your share of tourists but maybe not much doing. I plan to be out there and am booked for August 5 but would like to join with you either side of that date. Let me know your wishes as soon as convenient.

Best wishes.

Sincerely yours,

d) Jim

James K. Carr
Under Secretary

Hon. John F. Shelley
Mayor of San Francisco
San Francisco, California

HEKahler:mlw 2/20/64

Rewritten: ^{CB} Hartzog:hj 3/5/64

Rewritten: JKCarr:fee 3/6/64

cc: Assistant Secretary Carver
Regional Director, Western (2)
Mr. Kahler
Mr. Littleton ✓
Mr. Hartzog
Secretary's Reading File
NPS Office Copy
NPS Comeback Copy
U/S Carr

~~Mr. Lelliston~~
J.R.

Memorandum

From: Acting Assistant to the Regional Director, Western Region

This is to advise you of the progress being made in the arrangements to dedicate the San Francisco Cable Cars as a Registered National Historic Landmark.

1. The bronze marker is to be located in the city-owned park located at the Hyde Street terminal of the Cable Car line. This area is immediately adjacent to the San Francisco Maritime State Historical Monument, which contains ships, railroad locomotives, etc., related to the history of transportation.

3. Mr. Simons also informed us that Mayor Shelley hopes to have the President of the United States visit San Francisco the first week in May, and if this takes place, will ask the President to dedicate the Cable Car plaque.

To implement these decisions, and to have the bronze plaque available by early May, we have placed an order for the bronze marker with the Michaels Art Bronze of Covington, Kentucky, and asked them to have it in our hands by April 29.

We also wish to request that your staff prepare a Certificate of Registry for the San Francisco Cable Cars site so that it will be available by May 1.

Mr. Simons will keep us advised as plans for the dedication are firmed up, and we will keep you informed of these developments.

(CCD) James V. Lloyd

James V. Lloyd

March 25, 1964

Mr. Conrad L. Wirth, Director
National Park Service
Department of the Interior
Washington 25, D. C.

Dear Mr. Wirth:

As the owners of the San Francisco Cable Car System located in San Francisco, California:

We hereby make formal application for a certificate (x) and bronze marker, 17" x 18", (x) designating this historic property as a Registered National Historic Landmark.

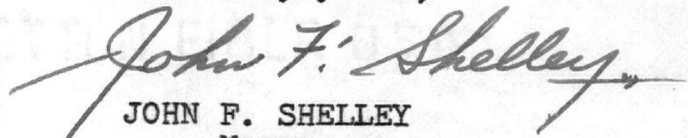
1. Fully conscious of the high responsibility to the Nation that goes with the ownership and care of a property classified as having exceptional value and worthy of Registered National Historic Landmark status we agree to preserve, so far as practicable and to the best of our ability, the historical integrity of this important part of the national cultural heritage.

2. Toward this end, we agree to continue to use the property only for purposes consistent with its historical character.

3. We also agree to permit an annual visit to the property by a representative of the National Park Service, as a basis for continuing landmark status.

4. If for any reason, the three conditions mentioned above cannot continue to be met, it is agreed that the Registered National Historic Landmark status shall cease and that until such status is restored by the Secretary of the Interior, neither the Registered National Historic Landmark Certificate nor the Marker will be displayed.

Sincerely yours,


JOHN F. SHELLEY
Mayor

CITY AND COUNTY OF SAN FRANCISCO

PUBLIC UTILITIES COMMISSION

March 26, 1964



BUREAU OF PUBLIC SERVICE
287 CITY HALL

Edward A. Hummel
Regional Director, Western Region
National Park Service
130 New Montgomery Street
San Francisco, California 94105

Dear Mr. Hummel:

It is a pleasure to send you the enclosed two copies of a request for certificate and bronze marker designating the San Francisco Cable Car System as a Registered National Historic Landmark, both signed by Mayor Shelley.

They are sent to you pursuant to a suggestion made by James V. Lloyd of your office when I met with him and with Charles Snell on March 24.

Mr. Snell and Mr. Lloyd told me they would expedite the production of the bronze marker so that it will be received before the end of April in order that it would be here for ceremonies in early May should President Johnson decide to come to San Francisco at that time, or -- if that should not work out -- for ceremonies in August when Undersecretary Carr has informed Mayor Shelley he plans to be here.

We agreed that the designation on the bronze marker would be: "The San Francisco Cable Car System," also -- in accordance with the suggestion of Mayor Shelley -- that the Victorian Park where the cable cars turn at Hyde and Beach Streets would be an appropriate location for the marker.

Since Victorian Park is part of the Aquatic Park area development being conducted by the Maritime Museum Association in cooperation with the State Division of Beaches and Parks, this matter will be reviewed with Mr. Albert W. Gatov, Chairman of the Plaque Committee of the Maritime Museum Association.

Sincerely

William Simons
WILLIAM SIMONS

Director, Public Relations Bureau

Enc.

WS:jdf

cc: Mayor Shelley
Mr. Gatov

L58 RHAH

March 31, 1964

Memorandum

To: Director

From: Acting Assistant to the Regional Director, Western Region

Subject: National Survey of Historic Sites and Buildings:
Registration and Dedication of San Francisco Cable Cars
as National Landmark

Enclosed for your information are the following items:

1. The original and one copy of Mayor John F. Shelley's letter of March 25 to Director Conrad L. Wirth, officially registering the San Francisco Cable Cars as a National Historic Landmark.
2. Copy of Director, Public Relations Bureau, City of San Francisco, William Simons' letter to Regional Director Edward A. Hummel, dated March 26, confirming the preliminary arrangements made for dedicating the Cable Cars as a landmark, as outlined in our memorandum of March 24 on this subject.

The Michaels Art Bronze Company has also promised the San Francisco Cable Car plaque in our hands by April 29.

/s/ James V. Lloyd

Enclosures 2

L58-RHAN

4-1-64

Memorandum

To: Under Secretary
From: Director
Subject: San Francisco Cable Car Plaque Dedication

The enclosed memorandum from Acting Assistant to the Regional Director Lloyd indicates the ceremony will be held during the first week of May if President Johnson is in San Francisco at that time. The plaque will be located at Hyde Street Terminal in the city-owned park. The bronze plaque has been ordered and the certificate will be engrossed in the near future.

(Sgd.) George B. Hartzog, Jr.

Enclosure

cc:
Regional Director, Western
Director Hartzog w/inc.
Associate Director Stratton w/inc.
Mr. Littleton w/inc.
Mr. Kahler (det.) w/inc.

HEKahler:jd 3-27-64



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
March 24, 1964

MAR 27 1964

IN REPLY REFER TO:
L58 RMAH

OHA

DEC
Mr. Habler
Mr. Littleton

Memorandum

To: Director

From: Acting Assistant to the Regional Director, Western Region

Subject: National Survey of Historic Sites and Buildings:
San Francisco Cable Cars, California

This is to advise you of the progress being made in the arrangements to dedicate the San Francisco Cable Cars as a Registered National Historic Landmark.

As requested by Under Secretary James K. Carr, in his letter to Mayor John F. Shelley of San Francisco, dated March 6, 1964, we have established contact with Mr. William Simons of Mayor Shelley's staff to make preliminary arrangements for a dedication ceremony. The following points were mutually agreed upon today:

1. The bronze marker is to be located in the city-owned park located at the Hyde Street terminal of the Cable Car line. This area is immediately adjacent to the San Francisco Maritime State Historical Monument, which contains ships, railroad locomotives, etc., related to the history of transportation.

2. At Mr. Simons' request the landmark plaque title will read: "The San Francisco Cable Car System."

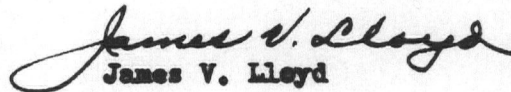
3. Mr. Simons also informed us that Mayor Shelley hopes to have the President of the United States visit San Francisco the first week in May, and if this takes place, will ask the President to dedicate the Cable Car plaque.

4. We also instructed Mr. Simons on how the application forms to register the site should be filled out. He will have Mayor Shelley sign these documents and return them to us. We will then forward them to you.

To implement these decisions, and to have the bronze plaque available by early May, we have placed an order for the bronze marker with the Michaels Art Bronze of Covington, Kentucky, and asked them to have it in our hands by April 29.

We also wish to request that your staff prepare a Certificate of Registry for the San Francisco Cable Cars site so that it will be available by May 1.

Mr. Simons will keep us advised as plans for the dedication are firmed up, and we will keep you informed of these developments.


James V. Lloyd

From STAFF MEETING MINUTES (*western*)

April 2, 1964

San Francisco
Cable Cars

Mayor Shelley of San Francisco is interested in the dedication of the San Francisco Cable Cars as a Registered National Historic Landmark, and Mr.

William Simons from his office came to our office on March 24 to discuss plans for it with Messrs. Lloyd and Snell. The bronze marker is to be located in the city-owned park located at the Hyde Street terminal of the cable car line, immediately adjacent to the San Francisco Maritime State Historical Monument. The exact date for the ceremony has not been set, and awaits word from Washington when it is convenient for some prominent official from there to be present.

JL-
4/16/64

April 10, 1964

158-NWA

Memorandum

To: Director
Through: Assistant Director, Resource Studies

From: Chief, Division of History and Archeology

Subject: Current Status of the Ceremonies for the San Francisco
Cable Car Landmark

The City of San Francisco and Mr. Hassel have worked out the arrangements for the location of the marker and plans for the ceremonies in early May should President Johnson decide to come out to San Francisco at that time or in August when Under Secretary Carr plans to be there. The plaque is scheduled to be in Mr. Hassel's hands April 29.

(SCD) HERBERT E. KAHLER

Herbert E. Kahler

cc:
Regional Director, Western
Assistant Director Thompson
Mr. Littleton - w/inc.
Mr. Kahler

HEKahler:mlw

September 29, 1964

158-RH

Memorandum

To: Assistant Director, Resource Studies
Through: Chief, Division of History Studies

From: Chief, National Survey of Historic Sites and Buildings

Subject: Landmark ceremony for the San Francisco Cable Car System:
Calls to Members of the Congress

Our Western Regional Office informed me today that the ceremony for the San Francisco Cable Car System had been scheduled for October 1 at 2:30 p.m. Mayor Shelley is to be in charge. The principal speaker will be Chief Justice Earl Warren. Regional Director Hummel will represent the Service.

I have notified Senator Kuchel (Miss Palmer); Senator Sallinger (Miss Coleman); and Congressman Phillip Burton (Miss Moy).

John O. Littleton

John O. Littleton

cc:
Mr. Richard Rodgers, Room 5116
Regional Director, Northeast
Mr. Harrison
Mr. Everhart
Mr. Littleton

JOLittleton:gb

September 29, 1964

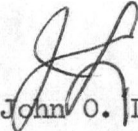
NOTE FOR FILES - SAN FRANCISCO CABLE CARS

Historian Snell called to say that ^{the} ceremony designating the San Francisco Cable Cars as a Registered National Historic Landmark would take place October 1 at 2:30 p.m. Reg. Dir. Hummell will make the presentation of the certificate and plaque to Mayor John F. Shelley. Chief Justice Earl Warren will be the principal speaker.

The Mayor has announced the ceremony and invited some members of the Congress by wire.

Mr. Snell said the Region would have informed us earlier but it had just recently been made known to them.

Former Undersecretary Carr, who has shown much interest in California Landmark sites, will likely be present.


John O. Littleton

WESTERN REGION
450 Golden Gate Avenue, Box 36063
San Francisco, California 94102

Recd. Oct 2

September 29, 1964

Dear Mr. Chief Justice:

We were very happy when Mr. James K. Carr advised us that you will take part in the designation of the San Francisco Cable Car System as a Registered National Historic Landmark on Thursday, October 1.

In working out the time for the ceremony with city officials, we found it necessary to schedule the ceremonies to begin at 2 P.M. We hope this earlier time will be convenient for you.

For ourselves and for Secretary Udall and Assistant Secretary Carver, I wish to thank you very kindly for taking the time to participate in these ceremonies.

Sincerely yours,

(SGD) EDWARD A. HUMMEL
Edward A. Hummel
Regional Director

Hon. Earl Warren
Chief Justice of the United States
Fairmont Hotel
San Francisco, California

cc:

Mr. James K. Carr
Director (2)

[illegible]

Gale
556-4886

LANDMARK DESIGNATION SAN FRANCISCO CABLE CAR SYSTEM

Introduction of distinguished guests - Master of Ceremonies
James K. Carr, former Under Secretary of the Interior and
now General Manager of Public Utilities, City and County
of San Francisco

Acceptance - Mayor John F. Shelley, San Francisco

It is most appropriate that the Cable Car System is receiving landmark recognition this week. The period September 28 to October 4 has been designated American Landmarks Week to focus attention on the objectives of the American Landmarks Celebration -- to increase public awareness for the need to preserve our heritage of landscape, historical sites, and structures. Our landmarks provide a direct physical contact with history, giving the past reality and meaning. Certainly, one of our greatest gifts to the future is the preservation and conservation of the natural scene and of our cultural properties.

End



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

OCT 20 1964

RECEIVED
NATIONAL PARK SERVICE
WASHINGTON OFFICE

October 16, 1964

OCT 19 8 30 AM '64

IN REPLY REFER TO:

H34

RH
M. L. Lippert

Memorandum

To: Director

From: Assistant to the Regional Director, Western Region

Subject: National Survey of Historic Sites and Buildings:
Presentation Ceremony for the San Francisco Cable Car System

On October 1, in Victorian State Park, at the Hyde Street Cable Car turnaround, Assistant Secretary of the Interior John A. Carver, Jr., presented the certificate and plaque for the San Francisco Cable Car System to Chief Administrative Officer A. Mellon, who represented Major John F. Shelley. Chief Justice of the United States Earl Warren delivered the main address and Mr. James K. Carr, former Under Secretary of the Interior and now General Manager of the Public Utilities, City and County of San Francisco, acted as Master of Ceremonies. This colorful ceremony was enlivened by music provided by St. Mary's Chinese Girls' Marching Band and also by a Mexican orchestra, with dancing girls. About 500 people attended the ceremony.

Enclosed (in duplicate) for your information are the following items relating to the presentation ceremony:

1. N.P.S. Press Release, dated September 30, 1964, giving the order of events.
2. Copies of the remarks made by Assistant Secretary of the Interior John A. Carver, Jr.
3. Copies of excerpts of the remarks made by the Honorable Earl Warren, Chief Justice of the United States.
4. Copies of San Francisco Chronicle article on the ceremony, dated October 2, 1964.
5. Copies of the San Francisco Examiner article on the ceremony, dated October 2, 1964.
6. Copies of the Editorial and Cartoon from San Francisco Chronicle, dated October 5, 1964

7. One set of 8 four by 5 National Park Service photographs of the presentation ceremony.

Bennett T. Gale
Bennett T. Gale

Enclosures ⁷7.

Hotel POWELL

Powell and Market Streets

San Francisco, Calif. 94102

Telephone: 421-6378

WORLD FAMOUS CORNERS



Congressman Phillip Burton
Honored Sir:

Aug 7, 1966

Your help is asked to right a ~~wrong~~ ^{wrong}.

It has just come to my knowledge that the Cable Cars have been made a "National Monument." These cable cars have been desecrated with ugly advertisements - mostly whiskey and liquors.

If let, these advertisements would hang ads. on the Lincoln Memorial - or on El Capitan in the Yosemite! The cable cars are the most photographed items in S.F. by the tourists!

Please send this letter to the proper authorities, to have these ads. removed! I've ridden those cars for 77 years! They never had an ad. on them till the city took them over. Recently we passed a "tourist tax" on all hotel rooms - plenty enough to pay off the advertisers who obtained this concession!

I enclose a letter which speaks for itself. No action will be taken until Federal pressure is put on,

Thanking you for any consideration.
Frederick C Jordan

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

March 11, 1965

OFFICE OF
MANAGER OF UTILITIES
287 CITY HALL

SUBJECT:

Mr. Fred Jordan
Powell Hotel
Powell and Market Streets
San Francisco, Calif. 94102

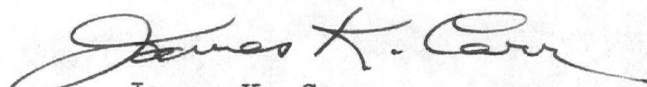
Dear Mr. Jordan:

This replies to your March 3 letter regarding advertising on cable cars.

You will be pleased to know that your letter comes very close to some of the statements that I have made to the Utilities Commission. As a result, the Commission has asked me to explore with the transit advertising company the possibility of improving the ads and making them more typical of San Francisco. Moreover, such advertising would be doubly advantageous because, as you say, the cable cars are the most photographed cars in the world.

I ask your patience in this matter because, as you know, with certain contracts some of these changes will take a little time. Thanks again for your interest.

Sincerely yours,



James K. Carr
General Manager
of Public Utilities

JKC:AW

H34
(WR)OI

April 25, 1967

Michaels Art Bronze Company
P.O. Box 663
Covington, Kentucky 41011

Gentlemen:

The San Francisco Municipal Railway, operated by the Public Utilities Commission of the City and County of San Francisco, has expressed a desire to obtain a duplicate Registered National Historic Landmark plaque bearing the name "The San Francisco Cable Car System." The original plaque was ordered from you on March 19, 1964, with modifications as outlined in our letter of March 24, 1964.

We have advised the Commission to order the plaque directly from you, with the Commission to be billed for manufacturing and shipping charges. Probably you will be hearing from a representative of the City in the near future.

This letter authorizes you to manufacture the duplicate plaque should you receive such an order.

Sincerely yours,

Wayne W. Bryant
Acting Assistant Regional Director

cc:

Director ✓

Mr. Robert Rockwell, Public Relations Officer, San Francisco
Municipal Railway, 949 Presidio Avenue, San Francisco, Calif. 94115

H34
(WR)OI

April 25, 1967

Mr. Robert Rockwell
Public Relations Officer
San Francisco Municipal Railway
949 Presidio Avenue
San Francisco, California 94115

Dear Mr. Rockwell:

It was a pleasure to receive your letter of April 6 concerning the desire of the San Francisco Municipal Railway to obtain a duplicate Registered National Historic Landmark plaque and certificate for the San Francisco Cable Car System.

We are happy to inform you that our Washington Office has ordered a duplicate certificate, and when it arrives we shall be glad to send it to you. There is no charge for this service.

The Landmark plaques are manufactured for us by the Michaels Art Bronze Company, P.O. Box 668, Covington, Kentucky 41011. Ordinarily we do not encourage the issuance of duplicate plaques, but since you plan to erect the duplicate at the cable car barn, a structure actually associated with the Landmark, we are glad to authorize the manufacturer to make one upon the receipt of an order from you. A copy of our letter of authorization is enclosed. The usual charge for these plaques is about \$48.00, and you should arrange to have the manufacturing and shipping costs billed directly to you.

As for other correspondence which might be of interest for your planned museum, perhaps the most important item is the letter from Acting Director A. Clark Stratton, National Park Service, to Mayor George Christopher, January 29, 1964, notifying the City of San Francisco that the Cable Car System had been evaluated by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments and found to be eligible for Registered National Historic Landmark status. We have a carbon copy of this letter which we shall be happy to reproduce for you, but you probably will wish to use the original document in the City records.

SWR

We can also supply photographs of the October 1, 1964, ceremony at which Assistant Secretary of the Interior James A. Carver, Jr., presented the Landmark plaque and certificate to San Francisco Chief Administrative Officer Thomas Mellon. Chief Justice Earl Warren made the principal address on that occasion. Here again, however, we believe this colorful ceremony was well covered by City photographers and by the press.

If you would like to examine our photographs or our correspondence files, we shall be glad to have you do so. We suggest that you call our Regional Historian, Dr. John A. Hussey.

Sincerely yours,

Wayne W. Bryant
Acting Assistant Regional Director

Enclosure *S*

cc:
Director, Attention: History Studies ✓

APR 28 1967



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

H34-HH

JUN 8 - 1967

Memorandum

To: Secretary of the Interior
Through: Assistant Secretary, Fish and
Wildlife and Parks

From: Director, National Park Service

Subject: Registered National Historic Landmark Certificates

In keeping with the program of Registered National Historic Landmarks, the following certificates are now ready for your signature:

Lehner Mammoth-Kill Site, Arizona
The San Francisco Cable Car System, California
Huilua Fishpond, Hawaii
Weippe Prairie, Idaho
Camp Disappointment, Montana
Senator George William Norris House, Nebraska
Stonewall Jackson Headquarters, Virginia

Upon your signing the certificates, they will be distributed to the owners or administrators of these historic properties through the Regional Offices of the National Park Service.

(SGD) GEORGE B. HARTZOG, JR.

Enclosures

June 20, 1967

H34-HH

Memorandum

To: Regional Director, Western Region
From: Acting Chief, Branch of Historical Surveys
Subject: Registered National Historic Landmark Certificates
for Sites in the Western Region

We are enclosing the following Registered National Historic
Landmark Certificates for sites in your Region:

The San Francisco Cable Car System, California (duplicate)
Huilua Fishpond, Hawaii
Weippe Prairie, Idaho

Please notify us well in advance of presentation of the
certificates to the respective owners, whether formally or
informally.

Horace J. Sheely, Jr.

Horace J. Sheely, Jr.

Enclosures

cc:
WSC-HHS-Mr. Sheely

HJSheely/jsa/6-20-67

June 26, 1967

H34-HH

Mrs. Grant W. Johnston
Route 1, Box 380
Galesburg, Michigan 49053

Dear Mrs. Johnston:

In response to your letter of May 17, we are enclosing a brief description of the San Francisco Cable Car System.

The National Park Service endeavors to ensure the preservation of historic structures through two broad programs. The first involves the acquisition of nationally significant sites by the Federal Government to be administered as units of the National Park System. A National Monument would be a unit of the Park System and is usually established by an act of Congress. The second program, the Registry of National Historic Landmarks, leads to the designation by the Secretary of the Interior of nationally significant sites as Registered National Historic Landmarks. Landmark designation does not affect the ownership.

The Cable Car System, designated a Landmark by Secretary of the Interior Stewart L. Udall in 1964, is part of the San Francisco Municipal Railway. It is operated by the Public Utilities Commission of the City and County of San Francisco.

We hope that the enclosure will provide the information you wish.

Sincerely yours,

/S/ ROBERT M. UTLEY

Robert M. Utley
Chief Historian

Enclosure

cc:

Regional Director, Western, w/c inc.

WSC-HHS-Mr. Sheely

GSCattanach/jsa/6-26-67

H
Mrs. Grant W. Johnston

Route 1, Box 380, Galesburg, Michigan 49053

A. 1231967

May 17- '67

The Department of the Interior
Washington, D.C.

Dear Sir,

I am writing for a correct answer
regarding the exact status and super-
vision of San Francisco's historic cable
cars. Is the following statement correct?

The cable cars are owned and operated
as an integral part of the City of San
Francisco, under the direction of the
San Francisco Public Utilities Commission
or

Are they a National Monument
or "relic" and therefore under the
jurisdiction of the ^{U.S.} Department of the
Interior

I would much appreciate an
answer -

Thank you -

Eleanor L. Johnston

ACTION TAKEN BY NPS-DAH
DATE _____

H34-III
(WR)OI

June 28, 1967

Mr. Robert Rockwell
Public Relations Officer
San Francisco Municipal Railway
949 Presidio Avenue
San Francisco, California 94115

Dear Mr. Rockwell:

It is a pleasure to inform you that the duplicate Registered National Historic Landmark certificate for the San Francisco Cable Car System, which you requested on April 6, is now at hand in this office. We shall be glad to delivery it, or perhaps you would prefer to pick it up when you call upon our Regional Historian, Dr. John A. Hassey, to view the photographs of the 1964 presentation ceremony.

If you will let us know of your wishes in this matter, we shall be happy to comply.

Sincerely yours,

[(SIGNED)]

R. B. Moore
Assistant Regional Director

cc:

Director, Attention: Acting Chief, Branch of Historical Surveys (2) ✓



UNITED STATES
DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE
San Francisco Service Center
450 Golden Gate Avenue, Box 36063
San Francisco, California 94102

IN REPLY REFER TO:

H 34

November 13, 1967

Airmail

Memorandum

To: Chief, Branch of Historical Survey,
Washington Service Center

From: Survey Historian, San Francisco Service Center

Subject: National Survey of Historic Sites and Buildings:
Dedication of San Francisco Car Barn, November 10, 1967

Enclosed for your and Mr. Utley's information is a packet and newspaper article relating to the dedication of San Francisco's old Cable Car Barn, which took place on November 10, 1967. The photographs enclosed may be of use to Mr. Robert Ferris when Theme XVIII--Transportation and Communication is published.

The San Francisco Cable Car Registered National Historic Landmark plaque and certificate were originally presented in a ceremony held October 1, 1964. The Cable Car barn has been recently restored and a second ceremony was held on November 10. The landmark plaque for the site is now mounted on the visitors' gallery inside the car barn. A telegram of congratulations from Secretary of the Interior Udall was read at the ceremony.

Charles W. Snell

Enclosures



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WESTERN REGION

450 GOLDEN GATE AVENUE, BOX 36063
SAN FRANCISCO, CALIFORNIA 94102

NOV 20 1967

IN REPLY REFER TO:

H34-H¹
(WR)OI

November 16, 1967

Memorandum

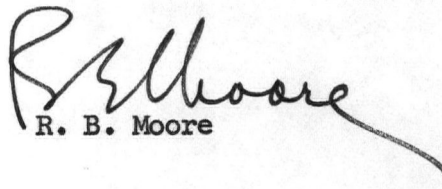
To: Director
Attention: Chief, Office of Archeology and Historic Preservation

From: Acting Regional Director, Western Region

Subject: Duplicate National Historic Landmark Plaque, San Francisco Cable Cars

The enclosed copies of clippings from the San Francisco Chronicle of November 11 and November 13 will provide you with additional information concerning the dedication on November 10 of the restored Cable Car Barn at Washington and Mason Streets in San Francisco. We have already discussed this matter by telephone with Chief Historian Utley, and Historian Charles W. Snell has also submitted to you a report of his attendance at the dedication.

Since there has been some confusion over the bronze Registered National Historic Landmark plaque which is now installed on the floor of the visitor's viewing platform in the restored Cable Car Barn, we have taken care to check the current situation with Mr. Robert Rockwell, Public Relations Officer, San Francisco Municipal Railway. Mr. Rockwell informed us by telephone this morning that the plaque originally presented in a ceremony on October 1, 1964 is still in place at the Cable Car Terminal at the foot of Hyde Street in San Francisco. The one now in the Cable Car Barn is a duplicate which the City of San Francisco, with the approbation of the National Park Service, ordered directly from the Michaels Art Bronze Company. Therefore, there are now two landmark plaques indicating the status of the San Francisco Cable Cars. Mr. Rockwell has indicated that he will call at this office in the near future to pick up the duplicate landmark certificate which was obtained through the assistance of your office.


R. B. Moore

Enclosures ^A

WEN

S.F. Chronicle, Nov. 13, 1967

The Cable Car Barn

THE SAN FRANCISCO CABLE car is a superb success, says Secretary of Transportation Alan Boyd, because "it is so superbly suited to the people and the place that it serves." This and other appreciative tributes Boyd paid to the cable car were thoughts worth coming across the country to deliver at last Friday's dedication of the Cable Car Barn, Washington and Mason streets.

As he observed, the cable car, after 94 years, is not just a going, but a growing, concern precisely because "it doesn't isolate us or overwhelm us, or dwarf us or demean us, or close us in or cut us off." Understanding this, the Secretary of Transportation can be assumed to understand a good deal about the transportation problem of American cities.

The brightly designed Cable Car Barn gives San Francisco a new attraction to satisfy the interest of tourists in cable cars. From the visitors' gallery they will view the machinery that moves 10½ miles of cables and 11 million persons a year.

Manager of Utilities James K. Carr and his aide, James H. Leonard, rate the warmest congratulations for bringing this "cable car cultural center" into being.

Galtanach 12/12/67
H. J. Sheely 12/12/67
12/17
Appleman

Survey

H34-HH

December 12, 1967

Mr. John J. Barry
Superintendent of the Cable Car System
San Francisco Municipal Railway
949 Presidio Avenue
San Francisco, California 94115

Dear Mr. Barry:

In response to your letter of December 1, we are enclosing a copy of the press release of January 29, 1964, the date Secretary of the Interior Udall announced the eligibility of the San Francisco Cable Cars for National Historic Landmark status (page 5).

The formal Landmark designation was made on October 1, 1964, with the presentation of the certificate and plaque by Assistant Secretary John A. Carver.

Sincerely yours,

(SGD) ROY E. APPLEMAN

Roy E. Appleman
Acting Chief Historian

Enclosure

Regional Director, Western w/c/inc
HHS-Mr. Sheely

GSCattanach:rnc 12-12-67

BASIC RETAINED IN HHS

4134
DEC 7 1967
Public Utilities Commission
City and County of San Francisco

RECEIVED
NATIONAL PARK SERVICE
SAN FRANCISCO OFFICE
DEC 6 10 25 AM '67
December 1, 1967

SAN FRANCISCO MUNICIPAL RAILWAY
949 PRESIDIO AVENUE
SAN FRANCISCO, CALIF. 94115

Subject:

Mr. George B. Hartzog, Jr.
Director, National Park Service

Dear Mr. Hartzog;

Mr. James K. Carr, Manager of San Francisco's Public Utilities told me that you could furnish me the date that Mr. Stewart L. Udall, Secretary of the United States, Department of the Interior Signed the Proclamation designating the San Francisco Cable Car System as a Registered National Historic Landmark.

Very Truly Yours

John J. Barry
John J. Barry
Superintendent of the
Cable Car System.

JJB/lmc

EAGLE-A
ACCEPTANCE BOND
50% COTTON FIBER USA

H34-HH

April 3, 1968

Mr. David A. Bakken
1 Clayton Drive
Menlo Park, California 94025

Dear Mr. Bakken:

We have your letter of March 18, to Secretary of the Interior Udall, about the San Francisco Cable Cars.

The entire cable car system, described briefly in the enclosure, was designated a National Historic Landmark in a ceremony on October 1, 1964. The bronze plaque presented at the time is still in place at the cable car terminal at the foot of Hyde Street in San Francisco. A duplicate plaque, ordered by the City of San Francisco with our approval, was later placed in the restored car barn.

Unlike National Historic Sites and other units of the National Park System, Landmarks are neither owned, administered, nor financed by the Federal Government. The designation is made by the Secretary of the Interior to encourage the preservation of historic properties which commemorate or illustrate the history of the United States. Although the National Park Service recognizes the value of the type of interpretive development you suggest, the initiative for this must rest with the owner, the San Francisco Municipal Railway.

Should you wish to learn what plans the Railway may have for developing exhibits or other interpretive devices, you may contact Mr. Robert Rockwell, Public Relations Office, San Francisco Municipal Railway, 949 Presidio Avenue, San Francisco, California 94115.

We appreciate very much your interest in the National Historic Landmark program, and we hope that you will have a chance to learn more about the cable cars on some future visit to San Francisco.

Sincerely yours,

/s/ ROBERT M. UTLEY

Robert M. Utley
Chief Historian

Enclosure

cc:

Regional Director, Western w/c/inc

HP-Calif.-San Francisco
Cable car

cc: HHS-Mr. Sheely

GSCattanach:rnc 4-2-68

18 March 1968

FNP

H/34-HH

MAR 22 8 48

Mr. Udall
Secretary of Interior
Department of Interior
Washington, D.C.

Dear Secretary Udall:

While touring San Francisco this weekend with the children, we took a ride on the cable cars, and at the invitation of brochures, stopped to see the car barn and cable works, which, according to the signs has recently been designated as a National Historical Landmark.

The building is spotless, gaily painted and open to the public, but that is all. It ranked as the most disappointing stop on our tour.

I would suggest that information, displays, models and old cars be added to the display so that people visiting the spot would come away with the feeling of having learned something, and with the feeling of understanding as to how the system works.

Sincerely,

David A. Bakken

David A. Bakken
1 Clayton Drive
Menlo Park, California
94025

PARKS

H34-HH

Dear Senator Kuchel:

APR 1 1968

You will recall that you recently inquired in behalf of Mr. David A. Bakken concerning the recent designation of the car barn and cable works, San Francisco, as a National Historic Landmark.

We are enclosing for your possible forwarding to Mr. Bakken a copy of our booklet "NPS Criteria for Parklands" calling your attention to that portion of page 24 which reads: "The Registered National Landmarks program is voluntary. Landmark designation does not change ownership or responsibility for the property. There are no funds currently within the Landmark program for acquisition of lands or to assist owners in preservation or development of the property."

In consideration of the above, you will understand that we are not in a position to take any action with regard to Mr. Bakken's suggestion that information, models, and old cars be added to the display. We would recommend that Mr. Bakken forward his suggestions to Mr. Robert Rockwell, Public Relations Office, San Francisco Municipal Railway, 949 Presidio Avenue, San Francisco, California 94115.

A similar reply is being made to the Honorable George Murphy, United States Senate, who also inquired on this matter in behalf of Mr. Bakken.

Sincerely yours,

(sgd) Clarence F. Pautzke

Deputy Assistant Secretary of the Interior

Hon. Thomas H. Kuchel
United States Senate
Washington, D. C.

Enclosures

cc:
Secretary's Reading File(2)
DCCO
FW
DL
CL
HHS
DAL - Mr. Melvin
NPS Copy

S-24924 (Kuchel)
S-24891 (Murphy)

FSMelvin:jad 4/1/68

Similar letter sent to:

Hon. George Murphy
United States Senate

OCT 11 1972

H34-PHHS

Mr. B. W. Powell
BNP Associates
Stonebridge Road
Wilton, Connecticut 06897

Dear Mr. Powell:

The San Francisco Cable Car system has been recognized as a national historic landmark. This is an honorary recognition of ~~its~~^{its} national historical significance and does not change its ownership. The National Park Service thus exercises no jurisdiction over the system; it is owned and operated by the City of San Francisco.

The Municipal Transit System has restored the Cable Car Barn as a visitor information center. We suggest that you write to Mr. James Leonard, Assistant to the General Manager, Public Utilities Commission, City Hall, San Francisco, California 94102. Mr. Leonard has been working to develop interpretive materials in the visitor center and may be able to give you the assistance you need.

We are enclosing a brief statement of significance that summarizes the basis of the landmark designation. We hope that this statement and the interpretive work done in San Francisco will be able to provide the assistance that you need.

Sincerely yours,

(Sgd.) A. R. Mortensen

A. R. Mortensen
Chief Historian

Enclosure

cc:

Mr. James Leonard, Assistant to the General Manager,
Public Utilities Commission, City Hall,
San Francisco, California 94102

HP - California - San Francisco Cable Car

BASIC FILE RETAINED IN PHHS

Director, Western Region w/c inc.

LI

PHHS-Mr. Sheely w/c inc.

FNP:HJSheely:kr 10/6/72

BWP ASSOCIATES

Stonebridge Road

Wilton, Connecticut 06897

(203) 227-7344

September 26, 1972

National Park Service
Department of Interior
Washington, D.C.

Gentlemen:

I believe your organization has jurisdiction over the cable cars used in San Francisco. I am trying to find out more about use of some cable car memorabilia during a trade show in San Francisco next January. This would be on behalf of my client, Continental Can Company, and I would be most grateful if you could direct me to the person(s) in your organization who could best advise on history, etc. of cable cars, and more importantly, availability of cable car models, motorman's uniforms, old prints and pictures, and related materials which we could use on a temporary basis for decor.

Sincerely,


B. W. Powell

BWP/bwp
file

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

JOSEPH L. ALIOTO, MAYOR

287 CITY HALL

SAN FRANCISCO, CALIFORNIA 94102

558-4986



MARVIN E. CARDOZA
PRESIDENT

OLIVER M. ROUSSEAU
VICE PRESIDENT

JOSEPH J. DIVINY
H. WELTON FLYNN
LOUIS A. PETRI

October 17, 1972

JOHN D. CROWLEY
GENERAL MANAGER OF
PUBLIC UTILITIES

JAMES J. FINN
SECRETARY AND
ASSISTANT
GENERAL MANAGER

Mr. B. W. Powell
BWP Associates
Stonebridge Road
Wilton, Connecticut 06897

Dear Mr. Powell:

This is to acknowledge receipt of the letter of Mr. A. R. Mortensen, Chief Historian, National Park Service, concerning your thoughts on a cable car theme for your January trade show.

We will be happy to help you in any way we can.

Very truly yours,

James H. Leonard
Assistant to the
General Manager

JHL:rc

cc: A. R. Mortensen
John M. Woods



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

OCT 11 1972

H34-PHH

Mr. B. W. Powell
BWP Associates
Stonebridge Road
Wilton, Connecticut 06897

Dear Mr. Powell:

The San Francisco Cable Car system has been recognized as a national historic landmark. This is an honorary recognition of its national historical significance and does not change its ownership. The National Park Service thus exercises no jurisdiction over the system; it is owned and operated by the City of San Francisco.

The Municipal Transit System has restored the Cable Car Barn as a visitor information center. We suggest that you write to Mr. James Leonard, Assistant to the General Manager, Public Utilities Commission, City Hall, San Francisco, California 94102. Mr. Leonard has been working to develop interpretive materials in the visitor center and may be able to give you the assistance you need.

We are enclosing a brief statement of significance that summarizes the basis of the landmark designation. We hope that this statement and the interpretive work done in San Francisco will be able to provide the assistance that you need.

Sincerely yours,

(Sgd.) A. R. Mortensen

A. R. Mortensen
Chief Historian

Enclosure

cc:

Mr. James Leonard, Assistant to the General Manager,
Public Utilities Commission, City Hall,
San Francisco, California 94102



National Parks Centennial 1872-1972

BWP ASSOCIATES

Stonebridge Road

Wilton, Connecticut 06897

(203) 227-7344

September 26, 1972

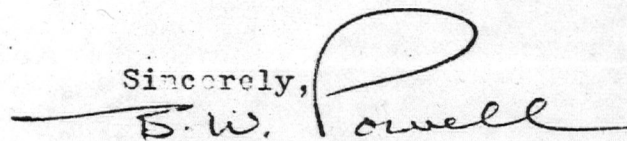
National Park Service
Department of Interior
Washington, D.C.

Gentlemen:

I believe your organization has jurisdiction over the cable cars used in San Francisco. I am trying to find out more about use of some cable car memorabilia during a trade show in San Francisco next January. This would be on behalf of my client, Continental Can Company, and I would be most grateful if you could direct me to the person(s) in your organization who could best advise on history, etc. of cable cars, and more importantly, availability of cable car models, motorman's uniforms, old prints and pictures, and related materials which we could use on a temporary basis for decor.

BWP/bwp
file

Sincerely,


B. W. Powell

H34-PHH

NOV 2 - 1972

Mr. Thomas E. Rubel
Creative Director
The Hamilton Mint
40 East University Drive
Arlington Heights, Illinois 60004

Dear Mr. Rubel:

Secretary of the Interior Morton has asked us to thank you for your letter requesting permission to strike a commemorative medallion for the centennial of the San Francisco Cable Cars.

The San Francisco Cable Car system has been recognized as a national historic landmark. This is an honorary recognition of its national historical significance and does not change its ownership or management. The National Park Service thus has no managerial authority over the system; it is owned and operated by the city of San Francisco.

We suggest that you write to Mr. James K. Carr, General Manager, Public Utilities Commission, City Hall, San Francisco, California 94102. He can advise you as to how to proceed with your request.

We appreciate your interest in encouraging public recognition of historical properties and hope that the above information will be of assistance.

Sincerely yours,

/s/ Robert M. Utley

Director

cc:
Director, Western Region) w/c of inc. Office of Archeology
LI and Historic Preservation
PHHS - Mr. Sheely)
LOS)

FNP:HJSheely:ljp:10-26-72

HP-California-San Francisco Cable Cars
(Basic File Retained In PHHS)



THE HAMILTON MINT

40 E. UNIVERSITY DR., ARLINGTON HEIGHTS, ILL. 60004/312-398-2442

October 9, 1972

7NP

Mr. Rogers C. B. Morton
Secretary of Interior
Department of Interior
C Street between 18th &
19th Streets N.W.
Washington, D.C. 20240

Dear Mr. Secretary:

We are aware that the Cable Car has been proclaimed a National Landmark. The effects of this mode of transportation are of historical importance, and we feel, most worthy of expression in precious metal.

The Hamilton Mint is dedicated to the highest standards in fine art minting, and in conjunction with San Francisco's 100th Anniversary Celebration of the Cable Car in 1973, we are requesting official sanction to produce commemorative medallions, ingots, or plates.

Thank you for your cooperation in this matter.

Sincerely,

THE HAMILTON MINT

Thomas E. Rubel
Creative Director

TER:wb

Advisory Council on
Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

COPY

December 3, 1976

Mr. Paul De Falco, Jr.
Regional Administrator
U.S. Environmental Protection Agency
100 California Street
San Francisco, California 94111

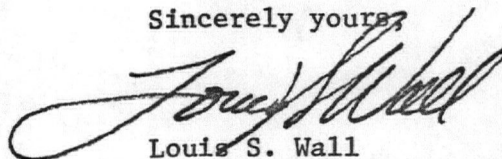
Dear Mr. De Falco:

The Advisory Council has been informed that the San Francisco, California North Coastal Consolidation Outfall Project, an undertaking assisted by the Environmental Protection Agency (EPA), may have an effect upon the San Francisco Cable Cars, National Historic Landmark, a property included in the National Register of Historic Places as well as numerous cultural resources located between the existing Bay Shoreline and the Bay Shoreline as it existed in 1848, which may be eligible for inclusion in the National Register.

On the basis of this information, the Council requests that you investigate this matter to determine whether the nature of the effect requires EPA to obtain the comments of the Advisory Council in accordance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320). Steps to determine this responsibility are set forth in Section 800.4 of the Council's "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800).

The Council requests that you report the results of your investigation to this office at the earliest opportunity. If you have further questions or require assistance regarding this matter, please contact Michael H. Bureman of the Council staff at telephone number (303) 234-4946. The Council appreciates your cooperation in this matter.

Sincerely yours,



Louis S. Wall
Assistant Director, Office
of Review and Compliance

cc:
Mr. Sheldon Meyers, EPA:FLO

Advisory Council On Historic Preservation

1522 K Street, NW
Washington, DC 20005

Reply to:

Lake Plaza South, Suite 616
44 Union Boulevard
Lakewood, CO 80228

August 5, 1980

Mr. John B. Barber
Acting Chief, Planning and Analysis Division
Urban Mass Transportation Administration
Department of Transportation
Washington, D.C. 20590

COPY

Dear Mr. Barber:

We have received your letter of July 8, 1980, in which you determined that the proposed transit improvement project would have no adverse effect on the San Francisco Cable Cars, a property included in the National Register of Historic Places. The Executive Director objects to your determination because the replacement or modification of original equipment or features of the various components of the cable car system, including the cable car barn, provide the potential for adverse effects. Pursuant to Section 800.6(a)(2) of the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800), the Executive Director will withdraw this objection if the following conditions are met:

1. Rehabilitation of the Cable Car Barn shall be accomplished according to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Questions which may arise regarding the application of the Secretary's Standards for Rehabilitation to the project will be addressed to the California State Historic Preservation Officer (SHPO) for clarification.
2. An historic structure report shall be made of the Cable Car Barn prior to the creation of project plans and specifications. A copy of the completed report shall be provided to the SHPO who will review the document for its completeness. A copy of the report shall also be retained by the City as a public document.
3. Project plans and specifications for the Cable Car Barn shall be provided to the SHPO for his review and approval prior to initiating work.
4. A photographic recordation, to NAER standards, shall be made of those parts of the Cable Car Railway System which are to be rehabilitated, modified or replaced. The recordation shall take

Page 2

Mr. John B. Barber

San Francisco Cable Cars

August 5, 1980

care to present a sequence of "before", "during", and "after" views of the work as it progresses to completion. A set of the photographs and negatives shall be retained by the City as a public document. At his request, a second set of photographs will be made available to the SHPO.

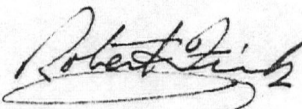
5. The UMTA, the City and the SHPO shall confer to determine which, if any, materials removed from the Cable Car Railway System shall be recovered for analysis and curation for future exhibit and study.

If you agree to these conditions, please sign on the concurrence line below and return this letter to us. These conditions will then be incorporated into your determination and the Executive Director will withdraw his objection to your determination of no adverse effect.

In accordance with Section 800.9 of the Council's regulations, a copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking and should be included in the Urban Mass Transportation Administration's records as evidence of compliance with Section 106 of the National Historic Preservation Act and the Council's regulations.

Thank you for your cooperation.

Sincerely,



for Louis S. Wall
Chief, Western Division
of Project Review

I concur:



United States Department of the Interior

NATIONAL PARK SERVICE

Pacific West Region

600 Harrison Street, Suite 600

San Francisco, California 94107-1372

IN REPLY REFER TO:

H34 (PGSO-PC)

April 18, 2001

Ms. Hilary E. Gitelman
Environmental Review Officer
San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, CA 94103

Re: National Historic Landmark: San Francisco Cable Cars, 1390 Washington Street, San Francisco (San Francisco Co), California 94109

Dear Ms. Gitelman:

Thank you for the opportunity to review the Draft Environmental Impact Report for the North Beach Hope VI Housing Redevelopment. The proposed site for the development has the potential to affect the San Francisco Cable Cars. The Cable Cars were designated by the Secretary of the Interior as a National Historic Landmark on January 29, 1964.

The National Historic Landmark (NHL) designation is the highest recognition given to historic resources that are of significance to the nation and maintain the highest level of integrity. The National Park Service is charged with giving technical assistance to owners and stewards of NHLs to ensure that any project will protect the integrity of the resource through the use of the Secretary of the Interior's Standards for Historic Preservation Projects.

We have reviewed the document from this perspective. We concur with the findings in the document regarding the historic resources that would be affected by the project. In our analysis it appears that the project would not directly affect the cable cars or the mechanical system.

However, from the proposed drawings shown on page 20 of the report, we were unable to determine what the design would be for the cable car turnaround area. We recommend that any design be held back from the turnaround area, that the paving for the tracks clearly demark the historic Taylor Street width, and that the design not appear to be historic. A gazebo-type construction, or turned millwork detailing should be avoided. We also recommend that a plan be developed for the protection of this resource during the construction phase. We would be pleased to review any conceptual design proposals for the turnaround area and protection plan.

If you have any questions about our comments, please contact Michael Crowe, NHL coordinator, at 415/427-1396. Again, thank you for this opportunity.

Sincerely, Original signed by:

David W. Look

David W. Look, AIA
Cultural Resources Team Leader

cc:

SHPO-CA, attn: Hans Kreutzberg

✓ WASO-HPS, attn: S. Escherich

Marcia Rosen, Director Mayor's Office of Housing, 25 Van Ness Avenue, Suite 600, San Francisco, CA 94102

Carol Galante, Bridge Housing, 1 Hawthorne Street, Suite 400, San Francisco, CA 94105

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS

1. STATE California	2. THEME(S). IF ARCHEOLOGICAL SITE, WRITE "ARCH" BEFORE THEME NO. XVIII - Travel and Communication
3. NAME(S) OF SITE San Francisco Cable Car Railway	4. APPROX. ACREAGE
5. EXACT LOCATION (County, township, roads, etc. If difficult to find, sketch on Supplementary Sheet) Powell and Market Streets, San Francisco	
6. NAME AND ADDRESS OF PRESENT OWNER (Also administrator if different from owner) City of San Francisco	
7. IMPORTANCE AND DESCRIPTION (Describe briefly what makes site important and what remains are extant)	

Andrew S. Hallidee, an English builder of aerial cables for use in Western mines, invented an arrangement whereby heavy cables could be laid underground to draw cars up the steep hills of San Francisco. The first car thus equipped ran from Kearny Street via Clay Street over Nob Hill to Leavenworth in August 1873, and soon thereafter such lines were in general use in the city.

Cable lines were built in most major American cities in the 1880's; the largest such system was that of Chicago, where three companies owned 82 miles of track and 710 grip cars. By 1893, however, the cable car, except on steep grades, was generally being replaced by the electric street car.

About 10 miles of the San Francisco cable car system, with the grip cars, have been retained in use and serve as an interesting tourist attraction.

8. BIBLIOGRAPHICAL REFERENCES (Give best sources; give location of manuscripts and rare works)	George W. Hilton and John F. Due, <u>The Electric Interurban Railways in America</u> (Stanford, 1960), 5; J. Bucknell Smith, <u>A Treatise Upon Cable or Rope Traction as Applied to the Working of Street and Other Railways</u> (London, 1892); Mildred B. Hoover, Hero E. Rensch, and Ethel G. Rensch, revised by Ruth Teiser, <u>Historic Spots in California</u> (Stanford, 1958), 299.
9. REPORTS AND STUDIES (Mention best reports and studies, as, NPS study, HABS, etc.)	

10. PHOTOGRAPHS* ATTACHED: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	11. CONDITION Good	12. PRESENT USE (Museum, farm, etc.) Transportation	13. DATE OF VISIT June 8, 1961
14. NAME OF RECORDER (Signature) Charles W. Snell	15. TITLE Reg. Chief, Branch Hist. Sites	16. DATE Nov. 29, 1962	

* DRY MOUNT ON AN 8 X 10 1/2 SHEET OF FAIRLY HEAVY PAPER. IDENTIFY BY VIEW AND NAME OF THE SITE, DATE OF PHOTOGRAPH, AND NAME OF PHOTOGRAPHER. GIVE LOCATION OF NEGATIVE. IF ATTACHED, ENCLOSE IN PROPER NEGATIVE ENVELOPES.

(IF ADDITIONAL SPACE IS NEEDED USE SUPPLEMENTARY SHEET, 10-317a, AND REFER TO ITEM NUMBER)



Cable Car

Powell and Market Streets
San Francisco, California

June 8, 1961

Charles W. Snell
Neg. 2415-Western Region

REGISTRY OF NATIONAL HISTORIC LANDMARKS

BIENNIAL VISIT REPORT

San Francisco Cable Car System

Date: March 17, 1970

Visited by: G. C. Murray

1. Location: City of San Francisco, Cable Cars on three designated routes, plus Cable Car Barn at Washington and Mason Streets, San Francisco
2. Theme: XVIII - Travel and Communication
3. Owner
 - a. When designated City of San Francisco
 - b. Present: ☒ Same
☐ New
4. Use:
 - a. When designated Municipal transit system; Maintenance of cable car system.
 - b. Present: ☒ Same
☒ Changed as follows: Cable Car Barn is being restored and developed as visitor information facility

REGISTRY OF NATIONAL HISTORIC LANDMARKS

BIENNIAL VISIT REPORT

San Francisco Cable Car System

5. Plaque and Certificate: Location and condition

- a. Plaque (2 Plaques) 1. Wall of visitors' viewing platform, Cable Car Barn, Washington & Mason Sts. S.F.; 2. Hyde St. Cable Car
- b. Certificate Terminal, S. F.; both excellent
didn't see

6. Physical condition

- a. When designated Excellent

- b. Present: (X) Excellent; () Good; () Fair; () Poor

Comments:

REGISTRY OF NATIONAL HISTORIC LANDMARKS

BIENNIAL VISIT REPORT

San Francisco Cable Car System

7. Special Problems:

Safety: Both operators and passengers almost totally disregard passenger safety.

Attitudes: As with other municipal transportation, operator attitudes vary from Beligerent, rude, and hostile to friendly, courteous and helpful. Although residents accept this as a fact of life, visitors are offended and puzzled by rudeness from what is considered a prime tourist attraction. Because the Cable Car's reason for continued existence is their unusual historic interest, it is regrettable that operator attitudes do not reflect a little pride in their role in recreating the City's history.

8 Suggestions Offered: None concerning the above special problems.

The National Park Service has been requested by the San Francisco Public Utilities Commission to provide interpretive planning assistance in the development of the Car Barn visitor information facility. Contacted by: James Leonard, Assistant to General Manager James K. Carr, Public Utilities Commission, City Hall, S. F.

Heritage Conservation and Recreation Service
Department of the Interior

NATIONAL HISTORIC LANDMARK STATUS REPORT: 1978

I. General Background

1. Official Landmark name: Santa Barbara Mission
Address: 2201 Laguna Street
Santa Barbara, California 93105
2. Name, address, phone number of the Landmark owner: (Franciscan Fathers of Calif.
Father David Temple; Roman Catholic Church, 2201 Laguna Street, Santa Barbara,
California 93105, (805) 682-4713
3. Name, title, address, and phone number of person responsible for the
management of the Landmark: (If same as person in number 2, write 'same')
Same
4. Name, title, address and phone number of additional person(s) contacted
about this Landmark:
None
5. Name, region and phone number of HCRS official preparing report:
Lynne Nakata, Pacific Southwest Region, 8-556-2480
6. Date of this report: July 17, 1978

II. Condition and Maintenance of Buildings, Sites and Historic Districts
(If Landmark is visited, provide photographs (or slides) of serious
problems or possible threats)

1. Architectural or Engineering Features

- a. What is the general physical condition? excellent ☒ good
 needs repairs (explain)
- b. Are there any obvious structural problems or water related problems?
☒ no yes (describe)
- c. Are there planned future building alterations or new construction?
☒ no yes (explain)
- d. Are there historic interior furnishings present? ☒ yes no
Are they well cared for? ☒ yes no (explain)
Will they be retained? ☒ yes no (explain)
- e. Is there historic machinery or equipment present? ☒ yes no
Is it well cared for? ☒ yes no (explain)
Will it be retained? ☒ yes no (explain)

2. Environmental, Battlefield, Natural and Archeological Features

a. What is the general condition of the site? excellent Xgood
 needs repairs (explain)

b. Are there visible archeological ruins, remains or artifacts? Xyes no
Are they well cared for? Xyes no (explain)

There is an existing segment of the original stone aqueduct system.

c. Has there been recent site disturbance, digging, or construction?
Xno yes (explain)

d. Are there plans for future site work or construction?
Xno yes (explain)

3. Historic District Features

a. What is the general physical condition of the buildings, roadways, and other historic features of the district? excellent good
 needs repair (explain) N/A

b. In general, what is the level of construction activity in the district?
 high construction activity moderate low N/A

c. Is there a local design review board, historic district commission, or other governmental body which reviews construction activity in the district? yes no N/A

III. Building, Site, or Historic District Integrity

1. Are there any conditions on the lands adjacent to the Landmark that might result in serious impairment, diminishment, or destruction of Landmark resources, character, and/or significance? Xno yes (explain)

2. Has there been an introduction of visual, audible, or atmospheric elements that are out of character with the property and its setting?
Xno yes (explain) The city is currently replacing water lines in the park across from the Mission grounds. This has created a temporary disturbance, visually and audibly. However, this work should be completed very shortly.

3. Are there any potential threats (i.e., highways, adjacent construction, zoning changes, etc.) likely to occur in the future? Xno yes (explain)

4. Is there any urgency regarding any of the threats? Xno yes (explain)

5. Does the owner show interest in the long term preservation of the landmark?
no X yes. (explain)

IV. Supplementary Information

1. Does the Landmark have a plaque? X yes no
Is it displayed? X yes no
2. Has an agreement form been submitted? X yes no
If no, does the owner wish to sign an agreement with HCRS? yes no

V. Comments

Lynne Navata
Signature
4/28/78
Date

V. Comments

The city of Santa Barbara has been extremely conscious of the historical and architectural significance of the Santa Barbara Mission and have enforced relatively strict zoning controls to preserve the values of the Mission and its grounds. The Mission continues to function as an active church and self-guided interpretive tours have been developed and are continually being enriched. Visitation probably exceeds 250,000 visitors annually (conservative estimate).

Over the years, there have been very few vandalism problems. However, one rather obvious problem is the inclination of some visitors to engrave their initials, etc., into the exterior stone wall, primarily near the main entrance of the Mission House. Advice as to how this type of damage can be repaired or prevented would be appropriate and most welcome. Father Temple had mentioned the possibility of applying some sort of exterior coating which would prevent further application of graffiti.

Father Temple indicated that they plan to have an expert restore the three original sculptures which sat atop the roof. The original sculptures had been badly damaged during the earthquake of 1925 and were replaced with copies. The original sculptures are considered some of the best examples of sculpture created by the local Indians.

Heritage Conservation and Recreation Service
Department of the Interior

NATIONAL HISTORIC LANDMARK STATUS REPORT: 1978

General Background

1. Official Landmark name: San Francisco Cable Car System
Address: Cable Car Barn at Washington & Mason Streets, and cable cars on three designated routes (Powell-Mason, Powell-Hyde & California Street), City of San Francisco, CA
2. Name, address, phone number of the Landmark owner: City & County of San Francisco, Public Utilities Commission, Municipal Railway, Cable Car Division. Superintendent: Oscar Norman, Washington & Mason Streets, San Francisco, CA 415-558-3382
3. Name, title, address, and phone number of person responsible for the management of the Landmark: (If same as person in number 2, write 'same')
same
4. Name, title, address and phone number of additional person(s) contacted about this Landmark: Rino Bei, Program Manager, MUNI Transit Improvement, 415-558-2801 and Mrs. Hans Klussman, San Francisco Citizen & Cable Car Supporter, 415-421-2608
5. Name, region and phone number of HCRS official preparing report:
Julie Nagle, Pacific Southwest Regional Office, FTS: 556-8313
6. Date of this report:

7/25/78

II. Condition and Maintenance of Buildings, Sites and Historic Districts
(If Landmark is visited, provide photographs (or slides) of serious problems or possible threats)

1. Architectural or Engineering Features

- a. What is the general physical condition? X excellent good
 needs repairs (explain)
- b. Are there any obvious structural problems or water related problems?
X no yes (describe)
- c. Are there planned future building alterations or new construction?
 no X yes (explain) see comments (V)
- d. Are there historic interior furnishings present? X yes no
Are they well cared for? X yes no (explain)
Will they be retained? X yes no (explain)
- e. Is there historic machinery or equipment present? X yes no
Is it well cared for? X yes no (explain)
Will it be retained? yes no (explain) See comments (V)

Environmental, Battlefield, Natural and Archeological Features

- a. What is the general condition of the site? X excellent ___ good
___ needs repairs (explain)
- b. Are there visible archeological ruins, remains or artifacts? ___ yes X no
Are they well cared for? ___ yes ___ no (explain)
- c. Has there been recent site disturbance, digging, or construction?
X no ___ yes (explain)
- d. Are there plans for future site work or construction?
___ no X yes (explain) see comments (V)

3. Historic District Features

- a. What is the general physical condition of the buildings, roadways, and other historic features of the district? ___ excellent ___ good
___ needs repair (explain) N A
- b. In general, what is the level of construction activity in the district?
___ high construction activity ___ moderate ___ low NA
- c. Is there a local design review board, historic district commission, or other governmental body which reviews construction activity in the district? ___ yes ___ no NA

III. Building, Site, or Historic District Integrity

1. Are there any conditions on the lands adjacent to the Landmark that might result in serious impairment, diminishment, or destruction of Landmark resources, character, and/or significance? X no ___ yes (explain)
2. Has there been an introduction of visual, audible, or atmospheric elements that are out of character with the property and its setting?
X no ___ yes (explain)
3. Are there any potential threats (i.e., highways, adjacent construction, zoning changes, etc.) likely to occur in the future? ___ no X yes (explain)
see comments (V)
4. Is there any urgency regarding any of the threats? X no ___ yes (explain)
Probably not, since specific plans will not be finalized for some time. See comments (V)

Does the owner show interest in the long term preservation of the Landmark?
no yes. (explain) City expresses concern for landmark preservation, but
ational Trust for Historic Preservation distrusts MUNI's commitment. See comments (V).

IV. Supplementary Information

1. Does the Landmark have a plaque? Xyes no two plaques. One is displayed
Is it displayed? Xyes no in the Cable Car Barn, the other at the Cable
Car Terminal at the foot of Hyde Street.
2. Has an agreement form been submitted? Xyes no 3-25-64
If no, does the owner wish to sign an agreement with HCRS? yes no

V. Comments: Early in 1978 the City and County of San Francisco, long concerned about the safety, cost and reliability problems associated with the cable car system, initiated a \$415,000 contract study of the system. The overall purpose of this study, conducted by an architectural engineering consulting firm under contract to the city, and partially funded by an Urban Mass Transportation Administration (UMTA) grant, is to investigate the possible ways that the system can be improved, modernized, and otherwise made more efficient, safe and dependable. The contract consultant has been charged with two basic tasks: 1) to investigate the rehabilitation of the Cable Car Barn, and 2) to inventory the current condition of the cable car system. This study is currently in progress and will not be completed until early next year, at which time it will be forwarded to the City as recommendations/options for modification of the cable car system. The City's Municipal Railway (MUNI), Public Utilities Commission, and Board of Supervisors, and UMTA will then review the consultant's recommendations and reach a decision regarding the future of the Cable Car Rehabilitation Project based on those recommendations as contained in the study. At that time the city will decide which portions it will seek to fund through its already obtained UMTA grant. Some of the improvements to the cable car system that are being explored include the following:

Marianne Stickles-Schwood
for Julie Nagle
Signature

7/25/78
Date

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON 25, D. C.

The National Survey of Historic Sites and Buildings

San Francisco Cable Cars, California

There are approximately 10 miles of cable car tracks still remaining in the San Francisco Municipal Railway. They are the only ones still operating in the United States. One terminus of this cable car operation is in the heart of downtown San Francisco, at the corner of Powell and Market Streets. It is a common and always an interesting sight to see the crowds of people loading on and hanging on to the sides of the little cars in the summertime as they start up the hill from the corner of Powell and Market Streets. At this point there is a turntable which the car operator uses to turn the car around.

The cable car was contrived by Andrew S. Hallide, an English builder of aerial cables for mines in the western United States. He arranged a system by which the heavy cables, laid underground, would draw the cars up the steep hills of San Francisco. The first underground cable track was laid from Kearny Street over Nob Hill to Leavenworth in August 1873. In a relatively short time 8 companies had put down 112 miles of cable track in the city. Other cities, such as New York, Washington, D. C., Cincinnati, Boston, and Chicago soon had their cable car systems.

But electric street cars were replacing cable cars almost everywhere by the early 1890's, except on steep grades. It is this condition which prevails on many of downtown San Francisco's streets, some of them known for their very steep pitches, that prolonged the life of the cable car there. Recent proposals and attempts to remove the last remaining vestige of cable car transportation in San Francisco have always produced an outcry from an enraged citizenry that has come to look upon the Powell Street cable car line as a beloved institution and an irreplaceable part of the City's atmosphere and life. As the last of its kind, and now a symbol of a departed era and yet a landmark of San Francisco, the cable cars have an unusual significance.

To NHL file

A BRIEF EVALUATION OF THE 1979 CABLE CAR DEBACLE & WHAT TO DO ABOUT IT

-- Some Thoughts On Their Problems & Preservation --

With the official PUC-ordered shutdown of the Cable Car System on September 25th of this year has come many fears, questions and problems.

There is the sincere and justifiable worry that the beloved "crazy little cars" are indeed in critical danger of never permanently running again; that the millions of dollars needed for their restoration will be forever in coming, and that thus these priceless historic and economic wonders will be left to languish in limbo until the bureaucrats can insidiously arrange for their coup de grace.

There are the many questions as to why THE symbol of San Francisco has fallen into its present appalling state; concerned questions for which those responsible for their present condition have only feeble excuses and political rationales to offer. The extensive and laudably apt candidness of the recently completed Chin & Hensolt engineering study of the System's needs and problems was tactful in pointing out the causes and cures, but the Report was nonetheless unequivocal in showing that the severe deterioration of the System has been mostly the result of years of neglect, mismanagement, grossly bad maintenance, incompetence, fatuous policies, political expediency, and just plain ignorance.

There are all the problems of actually securing the funding for the rebuilding of the System; the problems of who, what, when, why, and how. Many applaudable avenues of promise are being actively

explored in this regard at the moment, but there are other ideas, some perhaps unpopular, which also deserve consideration.

There are also the problems of who should oversee the reconstruction of the System, and -- most importantly -- who should manage and run the System when it is restored; and how to prevent the kind of inept policies and incompetence that ruined the old System from so destroying the new.

And, of course, there is the factor which cannot be ignored when considering the pragmatic value of the Cable Cars today, and that is their phenomenal worth to the City as a tourist attraction. This is a factor that has been accepted for years (a billion dollar per year industry has been built up around them), yet too little meaningful consideration of this aspect has been given by both local businesses and government.

Indeed, there is much to be changed and accomplished if the Cable Cars are to be properly rebuilt and preserved. Time is of the essence. Thus, it is with sincere hope that the following thoughts and observations on this important matter will be of some useful help in saving a unique, invaluable and irreplaceable National Heritage for future generations to enjoy.

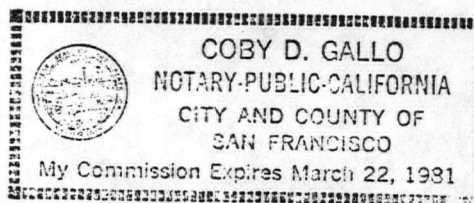
STATE OF CALIFORNIA

CITY AND COUNTY OF SAN FRANCISCO)

Sworn and subscribed to
before me this 20th day of
November, 1979.

Coby D. Gallo
NOTARY PUBLIC

)
) ss. George T. Young
GEORGE T. YOUNG
3117 California St.
San Francisco, CA 94115



In spite of everyone saying that getting rid of the Cable Cars is unthinkable, that they will be preserved and so there is no real reason to worry, the true mischief is that there actually are many influential persons and groups here in the City -- including many within the MUNI itself -- whose feelings are that the Cable Cars should have been junked years ago.

A rereading of the history of Mrs. Hans Klussmann's exploits in saving the Cars a generation ago illustrates all too well the kind of unscrupulous actions the anti-Cable Car factions are capable of. However, the success of that Citizens' Committee To Save The Cable Cars some thirty years ago did not, alas, truly safeguard the Cables as intended, or checkmate the power of the thinking of the anti-Cable Car forces; especially those within the MUNI who could insidiously permit the gradual ruination of the System -- in spite of the publicly-voted City Charter Amendment to protect them, the granting of National Monument status by the federal government, etc.

But to formally allege at this point that a covert "conspiracy" to destroy the Cable Cars has been going on would be as legally imprudent as it would be impossible to prove. The "Kafkaesque" nature of the MUNI bureaucracy makes it virtually hopeless to prove any individual blame or to charge anyone with responsibility for anything once they are entrenched within the MUNI management structure.

The undeniable fact, however, is that the Cable Cars have indeed been allowed to literally fall apart; and regardless of what the

"excuses" may be, the responsibility for their present condition must first and foremost be placed squarely on the shoulders of the entire management of the Municipal Railway itself.

Bluntly stated, the MUNI's ruinous mismanagement of the Cable Car System has been, at best, an unconscionable and grossly shameful display of incompetence, as well as an abrogation of a mandated public trust.

Indeed, the proof of the MUNI's incompetence in managing and caring for the Cable Cars (or the buses or streetcars, for that matter) is patently self-evident. One does not need to be an "expert" in anything, have a degree in engineering or the like, or be initiated into the intricacies of the Cable Car System itself to be able to see that it (and all of MUNI) has been allowed to become an embarrassingly run-down and unsafe wreck. And when one has had first-hand experience within the System, as I have, the true reality of the situation leaves one filled with anger, despair and shocked disbelief.

Summary examples include:

1. General maintenance and care are a grim joke, resulting in abominable service, millions of dollars lost due to accidents and down-time, and an undermining of worker discipline, effectiveness and morale.

2. General utilization and treatment of employees by management severely lacks wise subordination, understanding or concern. Fear is substituted for leadership and mistrust for authority. Scapegoatism is a frequent main feature of their modus operandi. Morale stinks.

3. Meaningful future planning and intelligent corrective measures are virtually nonexistent, except for what is necessary

to latentize incompetence, appease the public, or maintain the status quo. And while there are indeed some truly good and competent middle and lower management people who care for the Cables and try to do a good job in general, they are hamstrung by top management personnel who have little real knowledge of or care for the Cable Car System and treat its special needs with annoyed disdain. This fact is cleverly disguised, however, by more than one person in top management who has selfishly used the Cable Cars as a way to advance his career, at the expense of the System.

4. They (management) egregiously continue to prove themselves quintessential examples of the "Peter Principle" through arrogant and petty officiousness, blatant inability to make proper decisions, a gross lack of ability to earn the respect of and sensibly command workers, and their ever creating and enforcing asinine policies.

5. Perhaps worst of all, management displays a perfidy in self-serving/self-protecting abilities of artful obfuscation when dealing with subordinates, the general public, or any agency, governmental or otherwise, that can only be described as Machiavellian. (This is not to say, however, that all other MUNI personnel and platform workers are abused and blameless angels -- definately, they all are not.)

6. Training and proper follow-up supervision is generally poor, with arbitrary disciplining to enforce proper work procedures. Furthermore, platform personnel are generally treated as know-nothings (in spite of the fact that many of them possess graduate degrees from major universities), and their advice is generally ignored in critical matters involving safety, maintenance, and service. (True, there is a lot of "lip service" given by management regarding platform personnel in this regard, but all it ever amounts to is the placing of a "company man" or two on some type of trumped-up board or committee; which in reality, of course, is intended to do nothing but make things appear to be improving until the crisis of the moment has blown over.)

7. In addition, platform workers are frequently overstressed as well as unjustly treated; a problem that increases and promotes ill health, accidents, a breakdown in morale and discipline, drinking on the job, etc. Management refuses to accept this problem, much less deal with it. Indeed, they seem to do every wrong thing to make the problem worse. (True, some workers are flatly unfit for the job or are just plain bad employees, but that is another problem.)

8. The collusive corruptness of the TWU Union in acquiescing to these problems and the incompetence of MUNI management must also be dealt with. Serious problems with and within this Union are long and (amongst MUNI-men) well-known, but they have not been well-publicized; e.g., Union officials are presently being investigated for the mismanagement/misuse of Trust Funds. It should also be noted that many MUNI-men (especially in the Cable Car Division) have refused to join or have dropped out of this Union, despite intimidation.

Digressions to elaborate on these "accusations" will be avoided here for the sake of brevity; however, "elaboration" is available.

But let us not dwell here with this aspect of the problem any further, lest these unbiased observations spoil their truthfulness by taking on the appearance of a vindictive or paranoiac tirade.

* * * * *

Since it is painfully clear that MUNI management is without question incapable of running or being entrusted with the Cable Car System (or any of the MUNI), what can be done?

The ideal solution of firing the lot and starting anew is, sadly, an impossible dilemma; being politically, legally and practically unachievable, given the unfortunate "necessities", "agreements" and "conditions" of the City government as its reality is. Besides, discussion of what to do about this large problem is beyond our scope here.

However, relative to our concern here, the Cable Cars, a solution to the large problem by "circumvention" appears possible.

First, the Cable Car System MUST somehow be removed from the direct management/control of the MUNI itself.

It has been suggested by some that the System be turned over to federal government trust, or the State Parks System; that it be

owned and operated by a state or federal agency much in the same way as is the Hearst Castle trust. This at first sounds inviting -- especially since the Hearst Monument is the only public trust that makes a profit, and a handsome one. But even if we assume that the state and/or the feds would be willing to take over the Cable Cars as a "gift" (and that's a big "if"), we would still be faced with some large practical, legal and political problems in doing this that would probably make it impossible to accomplish in any event.

To begin with, the MUNI and/or the City would very likely oppose such a move for a variety of reasons, most of them obvious, which are unnecessary to digress into here. The TWU Union, and even many MUNI platform personnel themselves, would almost assuredly block such a scheme, too; again, for reasons that I think are obvious and therefore which need not be elaborated upon. And then there would be the tangent problems of securing all of the necessary experienced and qualified personnel to run the System; the problems of securing right-of-way on the City streets; the legal responsibility and liability problems re the City vis-a-vis whatever governmental agency was operating them; etc., etc.

These same problems, and additional ones, also hold true for the suggestion that the Cables be leased out by the City to a private company or organization, who would then (attempt to) run them as a profit-making venture.

Thus, while such ideas are perhaps intriguing, their feasibility seems unrealistic and therefore not worth further serious consideration.

There is a possibility, however, that is more reasonable and expedient which would functionally accomplish the same purpose, i.e., the removal of the Cable Cars from the direct management/control of the MUNI:

1. Make the Cable Cars a "separate" special transportation system under the direct management of a special City PUC-created and supervised "Cable Car Authority".

- (a) This unique agency (technically a branch of the MUNI under separate PUC management) would be made up of directors who not only excel in all the necessary requirements for this type of management, but who also are known to sincerely care for the Cable Cars as well as having a sound and meaningful understanding of their operation, their unique needs and problems, their technology, etc.

- (b) Included among the directors or official advisors of this "Cable Car Authority" should be ex officio representatives from the tourist industry and the historical preservation groups.

2. To make all this "viable" (as the bureaucrats say), a special "liaison" or "correspondence" between this new agency and the MUNI would have to be set up regarding lower management and platform and shop personnel.

- (a) This should appease any problems with Labor, solve the problem of securing an experience work force and operations staff, and avoid the sticky political problem of getting the Cables away from direct MUNI control without causing "embarrassment" to those powerful MUNI executives (previously) responsible for the System. (In fact, these executives, if tactfully approached, may prove only too glad to go along with this idea, seeing it as a face-saving way out of the whole mess.)

3. Qualified MUNI-men would still work and operate the Cables, but their management, control, planning, etc., would be by the special PUC "Cable Car Authority".

(a) This special agency would be otherwise totally independent of the MUNI and be subject only to the PUC itself.

(b) An amicable working relationship between this special agency and the MUNI would be necessary, of course, but no member of MUNI management could sit on the "Cable Car Authority" Board and/or have veto powers over its decisions in matters regarding the needs, maintenance, operation, or future preservation of the Cable Car System.

(c) As regards Labor (platform personnel, etc.) and lower management (operations personnel), they all would still keep their same status/seniority as MUNI/City Civil Service employees; and except for being directly responsible to the PUC rather than to the MUNI, they would retain everything else they have at present as regular MUNI/City workers, with all the rights and provisions thereof.

(d) Qualified MUNI-men would still be allowed to transfer in or out of the Cable Car System as is done at present; e.g., a qualified bus driver would still be able to "sign-up" on the Cable Cars as is possible at present, and vice versa.

There are, of course, more aspects of this "Cable Car Authority" proposal that would need developing; and other political problems or "technicalities", some perhaps involving the City Charter, that would need ironing out before such an idea could be made acceptable and/or workable. Space does not permit further discussion of this here. However, I strongly feel that the means and ways are realistically possible. And since all of the MUNI is already under the authority of the PUC, the legal means to accomplishing a "Cable Car Authority" may be a lot easier than one might first assume.

But whatever the case may prove to be, I firmly believe that to continue to allow the MUNI to run the Cable Cars as they do at present will most assuredly guarantee their doom. Some other way must be found, and SOON.

* * * * *

Tangent to the above idea is the need to face today's reality and rethink the traditional view of the Cable Cars as public transportation, and the continuation of attempting to operate them as such.

Let's face it, even the most avid supporter of the Cables must admit that their main function today is not public transportation for local citizens, but rather is primarily a ride for tourists. In the past year that I spent working as a Cable Car conductor, one of the most common complaints I heard from local people on the Cars was: "I love these things, but I only ride them regularly anymore because I have to. Hell, they are so jammed full of tourists most of the time that I can't get on, and then I end up having to take a taxi to work. I would never want to see them gotten rid of, but damnit, I wish the City would run them as a tourist attraction and have the MUNI put buses out here for us."

It is a known fact that at least 80% of the people who ride the Cable Cars today are visitors. Indeed, as the man I quoted above said, so often are they jammed with tourists that the local people who depend on them as public transportation cannot even fight their way on. With over seven times the population of the City trying to ride on an average daily maximum of twenty-six Cars during the course of each year, it is impossible even for many tourists to fight their way on.

In fact, with some twelve million passengers per year being transported on the Cables (across a maximum distance of less than two

miles, terminal to terminal; and passing through one of the most traffic-congested sections of any city anywhere, on top of it), the claim that they are the most amazingly successful "people movers" ever devised is, if anything, an understatement. That they have been able to survive, lousy care and all, and endure all this for the past 106 years is nothing less than phenomenal. Indeed, they have far exceeded every expectation in proving their worth and their reason to continue. But let us not digress. It is the five million people per year who come to ride them that justifies their existence in today's terms (alas), and because of this they can no longer be operated with the view of being "viable" local public transportation.

Now I am not going to suggest that the Cable Cars be transformed into a Disneyland type of ride. They are THE tourist transportation links to all of the major Downtown area attractions and businesses of tourist interest, and so for just that reason alone, running them strictly as a nonstop amusement ride from Point A to Point B is out of the question. But in viewing them pragmatically for what they now are (tourist transportation) and not romantically as they were (the quaint and charming public transport of our local citizens), we are given a much better and more realistic latitude within which a "Cable Car Authority" could far better run operations, improve safety and service, control and improve fare collections, reduce wear and tear, etc. A brief outline of some of my thinking in this regard includes:

1. Stops for letting off and taking on passengers between terminals would be limited and strictly enforced.

(a) E.g., regarding the Powell and Hyde lines, the only official passenger stops between terminals would be at Geary St., Sutter St., California St., Washington St., Mason St., Union St., and Lombard St.

2. At each terminal, and at Powell and California Sts., a ticket booth would be established where passengers would pay their fares, get a ticket as receipt to give the conductor, and then line up to board as they presently do.*

(a) Persons wishing to board without a ticket, such as those getting on at the designated stop points between terminals, would pay the going one-way fare in cash, for which the conductor would still perform his traditional function of making change as necessary.

(b) All fares, whether in the form of a ticket or cash, would still be rung up by the conductor as at present (for obvious reasons).

3. Regular public transportation for local citizens would be provided by the (regular) MUNI via scheduled bus service along Cable routes -- the routes and type of service being similar to what is already provided whenever the Cables are shut down.

4. Scheduled timetables of operation for Cable Cars as is (attempted) at present should be totally done away with.

(a) Instead, a simple "headway" type of system (regularly spaced time intervals between Cars leaving terminals) should be implemented. In other words, a Car would leave from each terminal at, say, every ten minutes. (With today's traffic conditions, the old railroad type of timetable system presently used is impossible to adhere to much of the time, anyway; and looking at the Cables as tourist transport makes timetables unnecessary.)

*There have been abortive attempts to do something like this at the Victorian Park Station of the Hyde & Beach terminal. The method used was the placing of a platform worker in the "ticket booth" who issued MUNI transfers as "tickets" and then rang up the fare on a "collect" register (a small portable cash register). However, since the number of transfers supplied were uncounted, the number given as "tickets" had no way of being accounted for as a check against the number of fares registered on the "collect" machine. I think the point is obvious. Per my proposal, a theatre-type ticket machine would be used. The only cash the ticket seller would have would be a controlled amount for the making of change. All fares would be placed into a special armored and locked collection box by the passengers themselves, upon which tickets would be issued.

(b) The leaving of Cars from terminals would be controlled by a "starter", a person whose job it is to space Cars and send them out at the prescribed intervals. This method would improve service/safety, control loading, prevent "line dragging" (yet still give each crew a reasonable rest break at terminals), and, as part of the "starter's" duties, provide a P.R. or information man to answer questions at terminals. They would be equipped with 2-way radios.

5. A regular MUNI inspector, especially assigned to Cable service, would still be stationed as the "corner man" at the intersection of Jackson and Mason Sts. (for reasons of operational necessity that are unnecessary to explain here). This inspector would have a radio car at his disposal for patrolling the line and/or dealing with any line problems (accidents, etc.) as may be necessary.

6. Concerning local citizens riding the Cars: anyone showing a valid MUNI "Fast Pass", transfer, school card, etc., would be allowed to ride for free, i.e., at no additional charge.

I could continue to expand on these ideas, but within the limits we have here, I think the above gives a good enough idea of the concept for now.

* * * * *

The discussion of fares brings us to the consideration of something which few seem to want to talk about and most "special interest" pro-Cable Car groups oppose: the increasing of Cable Car fares and/or the establishment of a special (separate) Cable Car fare.

The fare issue question relative to the rest of the MUNI is not germane to our concern here, and so discussion of this will be avoided. But let's admit it, 25¢ to ride a Cable Car is a giveaway at today's prices. And considering the costs of operating the Cables today, maintaining such a fare is unrealistic and bad business. With the present average daily expenditure per tourist being around \$200.00, an increase in Cable Car fares will hardly be noticed.

In spite of this absurdly low fare, however, the Cables have still been able to pay an amazingly high percentage of their operating expenses out of fares collected (figures as high as 80% have been quoted); many times, proportionally, than that of the buses or streetcars (for which figures as low as 20% have been quoted). And this is also in spite of the fact that they are a 19th century high maintenance and labor intensive operation which has been providing amazing service today under the most dire conditions. I must also point out here, too, that very little of the Cable Cars' "profit" has ever been put directly back into the System by the MUNI (as all fares go into the MUNI General Operating Fund, for use as MUNI management sees fit). The statement that the Cables could come close to breaking even today if the fare was 50¢ is probably true (if the money were put directly back into the System).*

In part, what I suggest here is the following:

1. Utilizing the ticket booth system, the adult fare would be \$1.00 for a two-part round-trip ticket good on all Cable lines in any direction and valid only for the day issued; no refunds for unused tickets.

*It must be noted here that the securing of MUNI records, statistics, etc., and then being able to make any sense out of them, is rather like getting information out of the CIA and then being able to decipher it. Regarding the Cable Cars, the only reliable data I know of readily available is that collected over the years by Mrs. Klusmann and the staff/membership of her Cable Car Friends organization. As for some background on past doings and "dirty tricks" re Cable Cars, I suggest reading the Lucius Beebe classic, Cable Car Carnival, in particular the chapter entitled "Cable Car War". Perhaps the definitive work on the history of this subject is the tome, The Cable Car in America, by Professor George W. Hilton.

(a) Children under 12 years of age would pay 50¢ for the same type of ticket. Infants in arms would ride for free.

(b) Senior citizen fares would be the same as for children.

(c) One-way (cash) fares would only be accepted at the designated stops between terminals. Any valid ticket(s) would, of course, also be accepted at these stops.

(d) No one-way tickets would be sold from the ticket booths. However, previously purchased "halves" of valid two-way tickets and one-way only (cash) passengers would be accepted at terminals.

2. ALL money collected from Cable Car passengers would go directly into a special "Cable Car Operating Fund" (under the control of the "Cable Car Authority"), and NOT into the MUNI General Operating Fund as is presently the case.

(Since the above items come under the control of the City Charter, special amendments may have to be voted on, or the necessary changes made by some other legal means; however, with proper explanation, careful planning and political tact, these necessary changes could be accomplished without any significant problems or strife.)

* * * * *

Joined to the matter of paying for the operation and upkeep of the Cable Car System (assuming -- and God forbid not -- that all the necessary money needed to totally rebuild the System will indeed be secured from both governmental and private sources), we have the "touchy" matter of justly asking those who now benefit from the Cables most -- all the tourist-related businesses -- to contribute to the care of the "crazy little cars" also.

For all these years, the City has virtually provided gratis what

may well be the most successful attraction of all time. And not only have the Cables developed into the focal drawing item for tourists as a symbol of The City to the world, they are THE means by which these people get around to spending all the money in the establishments that depend on them. Thus, the time has come for the tourist industry businesses to show their appreciation, concern and admiration for this priceless asset. And the solution appears simple:

1. All tourist-related businesses (defined here as any business that obviously makes a significant portion of its profits from tourists) would individually be asked to voluntarily donate money each year to the "Cable Car Operating Fund". (Donations would, of course, be accepted from any individual or company, tourist-related or not.)

- (a) Such donations are tax-deductable.

2. The object of these donations would be to at least enable the Cable Cars to break even each year, i.e. only enough money (total) would be asked for to make up whatever the yearly operations/maintenance deficit might be. (Naturally, a major hotel would be expected to contribute more than a small shop or restaurant, but no one would be "obligated" to make a donation.)

3. The solicitation of these donations would likely be best handled by the same sort of operation as is presently used to raise money for our Opera, etc.

* * * * *

This brings us to an aspect re Cable Cars and tourism that must be at least briefly discussed; and that is the fact that there is presently growing a very vocal anti-tourism faction in the City; and that this faction largely supports the thinking of the anti-Cable Car forces (the idea apparently being that if we get rid of the Cables, we'll also get rid of the tourists).

To call this thinking puerile provincialism and acrimonious elitism would be kind; that it is unrealistic and counterproductive to the well-being of the City as a whole is obvious. However, these factions, well-meaning as some of them may be, are nonetheless dangerous to the Cable Cars. They have clout and political support, and have secured the power of the press through support by such adept sophists as Charles McCabe and Dick Nolan.

These people disseminate all sorts of distorted or erroneous data re Cable Cars and/or tourism. Yet, taking safety/accidents as an example (a favorite issue used as a reason to justify getting rid of the Cables), the Cable Cars have the best safety record in the MUNI, despite the fact that they carry far more passengers per mile than anything else in the MUNI; and under far more adverse conditions to boot.

I have been involved here in the tourist industry for the past six years, relative to managing or working with sightseeing and receptive services companies; and yet I would be the first to say that neither the tourist industry nor the City should take a laissez faire posture when it comes to tourism. This has tacitly been the case, and we are now seeing the negative results.

I agree that the City needs a "Bureau of Tourism" (and our strictly commercial Convention & Visitors Bureau is not the kind of thing I'm talking about) that is patterned after the ones in London or Paris, or those in New York, Boston and Washington D.C. But this

is beyond the scope of our subject here.

However, in agreeing that tourism in San Francisco needs more concerned planning and wiser control, the fact that tourism has now become firmly established as the City's second major industry after banking cannot be irrationally undermined for the sake of some nostalgic idealism.

Tens of thousands of jobs (a great many of them being held by minorities or unskilled workers) are at stake; as are thousands of small businesses; and the billions of dollars now invested in all our hotels, the whole of the Fisherman's Wharf/Ghirardelli Square complex, the George R. Moscone Convention Center, etc.

For better or worse, we have built tourism into what it has become here, and the time has now come to deal with that fact in a positive and productive way. However, that the Cable Car System is vital -- indeed critical -- to the well-being of the tourist industry, and therefore to the good health of the City at large, is an indubitable fact that needs no debate.

* * * * *

Of course, all of this will become academic if City and federal funding and private donations necessary to rebuild the System fail to materialize.

There is much praiseworthy work in this regard going on behind the scenes at the moment; Standard Oil of California has donated

a million dollars. Mr. Virgil Casselli, President of Ghirardelli Square, and Mr. Robert Welhelm, General Manager of the Hotel St. Francis, are both actively involved in fund raising, political lobbying efforts, etc. Indeed, there are many individuals, organizations and companies that have expressed concern or offered help. And, of course, Mrs. Klussmann and her organization are doing everything they can. Some City officials are doing everything they can, too, with Mayor Feinstein and PUC Chief Richard Sklar spearheading the effort to secure from the federal government the bulk of the \$40-plus million it is going to take to make the Cables healthy again.

But the battle has just begun. Federal funding has by no means been guaranteed yet -- and if it is, the amount will be, at most, around \$32 million; the City and/or private donations will have to make up the rest. Thus, the following is still needed:

1. Organize and put into action an expert political lobbying campaign that has some heavy-duty clout.

2. A professional public relations team still needs to be enlisted to refute or discredit anti-Cable Car propaganda and to re-educate important organizations/individuals, as well as the general public, as to the economic value and historic worth of the System both to the City and the nation.

3. Letter-writing and petition-signing campaigns for the public still need to be initiated (to be sent to senators and congressmen to demonstrate local and "grass roots" support).

We cannot depend today on the same kind of swell of civic pride and public indignation that saved the Cables thirty years ago, because most of those people are either dead, have moved away, or are too old to care anymore. Most of today's San Franciscans are,

at best, apathetic. Leadership and incentive to spur positive action is needed NOW.

* * * * *

Regarding the actual rebuilding of the System (the construction work) and what is to be done and how, I can say with some confidence (having a background in engineering) that I feel the recommendations and proposals of the Chin & Hensolt Report are excellent. Their ideas, in conjunction with the plans of the Transit Improvement Program (TIP), are for the most part exactly what is needed. Simply, the entire System (including the Cars) should be restored as is, and that is basically what the Report recommends. As the Report is available for reading, I will not labor you with any detailed explanations in this regard. I would caution, however, that it would be quite foolish to trust the MUNI alone with the inspection and supervision of the work.

As for the project of Thomas T. Lunde, I think his idea for Timkin bearings is good, as are some of his other ideas; however, I feel his ideas about hydraulically-operated disc brakes and grips are wrong. Such "improvements" on the Cable Cars' antique technology would be counterproductive; they would make no meaningful improvements in operation or safety, and their added cost and additional maintenance problems would be considerable.

Concerning the actual construction work, I feel it will prove wiser to do the work in stages, one line at a time, saving the downtown part of Powell Street for last. And we cannot forget

here to carefully orchestrate a positive and sympathetic P.R. effort to quell the fears and protests of the merchants and residents along the lines, both before and during the construction.

* * * * *

In the rebuilding of the System and in rethinking the functional purpose of the Cables, one very important item that must not be ignored is the serious need for better auto traffic control along the Cable routes.

Drivers roar up and down Cable lines at insane speeds, cutting off and turning in front of moving Cars with arrogant defiance, and even playing "chicken" with the Cars; their attitude toward persons getting on/off Cars is comparable to a dive bomber bearing down on a target. Taxis are the worst offenders, but tour buses, commercial trucks and rush-hour commuters are also pretty bad in this regard. Furthermore, all of this reckless driving is apparently given tacit impunity by the S.F.P.D., too, as the police are rarely seen giving citations re this problem -- even when the law is being flagrantly broken right in front of them.

Many serious accidents (caused by autos) have occurred along Cable Car lines in recent years due to poor or nonexistent traffic control. A very bad accident at Mason and Columbus Sts. (one of the major problem intersections) occurred when a truck rammed the turning Cable Car. The driver of the truck said: "I didn't realize it was going to turn...I saw the brakeman, or whatever he is,

waving his arm out and hollering, but I thought he was just being friendly...Why in hell don't they have a stop light of some kind there to warn people?..." Indeed! Seventeen people ended up in the hospital because of poor traffic control and ignorance.

Why no proper lights at that intersection? The Cable Car Division has put in a request for same in its budget for years, only to be turned down each time as "unnecessary" and "too expensive". Well, I'll bet the City ended up paying out one hell of a lot more than the \$75,000.00 they said the signal system would cost when the seventeen doctors hurt in the above accident (here on a convention) got through suing. Such "economy" is as foolish as it is inhumane.

Clearly, something needs to be done to improve on these conditions. We could begin enforcing our already existing (but now ignored or forgotton) laws concerning right-of-way, etc. for Cable Cars and their passengers; however, with today's conditions, much more is needed. Some suggestions include:

1. A meaningful, comprehensive survey of what is needed should be made and its recommendations implemented.*

- (a) This would include better control of and/or more limited traffic along Cable routes; things like (more) no left turn signs and/or left turn arrow signals at problem intersections as well as more special traffic signals to effectively stop traffic when needed (such as at curves); the granting of exclusive right of way to Cable Cars wherever possible; the posting of warning signs to vehicles along Cable routes concerning laws re Cable Cars and pedestrians/passengers, etc.

*There have been some studies done in this regard already, but no meaningful action has resulted. Myself and Mr. Norman Rolph, a Bechtel Corp. engineer and long-time advisor to Mrs. Klussmann's organization, are presently doing our own study of this problem.

2. The establishment of some real cooperation from the SFPD and the S.F. Traffic Engineering Department for a meaningful and consistent enforcement of traffic laws and regulations re Cable Cars.

3. The establishment of an ongoing P.R. re-education program for both operators of commercial vehicles as well as the general public, to make them aware of the Cables' special problems and needs, and the "do's" and "dont's" of driving around them.

* * * * *

Lastly, something must be done to both improve the working conditions on the Cables and the quality of the type of men who work on them.

Being a former Cable Car conductor, I can assure you that working as a gripman or a conductor is a uniquely difficult and high-stress job. They have to deal with four times as many passengers per year as the average MUNI bus driver; and they have to deal with them while running machines that are unusually difficult to operate. Trying to properly operate a Car jammed with thrill-seeking tourists (who are ignorant of, or carelessly ignore, the hazards and rules) along City streets under all of the bad conditions of management, safety and traffic we have been discussing is, to say the least, a heroically laborious, thankless and (psychologically) stressful job. And in addition to the unusual responsibility and physical demands of the work, there is the added task of being a P.R./information man, too.

In general, most of the men do a commendable job, all things considered; some are even deserving of some kind of award, considering their continued good performance and unflagging love for the

Cables in the face of all they have had to put up with. And it is to the great credit of most gripmen and conductors that many of the serious problems or accidents are avoided.

However, there are also a number of "bad" platform personnel; workers who for a variety of reasons are unsuited for the job and/or are inept at doing the work properly. The MUNI and the Union have only complicated this problem; the MUNI by using the Cable Car Division as a "dumping ground" for its "problem" workers, and the Union by legally forcing the MUNI to keep on workers who really should have been fired (or at least transferred to other duties). But then considering that MUNI management makes scapegoats of platform workers whenever possible to cover their own incompetence or to "save face", one can at least sympathize with the Union's position however indiscriminate, wrong or self-serving (for the Union) as it may be.

The restoration of the System and the correction of all the management, safety, maintenance and traffic problems we have been discussing here will go a long way toward greatly improving worker conditions, discipline and morale. But there are some other things to consider in this regard as well:

1. A real and meaningful effort to instill positive attitudes; an esprit de corps and pride in one's job is badly needed. So also is some positive method of understanding and dealing with "job burnout".

- (a) Professional help re "job burnout" should be secured and the advice implemented.

2. Shifts of over eight hours, or shifts with "splits" should be eliminated; requests for overtime should be handled and processed as is done at present. "Forced" overtime would only be in the case of an emergency.

3. Uniforms should be more in keeping with the "Gay '90's" atmosphere of the System, with the men being allowed to add their own personal or colorful touches.*

4. Make the men the "elite" service of the MUNI by paying them more (they're doing a lot more work than a bus driver) and by providing special benefits (accident and wage insurance; their chances of injury are greater due to the nature of the work).

5. Establish the "eliteness" by selecting/screening men who are psychologically as well as physically fit for the job; by special P.R. or "how to deal with people" training; and then a basic San Francisco history and sights course. (After all, these men are the City's ambassadors at large, and every effort should be made to insure that this aspect of their job is done as well as possible.)

6. Men who are hired to work on the Cables should understand that the (new) rules and regulations will be strictly but fairly enforced (assuming the revamped System proposed is in effect); and that consistent "bad apples" will be transferred back to the (regular) MUNI permanently.

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In closing my thoughts on the Cable Cars, I know that there is a lot I've overlooked or left unsaid; that there is much more that needs to be explained, discussed, re-evaluated, considered; that I have probably raised more questions than I have answered. Some of my ideas will, no doubt, be considered naive or unrealistic. And, no doubt, some of them probably are. However, my only concern here has been the Cable Cars and the City of San Francisco, for, symbolically, they are now one and the same. If the City loses its symbol, it loses its soul. I have been to cities that have destroyed their "soul"; they are places I do not desire to return

*Conductor Richard Morley is presently championing this cause, having received much favorable press over it. The MUNI (typically) is threatening to fire him for it.

to (and, funny, no one else does, either). Hopefully, my comments here will spark at least one reader to action, because if some action along the lines discussed in this report is not taken soon, the Cable Cars will indeed be lost forever.

I wish to make it clear that in doing this report I have had no clandestine or ulterior motives or considerations; I have no political motives or any design for personal gain; no ambitions to be on some board or committee (I would refuse such if ever offered); I am not seeking recognition or (God forbid) publicity; and, certainly, there is no ill will or feeling on my part, in spite of what some of my comments may seem to suggest. Simply, I love the Cable Cars. However, sentiment aside, I deeply realize that they are most vital to the spirit and well-being of this City. What I have seen happening to them disturbs me greatly. I hope that in reading some of my observations here that you, too, will be equally disturbed.

Lucius Beebe aptly stated:

"The genius of the Cable Car, in the classic meaning of the word: i.e., the titular spirit of a place or being, is the genius of San Francisco...the image which to the world at large is the quintessential expression of San Francisco's altogether admirable individualism...a venture into the realm of transcendental transport...it is possessed of a compelling fascination and heartwarming intimacy...San Francisco's most valuable tradition and most valuable - indeed priceless - tourist attraction ...The loss to San Francisco should they cease to run would be of almost inestimable proportions."

Thank you, most sincerely, for your time, trouble and consideration.

cc:

SAN FRANCISCO CABLE CARS

San Francisco, California

This method of urban transportation--cars moved by gripping moving underground cables--was pioneered in San Francisco in 1873. Today the ten-mile cable car system of San Francisco is the only example of this once important means of city transportation still operating in the United States.

San Francisco's existing cable car system is comprised of three separate lines, all owned and operated by the San Francisco Municipal Railway. These lines are: the Powell-Mason line, the Powell-Hyde line, and the California line, which runs on California Street from Market Street to Van Ness Avenue.

The cable car was invented by Andrew S. Hallide, a San Francisco engineer and builder of metal aerial cables for use in mines in the western United States. Born in London of Scottish parents in 1836, he came to California with his father while still a boy. Having already perfected metal cables that could withstand a tremendous strain, he began working in 1869 on the problem of developing a cable grip that would carry a load of passengers up the steep San Francisco hills. In 1872-73 Hallide arranged a system by which the heavy cables, laid underground and moved by a steam-driven power plant, would draw the cars up these hills. The first underground cable track was laid from Kearny Street over Nob Hill, via Clay Street, to Leavenworth; this line began operations on August 1, 1873.

By 1880, eight lines had put down 112 miles of cable in the city. Other cities, such as New York, Washington, D. C., Cincinnati, Boston, Chicago, and Seattle, soon had their cable car systems. By the mid-1890s, however, electric street cars were replacing cable cars almost everywhere, except on steep grades. It is this condition which prevails on many downtown San Francisco streets that prolonged the life of the cable car there.

Dedication
Cable Car Barn and
Visitors Gallery

November 10, 1967

The Cable Car Barn, located at Washington and Mason Streets, dates from 1887 when the structure was originally built to house machinery powering the Ferries and Cliff House Railway.

Today, restored to its general turn of the century appearance, it provides power for moving 10 1/2 miles of 1 1/4-inch cable beneath some of San Francisco's sharpest hills at a steady 9 1/2 miles an hour.

The structure was virtually demolished during the 1906 earthquake and fire, and was rebuilt the following year.

The Cable Car Division of the Municipal Railway (which is a department of the San Francisco Public Utilities Commission) operates a fleet of 39 cable cars.

And it is looking for more. Car No. 520 will soon come off the "assembly line" at the Muni's Elkton shops. As the Honorable Alan S. Boyd, Secretary of Transportation, points out in his dedication comments, the car was rebuilt from "a piece of an old Cable Car roof, a piece of a seat, and an old windshield wiper".

The system's equipment is basically the same as that Andrew Smith Hallidie tested for the first time on August 1, 1873.

Hallidie's pity for the horses that struggled up the hills with heavy horse-cars is well remembered. He began working on a better system in 1869, coincident with the start of production of wire rope by A.S. Hallidie and Company at Mason and Chestnut Streets.

Andrew Smith, the cable car inventor's father, developed the wire rope idea, which was patented between 1835 and 1849.

The son, Andrew Smith, chose the surname Hallidie to honor his godfather and uncle, Sir Andrew Hallidie. In his book, "Cable Car Days in San Francisco", historian Edgar M. Kahn stated that Sir Andrew was physician to King William IV and Queen Victoria.

Hallidie Machinery, still a going concern in Seattle, Washington, is a subsidiary of Western Gear Corporation which manufactured some of the machinery in use at the Cable Car Barn.

Charles Bannon, Vice President of the Western Gear Corporation, plans to attend the dedication ceremony. His firm was born as the Pacific Gear and Tool Works in San Francisco in 1888.

By 1890 the City's population of approximately 299,000 persons was served by eight cable car companies operating 600 cars over 110 miles of single cable track. They employed 1500 men.

Today the cable car system has much more than charm and personality.

At the present rate it will carry about 11 million passengers this year--about 800,000 more than were carried last year.

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Remarks by Assistant Secretary of the Interior John A. Carver, Jr., at 2:30 p. m. P.D.T. Thursday, October 1, 1964, in San Francisco, California, at Ceremonies for the Presentation of a Historic Landmark Plaque for the San Francisco Cable Car System

We in the Department of the Interior generally regard our organization as America's Department of Conservation. While we tend to think primarily in terms of natural resources in the physical sense, it is not at all inconsistent that we should also be charged with the Federal function of historic preservation.

Historic preservation is conservation in its highest sense. In fact, it is frequently referred to as "area conservation". Just as our national conscience and self-interest have prompted us to apply wise husbandry to our forests and soil and to protect disappearing wildlife species, so also must we bend our efforts toward protecting the symbols of an inspirational national heritage.

America must never make a fetish of its past. We must live for the future. Yet the landmarks of our forefathers' progress and accomplishments give us the daring and the strength to pursue the American ideal of human equality in an environment of peace and prosperity--the Great Society which President Johnson has established as the goal of our generation.

This is the reason why I am proud to have the Registered National Historic Landmark Program as one of my responsibilities in the Department. Congress in 1935 established the national policy of protecting for public use and enjoyment historic sites, buildings and objects of national significance. Many such sites have been acquired for operation and interpretation under Federal management--Independence Hall in Philadelphia, Spanish missions in your own State of

California, prehistoric Indian settlements in the Southwest, the Civil War battlefields of the East.

The Registered Landmark program is a major aspect of the same preservation effort. We could not possibly bring into Federal ownership all of those historic objects or structures that ought to be protected. For those that are, and ought to remain, in private or non-Federal public ownership, the present owners must be encouraged to assume a responsibility for a part of the nation's heritage. The Landmark program is in the nature of an incentive to that end--as well as an official recognition and designation that the landmark itself represents a nationally significant part of our history.

I am honored by the opportunity to pay that honor to the San Francisco cable car system. In so doing, we also honor those who have been so vigilant in

preserving this part of San Francisco's colorful history against the temptations toward modernity. The cable car is more than just a memento of a city's past. It is also your world-renowned trade mark.

W. Mellow
~~Mayor Shelley~~, Mr. Chief Justice, and guests,
I take great pleasure in presenting this *certificate and* plaque on
white design behalf of the Secretary of the Interior and the entire nation. We thank you for your commitment to the task of saving your cable cars so that the rest of the nation may share this part of America's past.

Excerpts from the remarks of
The Honorable Earl Warren, Chief Justice of the United States
marking the San Francisco Cable Car System
as a national historic landmark at Victoria
Plaza, Hyde and Beach Streets, Thursday,
October 1, 1964 - 2:00 p.m.

This occasion is of great significance to the citizens of San Francisco, but it is also one which will attract the attention of people who hear about it all over the world. There is an affection for San Francisco's cable cars in many lands. They are truly world-renowned.

I wish to express my thanks to Assistant Secretary of the Interior Carver, the National Park Service, and Mayor Shelley, for making my short visit to California not only more enjoyable but one that I shall recall with pleasure for a long time to come because I too have great affection for San Francisco's cable cars.

My appreciation of them is based on a host of memories. When I was a freshman student at the University of California I first rode the cable cars on the San Francisco hills. In those days the cable cars were always a part of our week-end outings. I associate them as hundreds of thousands of people do, with stimulating experiences, superb views of the Bay, and the sheer excitement of being in "everyone's favorite city." It is difficult for people to ride the cable cars in San Francisco on a clear, crisp day without feeling the thrill of activity and progress that characterizes San Francisco despite the age of the cable car system.

When the inventor, Andrew Hallidie, first operated the cars on August 1, 1873, it is probable that he and his passengers shared some of the same feelings that we still have on taking a cable car ride. The first run was up Clay Street, over Nob Hill, to Leavenworth many years ago. The cars had been labeled "Hallidie's Folly" but they soon proved themselves, and other American cities installed them until they were replaced by electric street-cars in the last days of the last century. In all these years, since 1873, the familiar sound of the cables singing in the slots along Powell, California, Hyde and Mason Streets is a familiar sound to San Francisco residents and visitors.

This ceremony today is part of a nationwide celebration of American landmarks, and the week of September 28 to October 4 has been designated "American Landmarks Week." It is being sponsored by the National Trust for Historic Preservation.

Preservation of the American heritage is the keynote of "American Landmarks Week." It was also the basic objective of the Congress of the United States when it passed the Historic Sites Act of 1935.

All too frequently structures and areas which represent the achievement of past generations are thoughtlessly and wantonly destroyed in the name of progress. We as a people are the product of a history that has shaped this nation into the greatest nation in the world. It is indeed fortunate that recently there has been a revival of a determination to preserve the cherished landmarks of the United States. In the forefront of that effort is the National Trust for Historic Preservation.

On this occasion I must also mention the work that is being done by the National Park Service. Regional Parks Director Edward Hummel, who is here today, is one of those who has an historic background in his work for the National Park Service, and there are many more in that agency who share his concern for preserving America. Fortunately the Park Service program has received the full support of Secretary of the Interior Udall. As a Californian I am especially pleased to note that the National Park Service is devoting more time to some of the historic places and things that are so interwoven in California's history. Within a few days, October 11, a similar ceremony will be held at the Old Mission Dam near San Diego, probably the first water conservation project in the western states.

In closing, may I direct my remarks more pointedly to the young men and young women who stand here today facing some of the most rapid changes in California's history. Please don't leave the preservation of historic sites and the great achievements of past generations in California to the older generations. Study the value of past accomplishments, become acquainted with what has been done in California, and use your youthful energy to help keep those things in California which are beautiful and deserving of preservation.

Few people will realize the vast inheritance that we as Californians possess until vital parts of it are taken away. It is only through knowledge of the things that have made California a distinctive place for the people of the world, such as the San Francisco cable cars, that you will learn to love and appreciate and defend California against thoughtless change merely for the sake of change. With drive and determination and knowledge, the young people of California can make California an even better place to live.

City's Cable Cars Now A National Landmark

A simple ceremony yesterday at Victorian Plaza at Aquatic Park gave the Nation its only portable landmarks—the San Francisco cable cars.

Chief Justice Earl Warren nostalgically lifted the Flag of San Francisco from a mod-

est metal plaque set in rock and concrete just south of the round glass-enclosed waiting shelter.

About 500 interested bystanders—some curiosity seekers, some tanned swimmers just up from the beach

in bright suits, a dazzling uniformed Chinese boy and girl drum and bugle corps—but mostly senior citizens, were on hand. And these oldsters stood hushed in sentiment and dignity, and then applauded grandly at the unveiling.

WARREN'S PLEA

Warren issued his challenge to California's young people to use their enthusiasm and energies to "help keep those things in California which are beautiful and deserving of preservation."

He begged, "Please don't leave the preservation of historic sites and great achievements of (the past) . . . to the older generations."

The former Governor's talk was preceded with a presentation of a Certificate of Landmark by Assistant Secretary of the Interior John A. Carter Jr. to Chief Administrative Officer Thomas A. Mellon who represented Mayor John F. Shelley.

ONE COMPLAINT

After the unveiling, one old timer remarked the event was marred only by the failure to place cable car inventor Andrew Hallidie's name on the plaque.

It was 91 years ago, on Aug. 1, 1873, the first of the cable-drawn "bugs" climbed Nob Hill up Clay Street.

Thomas P. White, 65, president of the city Public Utilities Commission, commented: "If any move were made now to eliminate the cars, the government would have to take up the fight."

He said the government was not given title to "any physical properties," but if any improvements or changes were made to the municipal line, "the U. S. Park Service would first have to approve."

Also present was a 1922 season gripman Mike Snow 170, who observed, "these cars will never change."

And Mrs. Goetz Cacianti of 263 Eighth Ave., wearing a snappy feathered hat for the occasion, added, "I was one of the fighters for the cars." She said proudly, "This means very much to us."

The Little Old Car That Could

THE SAN FRANCISCO cable car, invented 91 years ago out of necessity arising from the city's steep and frequent hills, has now climbed to the peak of esteem and respectability.

The perky, noisy, woefully archaic little contraption is not only the revered symbol of a metropolitan city, but has attained national recognition—and protection—as a national monument, a dignity conferred elsewhere in this region only upon such wonders of nature as the redwoods on the slope of Tamalpais and the geologic oddities of the Pinnacles.

The substantial accumulation of prestige for the cable car is all the more remarkable from the circumstance that not long ago the cable car was without honor in its native city, held in such contempt by the tax-minded men of the City Hall and the single-minded accountants of the Municipal Railway that its execution was decreed. Only the outraged good sense and tireless campaigning of a few dedicated and frequently ridiculed zealots saved it from extinction.

SO THIS OBSOLETE, creaking, inadequate, slow, expensive-to-operate, money-losing — and uniquely San Franciscan — piece of last-century machinery has risen in the world like a Horatio Alger hero, and is now a tourist attraction that brings thousands of visitors and millions of dollars annually in the community that was almost taught to despise it.

The moral is plain, but needs constant drumming into the ears of the politicians and the engineers and the efficiency worshippers who have authority to tinker with environment and alter the face of the city. It argues eloquently that some old things are above price and demand preservation, that there are considerations that should outweigh the straight lines of engineers and revenue tables of accountants, that sentiment has a value that is above dollars and also a great capacity for producing them.

CHIEF JUSTICE WARREN said as much in addressing ceremonies that formally transformed the cable car into a national landmark. He reminded his listeners of a duty to protect the natural beauties of their State and to preserve historic sites and past achievements.

Sequoia and Kings Canyon

CSM 2/17/64
**Cable Cars Clatter
Into U.S. Niche**

Focus on the West

By Harlan Trott

Staff Correspondent of The Christian Science Monitor

San Francisco's cable cars have just ascended another hilltop in the straight-up street to fame.

Interior Secretary Stewart L. Udall has placed them on the department's list of National historic Landmarks. This mode of urban transportation—cars that run by gripping underground moving cables—was boosted into orbit from one of San Francisco's hills in 1873. At one time there were eight companies operating 112 miles of cable-car lines in the city, and five other American cities had similar lines.

About 10 miles of this all-but-vertical public transit are still running—all in San Francisco.

There are 452 registered National Historical Landmarks—areas that have been found to possess exceptional value and are of national significance in commemorating and illustrating the history of the United States, its architecture, its travel and communications,

and its political and military milestones.

A certificate and bronze plaque from the National Park Service goes with this citation elevating San Francisco's cable cars to the national niche, reserved for "travel and communications," alongside such other illustrious plaque winners as the Brooklyn Bridge.

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A new contingent of Peace Corps trainees has begun a three months program at the University of California in Los Angeles. They are preparing for teaching assignments in Latin American colleges, universities, and secondary schools and for rural development work in Sierra Leone, Africa.

This is the seventh Peace Corps group to receive training at UCLA. The Latin-American recruits are college graduates. The contingent headed for Sierra Leone contains farmers, a variety of craftsmen, and academically trained people.

San Francisco Cable Cars Get Deserved Recognition

The legendary "little cars that could" have now received official and national recognition. On October 1 in Victorian Plaza, San Francisco, Assistant Secretary of the Interior John A. Carver, Jr., presented a certificate and plaque designating the San Francisco Cable Car System as a Registered National Historical Landmark.

The presentation was accepted by Thomas A. Mellon, Chief Administrative Officer for the City of San Francisco, who represented Mayor John F. Shelley. Chief Justice of the United States Earl Warren delivered the main address and Mr. James K. Carr, former Under Secretary of the Interior and now General Manager of Public Utilities, City and County of San Francisco, acted as Masters of Ceremonies.

In his remarks to the audience of approximately 500, Assistant Secretary Carver said, "We also honor those who have been so vigilant in preserving this part of San Francisco's colorful history against the temptations

toward modernity. The cable car is more than just a moment of the city's past. It is also your world renowned trade mark."

Chief Justice Warren asked that youth use their energy "to help keep those things in California which are beautiful and deserving of preservation."

National Park Service Director Edward A. Hummel represented the National Park Service on the speakers platform during the ceremonies.

The cable car has been a familiar sight in San Francisco since August 1, 1873, when inventor Andrew Hallidie introduced them to the city. Ninety-one years of service have certainly not decreased their usefulness; the 30-car fleet carries an average of 35,000 passengers a day during the busy tourist season.

This new national recognition will help preserve this colorful and unique transportation system, whose cars have now become a legend in their own time.



Unveiling the San Francisco Cable Car System Plaque, October 1, 1964. Assistant Secretary of the Interior John A. Carver, Jr., left; Chief Administrative Officer Thomas A. Mellon, representing the city of San Francisco, center; Chief Justice of the United States Earl Warren, right.

SAN FRANCISCO CHRONICLE

January 30, 1964

Cable Cars In Valhalla

Bad jokes about San Francisco's cable cars will border on treason henceforth, for yesterday Secretary of the Interior Stewart L. Udall decreed them a "Registered National Historic Landmark."

Phoned the good news, Mrs. Hans Klussmann, the Barbara Fritchie of the embattled rattlers, said, "Oh, isn't that wonderful. That proves we're right, doesn't it?"

The honor will be cemented at some future date with the pro-

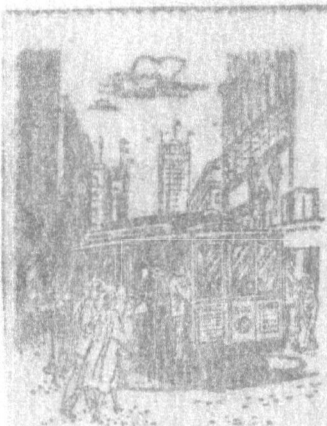
sentation—amid all due pomp and circumstance, no doubt—of a certificate and bronze plaque by the Interior Department's National Park Service.

"I just can't get over it," bubbled Mrs. Klussmann. "Isn't it some kind of a first—for a transportation system to become a national monument?"

No, Mrs. Klussmann had regrettably to be informed — Secretary Udall's order yesterday also included the Boston subway

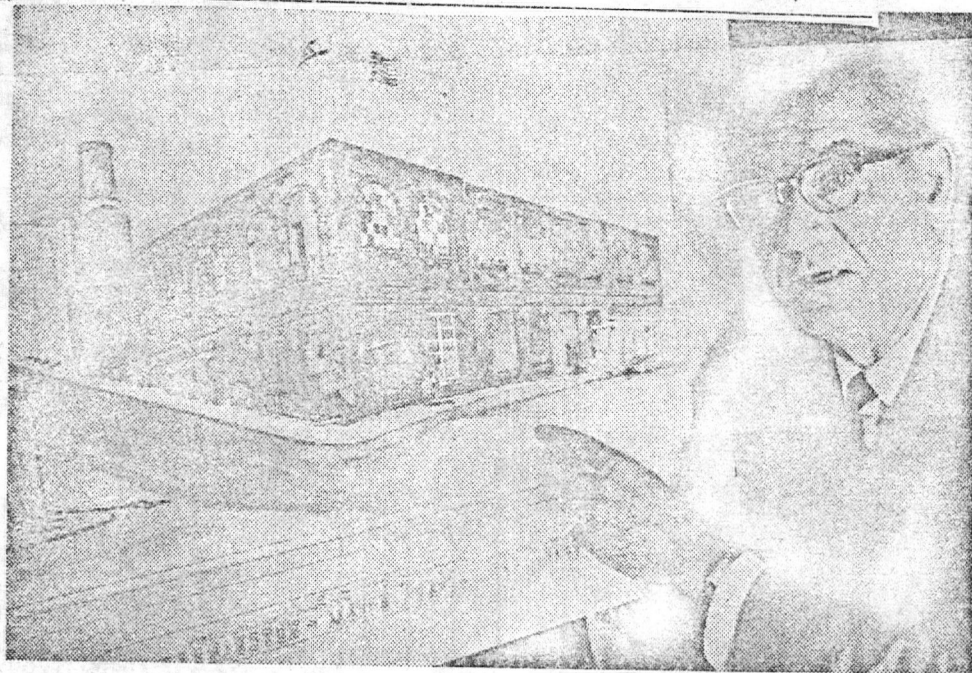
SAN FRANCISCO EXAMINER

January 30, 1964



A Ride on A Landmark

Have you ever taken a ride on a landmark? Here's your chance — the cablecars became one of 48 new National Historical Landmarks, probably the first mobile landmarks in the nation's history. Approval was by Secretary of the Interior Stewart L. Udall.



JAMES K. CARR SHOWS PLAN FOR NEW BARN
Colorful reconstruction will make it a popular tourist attraction, he says
—Examiner Photo

Historic Cable Car Barn To Regain Its 1875 Look

The Muni Railway's historic Cable Car Barn will get an \$80,000 face-lifting that will restore it to the way it looked when it opened for business in 1878.

Restoration of the now cream colored barn at Washington and Mason Streets to its old brick and gaslight motif was ordered yesterday by the City's Public Utilities Commission.

When completed, the old power house and storage facility will be one of the Nation's most popular tourist attractions, utilities General Manager James K. Carr said.

"Besides its esthetic value it will have an economic value to the community as a visitor attraction that will be greater than can be meas-

ured by a fare box," Carr told the commission.

Sandblasting will remove the existing paint to the natural brick of the structure, which became a National Historic Landmark in 1964. Gas lights will be installed on each side of the paneled door entrance and gaslight street lamps will be installed on each corner of the intersection.

The Car Barn will be illuminated at night by floodlights mounted across the street.

Even the legend, "Ferries and Cliff House Railway 1887," painted on the roof parapet near the turn of the century, will be retained and enhanced to preserve the building's historic character.

A duplicate of the original awning shaken from the

building's entrance door in the 1906 earthquake and fire already has been installed.

The refurbishing will have one major feature that didn't exist before — a winding stairway leading to a visitors' gallery inside from which the operation of the unique cable machinery will be seen.

Bids on the project will be opened tomorrow.

In other action, the PUC authorized a maximum fee of \$165,000 for a study to determine the water department's capacity for meeting future water demands by customers.

The civil engineering firm of Daniel, Mann, Johnson and Mendenhall of Redwood City will do the extensive study and also will forecast future storage requirements on the Peninsula watershed.

A Firm Grip on Fame

By Michael Grieg

Next time you take a cable car you'll be riding a national landmark.

The historic designation was made official yesterday by Chief Justice Earl Warren and John A. Carver Jr., Assistant Secretary of the Interior. They took part in dedication ceremonies at Victorian Park, near the Hyde street cable car turntable.

It was the Chief Justice's first public appearance since the Warren Commission report was released.

"This occasion is a much happier one," Warren remarked.

Plaque

With Chief Administrative Officer Thomas A. Mellon, representing absent Mayor John F. Shelley, the dignitaries unveiled a plaque in a bed of flowers, which read:

"The San Francisco Cable Car System has been designated a Registered National Historic Landmark.

"Under the provisions of the Historic Sites Act of August 21, 1935, this site possesses exceptional value in commemorating and illustrating the history of the United States."

Clanging

In remarks that were interrupted by the cheerful clang of Hyde street gripmen pulling into the turntable, Warren told of his personal

recollection of the cable cars.

"I was a freshman student at the University of California—and I dare not tell you how

many years ago that was—when I first rode the cable cars on San Francisco's hills.

"In those days the cable cars were always

a part of our weekend outings. I associate them as hundreds of thousands of people do, with stimulating experiences, superb views of

the Bay, and the sheer excitement of being in everyone's favorite city."

Tribute

Warren paid tribute to inventor Andrew Hallidie who first operated the cars on Aug. 1, 1873.

"The cars had been labeled 'Hallidie's Folly,'" he pointed out, "but they soon proved themselves."

The Chief Justice didn't forget the gripmen, either. He strayed from his prepared remarks to remind the audience of a favorite poem, Gelett Burgess's "The Ballad of the Hyde Street Grip":

"Oh, the rain is slanting sharply,

And the Norther's blowing cold;

"When the cable strands are loosened

She is nasty hard to hold!"

Shrug

A veteran gripman in the audience, Dillon Moore, shrugged his shoulders when it was all over and the Chief Justice had received his cable car cufflinks, a parting memento from the Mayor's office.

"I've always been part-gripman, part-historian to the tourists," Moore said. "Now I guess I'm a national monument, too."

But the new honor didn't change everything.

The fare remains 15 cents.



CHIEF JUSTICE AND MRS. WARREN, GRIPMAN DILLON MOORE
They took a ride on a national monument

Why Cable Cars Survive

High Praise From U.S. Official

By Elmont Waite

San Francisco's unique cable cars are "the only transit system people are not only willing, but genuinely WANT to ride," U.S. Secretary of Transportation Alan S. Boyd said here yesterday.

By all the laws of obsolescence, he noted, the cable car, now 94 years old, should long ago have died — "except for one thing — it continues to do its job better than anything we've devised since . . ."

"I think the main reason for its success is the obvious one, the one we're most likely to overlook — and that is simply that it is so superbly suited to the people and the place that it serves," he concluded.

DEDICATION

The Secretary spoke at a gala dedication of the cable car barn and power plant at Washington and Mason streets. It has been renovated under the administration of utilities manager James K. Carr to accommodate tourists who can see the huge wheels driving the cables under 10.5 miles of streets at a steady 9.5 miles per hour.

The equipment which the visitors at yesterday's ceremonies saw is basically the same that Andrew Hallidie

first tested on August 1, 1873.

In an age of planned obsolescence, Boyd remarked the clattering and clanging cable car "ought not to have outlasted other forms of transportation that, at first looked more durable. But here it is, fresh and frisky as ever, not just surviving but thriving, carrying more people than ever . . ."

"It really has a way with people," he noted.

And, he said, since "Jim

Carr insisted that women be allowed to ride on the outside steps, it is the only public conveyance I have ever heard of that does the pedestrian a favor."

Seriously, he concluded, it is a classic example of the fact that "from within each urban area itself the answer to the transportation problem must come—in the form of a balanced, total system suited to the unique needs of each area."

Such solutions, he said, "will not come out of Washington's mimeograph machines, any more than out of Detroit's assembly lines."

There is no single answer, he emphasized: all forms of transportation are needed, in coordination, and the precise plan will vary from city to city.

The noisy humming of the cable machinery was shut off at 10:30 a.m. for the dedication ceremony at the car barn and power plant, resuming when Secretary Boyd turned the switch again nearly an hour later.

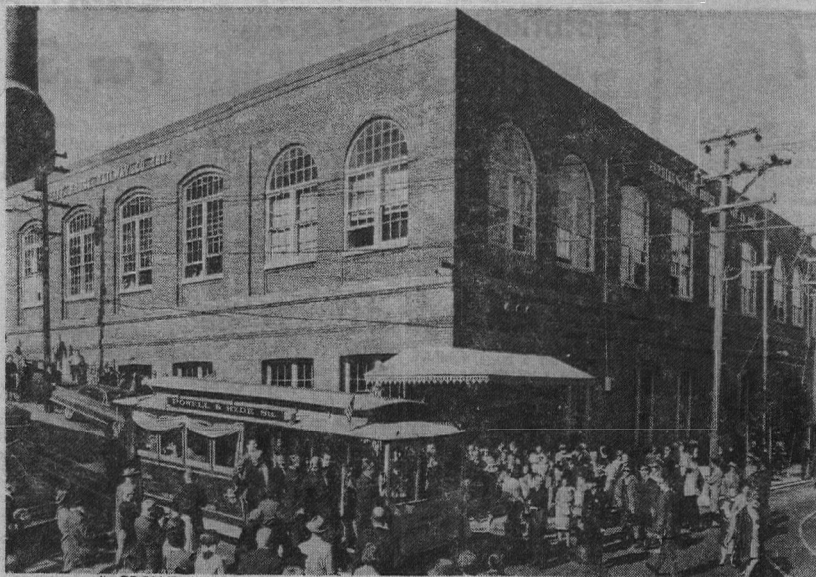
Carr, whose dream of making the cable car barn a tourist attraction began when he became utilities manager three years ago, told the dedication crowd "This will not be a moribund museum," but an active force in urban life here.

Muni Railway craftsmen already are completing the building of a 40th cable car to help carry the increasing number of passengers. The cables carried 12.7 million people on the last fiscal year, compared with 11.9 million

the previous year.

Musicians of the Red Garter Band escorted Secretary and Mrs. Boyd and other dignitaries to the barn aboard a cable car, and the Sixth Army Band blared a welcome.

Afterward, the Boyds, Carr and others left on a festooned cable car — after a bell-ringing concert by gripman Al Davidson, the cable system's bell-ringer of the year.



A CROWD WAS OUTSIDE THE CAR BARN WHEN DIGNITARIES ARRIVED
Secretary Boyd said the cable cars survived because they 'have a way with people'

World's Longest Roller Coaster

By Webster K. Nolan

SAN FRANCISCO, (UPI) Every morning at about 5:30, a denim-clad workman walks over to a gun-metal-gray steel box on the ground floor of the cable car barn in Chinatown and pushes a button marked "motor selector."

The early morning silence is broken by the rumble of huge wooden wheels that spin three steel cables across the immense room and out into the underground of the city.

Fifteen minutes later, the first cable car rolls out onto Washington Street, picks up the steel rope with its vise-like grip and slides down Nob Hill.

It's a routine that began, with only a few variations, long before the 1906 earthquake. It's the start of another day on the world's longest roller coaster ride.

For the crowds of tourists already pouring into the city, for the multitudes of conventioners gathering for their annual meetings, for the hundreds of Republicans who will convene here in July to select a presidential nominee, a ride on the cable car is the biggest bargain on wheels.

You get it all—the ride from Market Street through North Beach to Fisherman's Wharf, the almost terrifying roll down Russian Hill, the jolting heart-in-mouth swing around the Powell and Hyde Street curves and the clanging of the cable car bell as you push through the traffic past Union Square—you get it all for 15 cents.

THE CABLE CARS have been in business since 1873. They are old, slow and expensive to operate, but suggestions that they be replaced with modern equipment are met with indignation and outrage.

Whatever the merits or failings of the cable cars, they are as awesome a machine as Rube Goldberg could devise.

They are pulled along by



Herb Ford (left) helps this San Francisco cable car around one of the bad curves for which the Powell and Hyde Streets route is notorious. Ford is with the local American Airlines office. Enjoying the ride are (left to right) Eva

Jollos and Carole Phillips of New York, Janet Barol of Philadelphia and Carol Way of Washington. They were among 27 travel agents who took part in American Airlines' three-day study tour of Los Angeles and San Francisco.

a 1¼-inch cable, which runs about 14 inches below the street surface at a steady nine miles an hour. On curves, of course, there is no cable and the cars swing around the tracks on sheer momentum, grabbing the cable again on the straightaway.

This experience has been described as a gripping moment of truth.

Making the cars go is one thing. Making them stop is another. Each car is equipped with four sets of brakes: wheel shoes on the front and back wheel "trucks," a set of wooden blocks which lower into the tracks and give the car a skidding effect, and the emergency brake, a sharp wedge-shaped piece of metal which slams down into the cable slot with great force.

On the rare occasions when the emergency brake

is used, a crew of welders speeds to the scene to pry the wedge loose.

IN SAN FRANCISCO'S golden age of cable cars, companies operated the little vehicles over 112 miles of track. A gripman was lucky to get \$26 a week and he worked 12 hours a day, six days a week to bring home that sum.

Today the city owns and operates the cable car system. There are three lines, covering a total of ten miles of track, with three main cables. Gripmen receive \$2.95 an hour and work a 40-hour, five-day week.

At one time, more than 100 cars plied up and down the city's hills, but now there are only 30.

The 12 maroon-and-gold double-enders run on California Street from Market through the financial district and Chinatown up over Nob

Hill to Van Ness Avenue. The 27 green-ivory-gold single-enders travel up Powell Street, with one line ending at Fisherman's Wharf and the other terminating at the foot of Hyde Street where there is a sweeping view of the Bay from the Golden Gate Bridge to Alcatraz.

Although the cars are equipped to carry about 32 seated passengers, the rush hour loads generally reach 80 to 100 squirming commuters, some of them dangling from the running boards with the agility of tightrope performers.

It's a situation that requires of the bumped and jostled passenger the utmost confidence in the gripman. For the San Franciscan, it's somewhat like having Willie Mays at bat in the bottom of the ninth with two men out and the hated Los Angeles Dodgers leading 3-2.

Like Mays, the gripman has simply got to come through — and he usually does. Slowly, foot-by-foot, the perspiring gripman, his eyes darting from side to side in anticipation of cars pulling out in front of him or pedestrians trying to jump aboard, he shepherds his little six-ton car through the traffic up Nob Hill.

If, as occasionally happens, the car stalls, he simply lets it roll downhill and then starts all over again.

George S. Lewis, a former gripman who now runs the cable car system, says complaints from passengers are few. "They know the nature of the cars," he explained.

"It's not exactly rapid transit and some of those rides get awfully rough. But, it's a kind of family affair."

How New Technology Rescued the Cable Cars

The world's sole surviving system is back on track after the first major overhaul in a century.

BY SUSAN CASEY

Question: "Who runs 18 hours a day,
Is nearly 111 years old,
Has no medical insurance

But helps thousands of people every day,

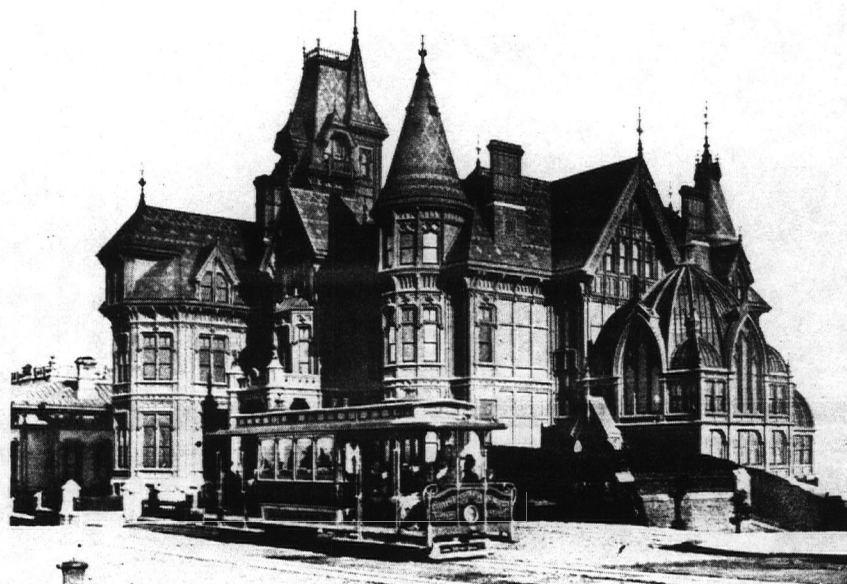
Lives in a barn and never complains?"
Answer: "It's our cable-car system."

As chairman of the Committee to Save the Cable Cars, Virgil Caselli asked the question dozens of times as he encouraged corporations, organizations and individuals to help save San Francisco's landmark transportation system—the last cable-car system on earth.

A 1979 engineering study had recommended immediate shutdown of the historic system for safety reasons. When the city announced regretfully that it could not provide all of its \$10-million share of the \$58-million repair cost, Caselli and his committee led a massive fund-raising campaign to make up the difference.

He had plenty of help. Chevron Oil Co. got things rolling with a \$1 million contribution—followed by matching gifts from UAL/Westin and Warner/Atari. Radio stations organized benefit concerts. Local groups sponsored footraces and sold T-shirts and posters. At a celebrity waiters' luncheon at the Clift Hotel, Mayor Dianne Feinstein played hostess, attorney Melvin Belli served as wine steward and members of the San Francisco 49ers waited on tables. That event brought in \$30,000.

It was not the first time that San



The Bancroft Library

In the 1890s the California Street Cable Railroad ran past the Mark Hopkins mansion on Nob Hill, now the site of the Mark Hopkins Hotel.

Franciscans rallied to save their cable cars. In 1947, Mayor Roger Lapham demanded the system's replacement with electrified trolleys and buses. "Doom of Cable Cars Sealed," trumpeted the *San Francisco Examiner*. "We'll miss them," proclaimed the *Call Bulletin*.

Of those who disagreed, perhaps the most notable was citizen-activist Friedel Klussman, a woman of power and energy who proceeded to form the Cable Car Friends, forerunner of Caselli's committee. A ground swell of support followed, and Lapham was

defeated in the next election.

In 1955 the San Francisco city charter was amended to guarantee perpetuation of the cable-car system, unless a majority of San Franciscans should vote otherwise. In 1964 the system was designated a National Historic Landmark. And by September 1982, when the three cable-car lines were shut down for their first major overhaul in 100 years, Virgil Caselli and his many friends and supporters had raised \$9.6 million to help the city cover costs.

Now the unprecedented project—a marriage of modern engineering with



David Donnenfield (both)

A 14-foot cable-winding wheel is readied for installation in the historic Car Barn, background, heart of San Francisco's cable-car system. During a 20-month shut-down engineers and artisans restored the entire 10 1/2-mile system.

Repainting insignia that date back to about 1910, a craftsman (right) prepares a car for the June reopening.

traditional craftsmanship—is all but complete. On June 21, newly restored cable cars bedecked with flowers and balloons will parade through the city on newly laid tracks, moved by new cables turned by four reliable new motors. "No words can describe the joy I'll feel when I get back on those cable cars," says gripman Carl Payne, a 20-year veteran. "People are friendly. They talk to me, to each other. Not like on buses. The cars are different."

At one time, 29 U.S. cities had cable-car lines, and others ran in New Zealand, Australia, Great Britain, Paris and Lisbon. But it was in San Francisco



that the unique cable-propelled system was invented. In 1872 a resourceful manufacturer of wire rope, Andrew Hallidie, found a way to put his product to work transporting streetcars up the city's steep hillsides.

The idea was a simple one. An endless loop of cable moving constantly beneath the city streets is grabbed by a clamp-like device, called a grip, extending down from the car through a slot above the cable. The car moves forward like a skier grasping a rope tow. Going downhill, the cable itself acts as a brake, limiting the car's speed to the 9.5-miles-per-hour speed of the cable.

Yet in reality, the system is complex. The four cables, totaling 56,500 feet, move constantly on hundreds of underground pulleys and sheaves ranging in diameter from nine inches to 10 feet. At the base of every hill, each cable is held down by pulleys attached to a six-foot-long depression beam that swings aside as each car passes. And powering it all, cable-winding machinery housed in the system's historic Car Barn must bear the strain of transporting 12 million people a year.

"It's not your normal project," says engineer Matt Scoble of O'Brien-Kreitzberg & Associates, the construction-management firm overseeing the reconstruction. "We had to learn all the intricacies of the system. This beam does this, use this to pick up the cable, drop it here. We had to take into account that the cars go up hills and down in dips and how that affects construction. It's archaic, but that's why people like it, and that's why we liked it."

Working with 62 consultants, the engineering firm of Chin & Hensolt studied every aspect of the old system to determine which elements should be replaced or redesigned. Sturdy concrete channel ways, for example, would replace iron yokes and unreinforced concrete to form the tracks' foundation. The existing patchwork of badly worn rails would be replaced by a single new type less likely to cause derailments. And all 44 cars would receive new wheels to match.

Research at San Francisco State University and Chevron laboratories yielded a new mineral-oil cable lubricant to replace the traditional pine tar. Engineers hope the new oil will greatly reduce "rope jump," caused when the grip locks too suddenly onto the

cable—an experience not soon forgotten by jostled passengers.

But the heart of the system—the cable—could not be improved on. At \$2 per foot, it is the most costly replaceable component in the system: Cables wear out roughly every 100 days. And with nearly 11 miles of cable, finding a less costly substitute seemed worthwhile. But none of the tested alternatives worked as well as the traditional cable of six 19-wire strands around a sisal core.

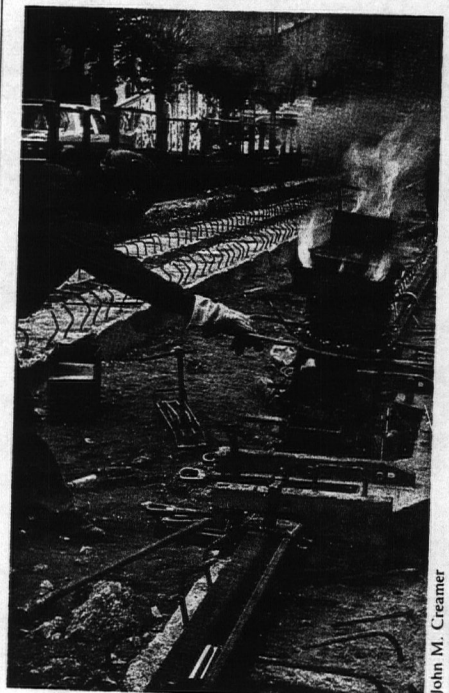
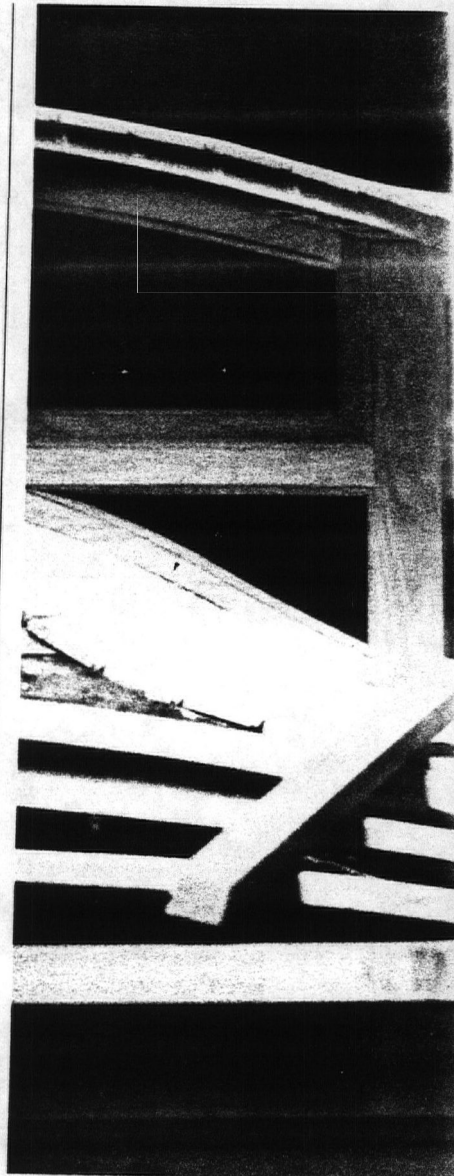
Efforts to find an alternative to the troublesome depression beams were thwarted by the quirks and intricacies of an old system built by several different companies. "We ran into problems because of differences in the cars," recalls John Hayes, project administrator for Chin & Hensolt. Proposals were made to run the cable to one side of the slot, using fixed pulleys instead of the depression beams and an offset grip reminiscent of Hallidie's 1873 model. These were foiled by the fact that some cars turn around at the end of the line and others do not. "In the end we just designed a better depression beam," says Hayes.

At least one proposed "improvement" was vetoed because it would have changed the character of the old system. Consulting engineers had suggested electrifying the three turntables at the ends of the lines, but the city resisted: Gripmen will still get out and push the cars around the turntables.

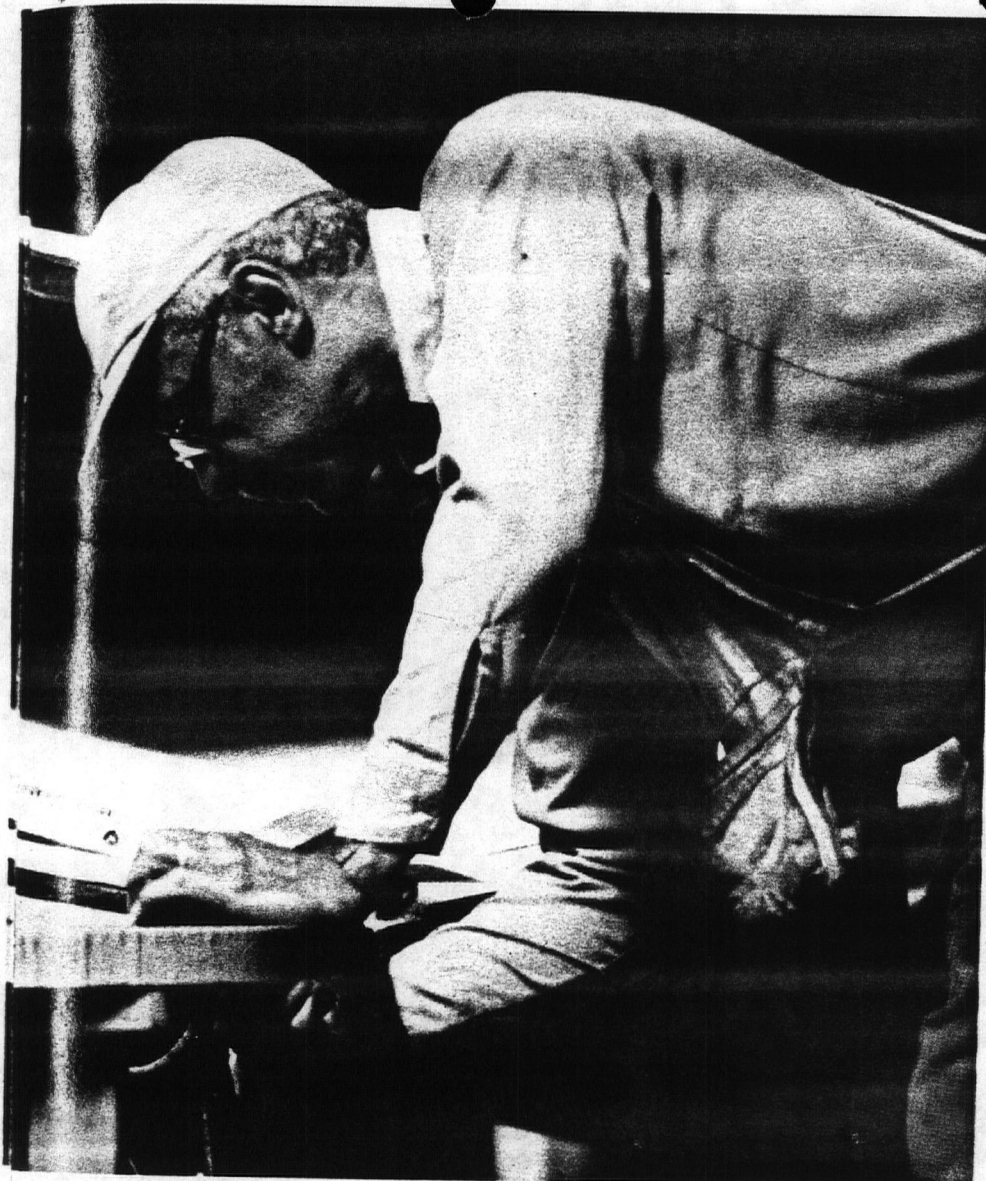
Carl Payne, for one, is glad. "In this world of push-button this and that, it's good to see the men get out and push the cars, to see a system that's still run by human beings."

As track reconstruction progressed on the 69-block system, contractors had to grapple with the peculiar challenges posed by San Francisco's unusual history. The city was rebuilt in a hurry after the disastrous earthquake and fire of 1906, and "No one has accurate plans for what's under the pre-1906 streets," according to Matt Scoble. "We'd find pipes and have no idea where they went or came from. One woman who has been having a lot of plumbing problems called us and asked if her line had been rehooked. She lives on a small street constructed long before the earthquake. We finished that street months ago, but we might have to go back and dig it up again."

Sometimes excavations uncovered more pleasant surprises, however. Under the California Street line, an old



John M. Creamer



David Donnenfield

A woodworker (above) rebuilds a cable-car roof. Unique among big-city transit systems, the cars—except for wheel and grip assemblies—are made entirely of wood.

Track reconstruction required the latest technology, however. On California Street, new sections of rail are welded (left).

powerhouse was unearthed. "It was on plans from the 1890s," says historical consultant Bill Sawyer, "but no one knew it still existed."

Still another surprise was the discovery of a dank chamber on Kearney Street, where crews found relics from the original cable-winding machinery—part of a wheel and the tension carriage it rode on. After the find was documented, both chambers were sealed and tracks built over them.

Reconstruction of the Car Barn posed still thornier, though more conventional, restoration problems. Built of brick in 1887, the barn was partially destroyed in 1906, then quickly rebuilt. Renovation plans called for retaining exterior walls while gutting the interior to make way for a new mechanical system, new steel framing and a concrete foundation.

As the apparently sturdy building was gutted, crews discovered a "deficiency of foundation," as Chin & Hensolt vice president Walter Hensolt delicately calls it. Even after steel braces were installed, the walls only stood precariously.

Then the city was hit by winter rains three times heavier than normal. As the Car Barn floor turned to mud, walls at one corner began to sag and split. "We put up prestressed cables on the inside and outside to squeeze the walls and

close up the cracks," says Hensolt. "Then the hill behind the retaining wall at the back of the building became so waterlogged that it started to lose its natural strength and move. Once the earth starts moving and sliding, it's hard to stop it."

More braces were erected, and that prevented further damage, but it complicated the work of building new interior walls around them. "We hear all the time, 'They don't build things like they used to,'" says Hensolt. "As engineers, we say, 'Thank God.'"

In addition to the cable-winding machinery, the completed barn will again house the Cable Car Museum. Visitors will watch from the mezzanine as tension carriages groan and shift; they will feel the vibrations as the four 510-horsepower motors, 88 tons of gears and eight winder wheels send the thick cables sliding around pulleys and under depression beams.

"Mechanically, it's a very complicated system," says head cable splicer Fred Mueller, a veteran of 20 years. "Everyone's been working for other parts of the system during reconstruction. Soon they'll be back, and all of us will be working together again. It's like a family affair. The reconstruction means a lot to me."

Though machinery in the Car Barn and equipment below the streets will be new, the cars themselves have been refurbished using traditional materials and techniques. And all have been repainted according to original color schemes.

"Basically, what we have done is apply modern technology without making it obvious," says John Hayes. "It's going to mean a smoother ride. In the barn you'll be able to see more, too. But it's still the same old cable cars."

Soon riders will again feel the brisk San Francisco breeze in their faces, hear the clack-clack-clack of the slithering cable. Conductors will chat amiably with passengers as they maneuver through the crowded cars collecting fares. And the gripmen, leaning back almost horizontally as the cars climb San Francisco's breathtaking hills, will ring brass bells overhead to signal their approach. "I try to play a little tune," says Carl Payne. "I like 'Mary Had a Little Lamb,' 'Hi Ho, Hi Ho, It's Off to Work We Go,' and 'Pretty Young Thing' by Michael Jackson." **HP**

Susan Casey is a free-lance writer in Berkeley, Calif.

A Cable Car Named Desire

By Jackson Rannells

Could you believe a cable car accident made a nymphomaniac of a proper, if attractive, young woman?

Attorney Marvin E. Lewis posed the question over and over yesterday during jury selection for the most whispered-about trial in recent years at City Hall.

Nymphomania, is an uncontrollable sexual desire in women.

Lewis claims his client, a

29-year-old San Francisco businesswoman, has been bedeviled by nymphomania since she was injured in a runaway cable car in September 1964.

Her sexual partners have numbered more than 100, selected at random "when the vibrations are right," Lewis told reporters.

"She craves body contact—she gets some vibrations," Lewis said. "It's even extending to women now," he added.

Lewis said she was once a

devout Lutheran and choir girl, but has had an abortion as a result of her uncontrollable sexual activity.

Once a svelte blonde, she has let her appearance go and gained 20 pounds, he said. She has been unable to keep work but is now self-employed, he said.

She is asking \$500,000 damages from the Municipal Railway for the agony caused by her insatiable sexual desire and for other physical discomforts.

Lewis told prospective ju-

See Back Page

From Page 1

rors he would produce psychologists to testify the whole bag of complaints is due to mental trauma caused during the accident.

Most of the prospective jurors, perhaps anxious to hear more, said they could listen with open minds.

"I'll listen in the same way as if you said she was frigid now," Alfred Schnurman told Lewis.

CHALLENGE

Schnurman later was dismissed on peremptory challenge by Deputy City Attorney William Taylor.

While Taylor's frequent objections — sustained by superior Court Judge Melvyn I. Cronin — kept Lewis from more than hinting at details in the courtroom, the attorney gave this outline of the case later:

His client, a graduate in dance from the University of Michigan, was 23 years of age and had been in San Francisco only two weeks when she took her fateful Hyde Street cable car ride.

ACCIDENT

The car was three-quarters of the way up the grade on Hyde between Chestnut and Lombard streets when the grip on the cable failed. The car plunged backward, crashing near Bay street.

His client, Lewis said, was thrown against a pole inside the cable car, and suffered two black eyes, a head bruise, and bruises on her thigh and calf.

But he contends the major injury was psychiatric.

He said psychiatrists have equated the pole with her stern Lutheran father. The results might create some of the most interesting precedents in the annals of civil law, he said.

AFFAIRS

His client had sexual intercourse several times before the accident, but only af-

fairs of the heart" with boy-friends after considerable courtship, Lewis told prospective jurors.

He asked each if the prior intercourse would bias them against her claim of uncontrollable sexual urge after the accident.

Some smiled and blushed. But most said they would keep an open mind.

Another of his screening questions was, "Do you feel that if a person has an illness that is purely mental, that that person can just get hold of themselves and cut it out?"

Only one prospective juror — the mother of an attorney — said she could not buy Lewis' arguments on their face.

"I don't believe an accident in a cable car can change a person's personality," the woman said.

Taylor indicated in the defense questioning that he might try to prove the plaintiff's neuroses stem from birth control pills.

A jury of eight women and four men was selected. The case, expected to last four weeks, was adjourned until tomorrow because a new judge will have to be found to handle the case. Judge Cronin is a retired jurist whose pro tem term ended yesterday.

Cable Car Mania

THE QUESTION asked of jurors in a San Francisco courtroom: "Could you believe a cable car accident made a nymphomaniac of a proper, if attractive, young woman?" is a question that could be asked only in San Francisco — not because this particular behavioral urge is unique here, but because ours is the only city with cable cars.

As to whether riding a runaway cable car can lead to nymphomania we express no opinion. But we would like to express relief that an issue like this can still be raised and settled by due process of law.

That cable cars can induce some forms of mania has long been known and observed here, in tourists as well as in native girls. This is the first case, however, in which an effort has been made psychiatrically to identify the nature of the mania in a suit for damages.

Instead of bemoaning the news from Saigon, Washington and other centers of overstrained thinking, the ordinary cable-car rider can surely find satisfaction in deliberating on this alleged tort.

Chron 7/1/70

\$500,000 'Sex Suit' Filed Against Muni

By Larry D. Hatfield

A \$500,000 damage suit by a 29 year old San Francisco woman who claims she has suffered from an insatiable desire for sex since being injured in a cable car accident five and a half years ago is ready to go to trial tomorrow in San Francisco Superior Court.

Attorney Marvin Lewis said yesterday his client, Gloria Sykes, a former Arthur Murray dance instructor, became a nymphomaniac after the accident and has had intercourse with more than 100 men in the past year.

He said the University of Michigan graduate "needs the vibrations of the (male) body" and told prospective jurors in the case she has an obsession with "contact with a body that results in a desire for sexual contact."

Under Care

The woman, who had been in The City only two weeks before the mishap, is from Ann Arbor, Mich. She is under the care of a psychiatrist for her nymphomania, Lewis

said, and also under a doctor's care because she thinks she has heart trouble, kidney infection, asthma "and anything else affecting the body."

A jury of eight women and four men was chosen yesterday to hear the case, the start of which may be delayed because of the lack of an available courtroom and judge to hear the case.

The jury includes an employee of the City of San Francisco, the defendant in the case, several housewives, a former San Quentin guard and the wife of a retired San Francisco fireman.

Questioning

During yesterday's day-long jury selection before Superior Judge Melvyn I. Cronin, Lewis repeatedly asked prospective jurors their views on psychiatry, hypnosis and whether they believed an accident could lead to sexual promiscuity.

Only one prospective juror, who was dismissed, said she could not view the question of promiscuity with an open mind. Another, also dismissed by Deputy City Ator-

ney Bill Taylor, said he would have an open mind about the question of promiscuity resulting from an accident "just as if you had told me she became frigid."

Another prospective juror, a former mental patient, was dismissed by Taylor over Lewis' objection that not allowing her to sit on the jury was akin to dismissing someone "because he had a broken leg." Judge Cronin had not objected to the woman as a juror.

Slipped Its Brakes

Lewis said the accident happened on Sept. 29, 1964, when a Hyde Street cable car slipped its brakes and plummeted down Hyde Street hill into a power pole. Miss Sykes, he said, suffered bruises on the thigh, calf and forehead and two black eyes. The extreme desire for intercourse, which he said could be sparked by the mere meeting of eyes while passing on a street, began shortly after the wreck, Lewis said.

Since the crash, Lewis said, Miss Sykes has had an abortion, has suffered venereal disease and has attempted to commit suicide. Although he said she kept a "complete" diary of her sexual contacts, she could not remember "the last names and sometimes even the first names" of the men with whom she had intercourse.

Before the crash, he said, Miss Sykes was extremely religious and "straitlaced" although she had had "several" sexual affairs with boy friends.

Charges Negligence

The suit demands \$500,000 damages from The City and charges negligence on the part of The City's Municipal Railway. The burden of proof in a civil suit is on the complainant who in this case must prove both negligence and damage.

Miss Sykes herself probably won't show up at the trial until near the end of it if then, because she is still physically and mentally ill and the daily strain of a trial would be too much for her, Lewis said.

Judge Cronin, who presided over jury selection, will not handle the trial because he retired from the bench yesterday.

The trial is expected to take three to four weeks.

Idea: give San Francisco's historic urban transit national park status

By Randy Alfred

On a sunny September Sunday, San Francisco's venerable "green torpedo" streetcars shimmied and shook their way into history.

Just two days later, our unique cable cars rang and rattled and clanged and clattered up and down the hills for the last time until mid-1984.

Muni might return the PCCs (Presidents' Conference Cars, the formal name for the green torpedoes) to "historic" service on the Market Street surface tracks, along with cars No. 1 and No. 178 (the boxy "iron monsters" that predate the PCCs). That seems a fine idea to me.

In fact, I think we should incorporate all our historic transit, cable cars included, into a new unit, the San Francisco National Historic Transit Park. The park would be a living museum, allowing residents and visitors alike to participate in history.

The transit park would include the cable car system tracks, cars, and cable houses; the Market Street tracks and historic trolley cars, perhaps a few pre-1970s trolley coaches, and a non-operating display museum.

The transit park would be a unit of the National Park Service, perhaps an element of the Golden Gate National Recreation Area. Muni could save several million dollars yearly by turning operation of the cable cars over to the transit park, but the city's businesses would continue to reap the harvest of tourist dollars sown by the cable cars' attraction.

(An amendment to the City Charter would be required for the city to relinquish control of the cable cars. It should also specify the entire system would automatically revert to The City if the feds cease to operate it.)

The transit park would be an unusual addition to the national park system, but one that is needed. Urban transit is an important part of our national social and economic history.

The designation national transit park would be a new one. But over the last 40 years, the National Park Service has created 10 other new designations: national scenic trail, national historic trail, national seashore, national lakeshore, national scenic river and riverway, national wild and scenic river, national preserve, national scientific reserve, national battlefield, and national battlefield park. These and the national parks, national historical parks, national historic sites, national monuments, national recreation areas, national military parks, national battlefield sites, national memorials, some national cemeteries, the national parkways, National Capital Parks, the White House, the National Mall, and the National Visitor Center make up an already diverse system.

About a score of the 320 units of the national park system are currently transportation-related, in whole or in part. These include national historical parks, national historic sites, national monuments, and certain sites within national recreation areas and a national seashore. They are devoted to sea, river, canal, road, rail, and air transport. None relate to urban transit.

Of the 1,575 national historic landmarks designated but not administered or owned by the National Park Service, about 30 are devoted to transportation. These include ships, lighthouses, canals, viaducts, bridges, train stations, toll houses, museums, and the San Francisco cable cars. A few others, like Boston's Tremont Street subway, also relate to urban transit.

There are privately run streetcar and trolley museums in Rio Vista in Solano County, Hamden, Conn., Kennebunkport, Maine and perhaps elsewhere.

Nowhere, however, is there an operating, publicly run, historic urban transit system, and San Francisco is definitely the place for it. We have both the cable cars and streetcar tracks running the length of our downtown main street. No other American city has either.

For dramatic contrast, we also have the Muni Metro and BART subways, examples of modern urban transit. At Powell and Market, and at Market and California if we extend the streetcar tracks, all four systems converge.

The National Park Service would become the operator of the cable-car system and the Market Street trolleys in this plan. It would charge visitors "user fees" rather than fares. Muni transfers (perhaps plus an additional fee) and passes would still be accepted on these vehicles, so San Franciscans would not lose the low-cost use of them.

Should the park service run rail service that many passengers would use for functional travel rather than historic interest? Why not? Many drivers on national parkways, such as the George Washington in Virginia and Maryland, use those roads for functional rather than scenic purposes.

Details of the San Francisco National Historic Transit Park could be worked out as planning progresses, but here are some possibilities:

- Historic rolling stock from cities around the country could be shipped here for operating or exhibit use. The transit park would thus be truly national in scope.

- We could remove the Embarcadero Freeway and restore the glorious streetcar turnaround loop, in front of the Ferry Building.

In fact, during this renovation, we could build a lower-level loop for light-rail vehicles at the Muni Metro subway level to reduce turnaround delays in that ill-designed system. The southern half of the

'Transit is an important part of our national social and economic history'

lower loop could be left uncovered to allow light in to, but keep wind and rain out of, the boarding area in the northern half of the loop. Several European cities have such subway turnarounds, and they are delightful, functional urban spaces.

- If Muni wants to extend LRV service on the surface south to the Southern Pacific terminal, a new south-of-Market stadium, and the Mission Bay development, tunnel access could also be built at this time.

- If historic streetcar service is extended north and west along the Embarcadero and Jefferson Street to Ghirardelli Square, the old trolleys would directly serve three cable-car terminals (Powell and Market, Market and California, and Hyde and Beach) and pass within three blocks of a fourth (Bay and Taylor). In short, the transit park would be an integrated system.

- The transit vehicles could carry advertising historically appropriate to their eras. The old fashioned, often campy ads now on cars No. 1 and No. 178 add much to the riders' delight.

Advertisers would pay annual fees for running their old ads. This would help the park service finance operation of the system. An advertising curator for the transit park would ensure that the ads were authentic reproductions of period advertisements.

- We could save either the Washington Street or Broadway ramp of the Embarcadero Freeway and convert it to a multi-level, non-operating transit museum. Rolling stock could be easily moved up and down the ramps to and from its exhibit position.

The sides of the lower deck of the old freeway ramp could be enclosed, and windguards could be installed on the upper deck.

Surely, there is much that can be added to, subtracted from, or altered in such a plan. Regardless of the details, our cable cars and Market Street trolleys are clearly a national resource, they deserve national protection, and they should be under national operation.

The San Francisco National Historic Transit Park is an idea whose time has arrived, and good transit always arrives on time.

A longtime rail and trolley buff, Randy Alfred is a Bay Area writer and radio producer.

San Francisco Cable Cars (NPS)

cc: Russell Dickenson,
NPS Director

Gordon Chapell,
NPS Regional Historian

Jim Charleton,
NPS Historian

Rep. Burton

Rep. Boxer

Sen. Cranston

Sen. Wilson

randy alfred

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*note for Files
from Staff meeting minutes
October 1, 1964 - San Francisco office*

Cable Car
Dedication

Mr. Meyers reported that Regional Director Hummel has gone to the San Francisco airport this morning to meet Assistant

Secretary of the Interior John A. Carver, who will participate in the presentation at 2 o'clock this afternoon in Victorian Park of a plaque designating the San Francisco Cable Car System as a Registered National Historic Landmark. Former Under Secretary of the Interior James K. Carr, now General Manager of Public Utilities, City and County of San Francisco, will act as Master of Ceremonies at the presentation. Assistant Secretary Carver will present the plaque, which will be accepted by Mayor John F. Shelley of San Francisco. The Honorable Earl Warren, Chief Justice of the United States, will unveil the plaque and give a short address. The period September 28 to October 4 has been designated American Landmarks Week to focus attention on the objectives of the American Landmarks Celebration, which, under the chairmanship of Mrs. Lyndon B. Johnson, is this country's observance of UNESCO's International Campaign for Monuments.

NOTE FOR FILE ON SAN FRANCISCO CABLE CARS:

2-18-64

Mr. Maurice J. Schean, Federal Legislative Liaison for San Francisco (Lobbyist), called me in regard to the selection of the Cable Cars for landmark status. He said that Mr. Robert Kirkwood, Utility Manager for the City and County of San Francisco, had called him and suggested that perhaps a better place for the plaque would be the Cable Car House, or in a nearby park. He did not give the name of the park. He asked if we had a definite point as to where the marker should be placed. I told him that the exact spot for the plaque could be worked out very well with our Regional Office in San Francisco, and I gave him the name of Regional Director Hummel and the address of the Office.

Mr. Schean said he would tell Mr. Kirkwood to get in touch with Mr. Hummel about the matter. He mentioned also that they might like to have some little ceremony, and I told him that the Regional Office would be happy to cooperate with the Mayor in planning the ceremony and would have a representative to present the certificate and plaque.

Mr. Schean also said that the Mayor of San Francisco since early January, is John F. Shelley. We had notified Mayor George Christopher. We have made this correction in our files.



Beginning of the San Francisco
Cable Car System Presentation
Ceremony at Victorian State Park,
at the Hyde Street Cable Car Turnaround.
October 1, 1964
St. Mary's Chinese Girl Marching Band



Inspecting the San Francisco Cable Car System Plaque
after the unveiling
October 1, 1964



Unveiling the San Francisco Cable Car System Plaque, October 1, 1964. Assistant Secretary of the Interior John A. Carver, Jr., left; Chief Administrative Officer Thomas A. Mellon, representing the City of San Francisco, center; Chief Justice of the United States Earl Warren, right.



Beginning of the San Francisco Cable Car System
Presentation Ceremony, October 1, 1964
St. Mary's Chinese Girl Marching Band and 6th Army
Color Guard at right; Mexican orchestra at left.



The San Francisco Cable Car System Plaque in place
at Victorian State Park,
at the Hyde Street Cable Car Turntable,
October 1, 1964



The Honorable Earl Warren,
Chief Justice of the United States,
delivering his address at the San Francisco
Cable Car System presentation
ceremony, October 1, 1964



Panoramic view of San Francisco
Cable Car System
Presentation Ceremony
October 1, 1964



Assistant Secretary of the Interior
John A. Carver, Jr.,
delivering his address at the San Francisco
Cable Car Presentation Ceremony,
October 1, 1964