



# THE GUIDEPOST

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## NATIONAL FEDERATION OF TOURIST GUILD ASSOC. CONFERENCE *by Jean Feilmoser: President NFTGA*



Well, it's all happening. **The National Federation of Tourist Guide Assoc. - USA Conference January 20-24, 2012**, is being hosted by the San Francisco Tour Guide Guild. Associations across the country are getting excited about finally having a conference in the West! We hope you are too. The registration forms can be obtained on the National Federation website : [www.nftga.com](http://www.nftga.com). A per day registration is being considered for local members. Stay tuned for more details.

Thank you to those of you who signed up on my Volunteer List at the last general meeting for the various tasks that will need capable locals to handle. I hope to have a volunteer duty list ready in early January as the event nears.

I need to give a big Thank You to Craig Smith for stepping up to lead the panel discussion on Cultural Tourism. I also can't wait to hear from our culinary guru Barbara Dimas and 'chocolate' queen Beth Graubart, both of whom will be leading the team on the Culinary Tourism panel. Beth is also designing a special treasure hunt for attendees. The Green and Sustainable tourism panel is still evolving. We have so much TALENT in our group!!

Thanks also to Anita Rao for helping me put together the post conference Wine Country tour and Melissa Nelson Brown for assisting me earlier this summer while I was gathering ideas in the area.

It has been truly amazing, after being in this industry since 1978, all the contacts I've made and how generous most everyone has been. Supersightseeing has donated Hop On/Off Tour tickets, Blue & Gold is donating Bay Cruise tickets, and our dear friends at Pier 39 are covering the farewell dinner...with an after party at Hard Rock Café!

Please visit the NFTGA website to see the full run down of events for what promises to be an excellent conference. As an educational vehicle to expand your professional horizons, attendance would be considered a tax deduction!

S A N  
FRANCISCO  
T O U R  
G U I D E  
G U I L D

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For more information contact:  
SFTGG  
PO Box 170610  
San Francisco, CA 94117-0610  
415.753.8600 [www.sftgg.org](http://www.sftgg.org)

Contributors to this issue:  
Jean Feilmoser, Virginia Ferrero,  
Liz Vasile, Barbara Dimas  
Francis Gorman, Susan Driscoll  
Richard Edgar, Richard Miller  
Sandy Weins, Lynn Andrews

Editor:  
Lynn Andrews

Original Design:  
Ulla Kaprielian

2011 SFTGG Board of Trustees

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Next issue Deadline  
Sometime in 2012

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## MESSAGE FROM THE BOARD

By Lynn Andrews

As 2011 comes to a close we say Adios to the retiring 4 board members and Hello and Welcome to the new members of the SFTGG Board of Trustees:

**Carolyn Killmer** has been a member of the guild for 10 years, and for the past two years has served on the mentoring committee. A former teacher and student tour leader. Carolyn's desire is to further the mentorship program so everyone who desires can learn from one another.

**Christina Cotter**, born in Frankfurt, Germany has lived in the Bay Area for 25 years. Her destiny took her to California where she eventually went to work for a large telecommunications company in various capacities, such as proofreading, editing and managing trade shows. After graduating from ITMI in 2008 she has worked as a domestic and international tour director and local guide.

**Sharon Traeger** grew up in the East Coast, went to college in the Midwest and moved to the Bay area in the late 70's. Sharon spent most of her career in the financial services field as a financial planner. Along the way she married and raised three children. Upon retiring Sharon graduated from ITMI and among her various other activities she leads student tours. She is a licensed guide in both NYC and Washington DC.

**Margaret Bovis** was raised in the Midwest. She has lived in San Francisco for over 34 years. She also spent 3 years living in France and graduated from ITMI in 2005. An experienced French speaking tour guide, Margaret escorts over the road tours as well as working locally.

As the retiring Co-President of this association my sincere THANKS to my fellow retirees who have served with me for the past two years. To Sandy Weins, a fabulous Secretary for handling all the website issues and notifications, Jeanette Arevalo for taking on the thankless job of Treasurer and keeping us all in-line, and Mary Ann Sams for her dedication to the John Eagleton Mentorship Program in keeping it alive and active. To Jean, Anita, Lance and Richard. . . it has been an honor serving with you.

And finally from all of us. . . we wish you a *Happy Holiday Season, and a Prosperous and Peaceful 2012*



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# **N**ORTH BEACH . . . Where to Go and What to Eat!!

Excerpts from two sold-out North Beach Culinary Tours with **Barbara Dimas** . . . long time North Beach resident and culinary guru

For anyone who loves pizza, the winner is:

**Tony's Pizzeria Napoletana: 1570 Stockton.**  
Winner of the World Pizza cup in Naples, Tony offers 7 different ovens for the different styles of pizzas including: Classic American, Detroit Style, Pizza Romana, California Style, Pizza Futura, Sicilian, Classic Italian, Pizza Napoletana and even Gluten-Free Pizza!! Single slices are also available next door.

**Liguria Bakery: 1700 Stockton,**  
8am-2pm weekdays, 7am-2pm Sat, 7am-12pm Sun  
Liguria is the region north of Tuscany where the Soracco family is from. Grandfather started the bakery and is still in the family. The family, including the father at age of 83 still comes in early to bake the focaccia - \$5 per sheet = 8 slices. .. either order ahead or get there early. They close when out of focaccia. DELICIOUS!!

**Ideale: 1315 Grant Ave.**  
5:30pm-10:30pm Mon-Thurs, 5:30-11:00 Fri-Sat  
5:30-10:00 Sun  
Great restaurant, Roman style Italian food

**Busters: 366 Columbus**  
30 years in business. Grinds beef fresh daily.  
Oldest cheese steak in SF. Uses own spices

**Firenze by Night: 1429 Stockton**  
5pm – 10pm Mon & Sun, 5pm-11:30pm Tues-Sat  
Overlooked Italian restaurant.  
Really great food

**Victoria Pastry: 1362 Stockton**  
7am – 7pm Mon-Sat, 8am-7pm Sun  
Since 1914. The best in Italian pastry

**Mo's Burgers: 1332 Grant**  
9am-10pm Mon-Thurs & Sun, 9am-11:30pm Fri-Sat  
Lava rock flame broiler, hearty breakfasts as well as great burgers



## **Newcomers:**

**Don Pistos: 510 Union St.**  
Tues-Sun 5:30pm-12:30am, Sat & Sun brunch  
11:00am-3:00pm  
Actually been around for 2 years now, no sign out front, but you can spot it by the line!!  
Serving Mexican "street food" . . . try the hamburger marinated in bacon and onions.

**Park Tavern: 1652 Stockton**  
5:30pm-11:00pm Wed-Sat, 5:30pm-10:00pm Sun  
& Tuesday  
Former location of Moose's and Joey & Eddie's. They have remodeled and are serving upscale American tavern food.

**Original Joes: 601 Union**  
Scheduled to open in 2012 . Former site of Fior d'Italia and Joe Di Maggio's

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## **'HELLMAN HOLLOW' in the Park**

*SF Chronicle, 12/16/11*

It's official . . . Speedway Meadow is now known as "Hellman Hollow" in honor of Warren Hellman.

Hellman is probably best known as the sponsor of the free Hardly Strictly Bluegrass Festival, a three-day event that draws hundreds of thousands of music lovers to Golden Gate Park every summer. In addition, Hellman also sponsors the San Francisco Free Clinic which his physician daughter helped found to provide medical care for the uninsured. As a graduate of Lowell High School, he continues to give his time and money to the San Francisco public school system.

City officials said naming the public meadow after someone who has given so much to public life is an appropriate homage.

"Only in San Francisco do you have a billionaire with a banjo on his knee throwing a free concert"  
*Thomas O'Connor, SF firefighters union*

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## SAN FRANCISCO – OAKLAND BAY BRIDGE

*By Virginia Ferrero and Liz Vasile*

### Original Bay Bridge

The original San Francisco-Oakland Bay Bridge opened on November 12, 1936, after three years of construction, beating the inauguration of the Golden Gate Bridge by six months. The bridge at a cost of \$77.6 million was the most expensive bridge of its time. The chief engineer for the project was Charles H. Purcell (1885-1951).

The 8.4 mile bi-level bridge is comprised of two spans. The West Span is actually two suspension bridges, connected at a central concrete anchorage, to allow easy passage for the Navy and merchant ships sailing to and from San Francisco. The central pier of the suspension span required more concrete than the Empire State Building in NY.

The East Span, connecting Yerba Buena Island (YBI) and Oakland's shore, featured a truss-cantilever design, with wooden pilings reaching hundreds of feet under the Bay to anchor the bridge. Connecting the East and West Spans at YBI is the world's largest-diameter bore tunnel, at 76-feet-wide and as tall as a four-story building.

On October 17, 1989, 5:04 p.m., the 6.9 magnitude Loma Prieta Earthquake caused a 50', 250-ton section of the upper deck of the East Span to collapse, killing one motorist. (Traffic was very light because the 3rd game of the World Series between the San Francisco Giants and the Oakland A's was about to begin.) After month-long temporary repairs, the bridge was reopened to traffic, and a program was launched to retrofit the entire bridge.



### The New Bay Bridge

Retrofit plans were discussed at length by Caltrans, the Metropolitan Transportation Company/Bay Area Toll Authority, seismic experts from around the world, politicians, and the general public. The total cost for proposed retrofits was approximately \$1 billion. Both West Span and East Span projects were begun.

The West Span retrofit lasted four years. One thousand workers, laboring around the clock, replaced much of the structural steel supporting the bridge deck while the bridge remained open to traffic. Engineers accomplished this by using methods similar to those employed on the Chicago Skyway reconstruction project.

The East Span retrofit was both more complex and more controversial. In 1997, after years of study and deliberation, Caltrans decided to replace the truss/cantilever East Span instead of retrofitting it further. Initial cost estimate for a towerless span was around \$1.5 billion. Caltrans selected, instead, a more exciting design, a self-anchored suspension span (SAS) with a tower and a dual parallel roadway. Construction began in 2002, and a year later Caltrans revised its cost estimate for the East Span to \$2.95 billion. In 2004, a lengthy list of factors -- insurance costs, bonding and funding expenses, delays caused by fights over roadway routing, fears of terrorist attacks, accusations of faulty welds, late delivery of steel from China, labor disputes, and other issues -- caused the estimate to balloon to \$5.1 billion. As of this writing (10/2011), the final cost of the East Span is projected to be \$6.3 billion.

## The New Bay Bridge, cont'd

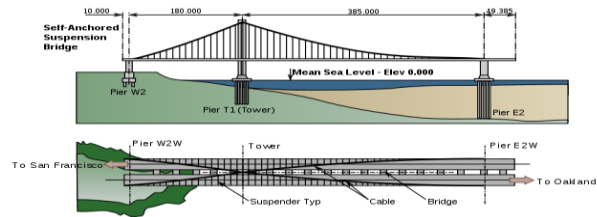
The 2.2 mile East Span includes two main sections: a self-anchored suspension (SAS) structure, with a single 525-foot steel tower, and a 1.2 mile-long elevated Skyway viaduct connecting the tower with the Oakland shoreline.

When completed, the SAS section will be the longest single-tower, self-anchored suspension span in the world, with a length of 2,047 feet. The tower, at a height of 525 feet, consists of four independent legs, each composed of five vertical sections. Cross bracings and sheer link beams help connect the four legs. Unlike traditional main cable suspension bridges which have two main cables and smaller suspension cables, this SAS will have only a single, nearly mile-long, cable anchored within the roadway to the east side of the tower. The cable will rise to the top of the single tower and down the other side, where it will wrap around the two side-by-side decks before returning to the tower top and, finally, back to the eastern roadway anchor. The cable is scheduled to be installed in early 2012. The SAS utilizes 67,000 tons of steel for its superstructure and tower.

The Skyway itself consists of two independent roadways, each having five lanes with a ten-foot shoulder to keep traffic running smoothly. A transition structure on the east side of Yerba Buena Island will join the stacked decks of the West Span and tunnel to the parallel decks of the SAS and Skyway.

A 15.5 foot pedestrian and bicycle lane will run on the south side of the eastbound span, though its construction will not begin until after the old span is removed. At this time, plans for a pedestrian and bicycle lane on the West Span are being studied but actual construction may be cost-prohibitive.

The new East Span is expected to open in 2013, some 24 years after the Loma Prieta earthquake. The old East Span will be disassembled; parts of it will be preserved for historical and research benefit.



- SAS Design: T.Y. Lin/Moffatt Nichol Engineers, Joint Venture
- SAS Tower, Cables, and Roadway Construction: American Bridge/Fluor Enterprises, Joint Venture
- Yerba Buena Island Foundations: West Bay Builders, Inc.
- Marine Foundations: Kiewit/FCI/Manson, Joint Venture

Sources:

[baybridgeinfo.org](http://baybridgeinfo.org)

SFPublic Press.com- Timeline of the Old and New Bay Bridge East Span by Mike Adamick, McSweeney's San Francisco Panorama/SF Public Press.

Symphonies in Steel: Bay Bridge and the Golden Gate, by John Bernard McGloin, S.J., Professor of History, University of San Francisco.

<http://www.sfmuseum.org/hist9/mcgloin.html>

### AND There's more. . . November 12, 1936:

President Franklin D. Roosevelt pressed an electric key in the White House, a light on the bridge flashed green, and Gov. Frank Merriam used a blowtorch to cut a symbolic steel cable.

More than 60,000 cars and trucks crossed the bridge on the first day; the first car across belonged to a couple from Nebraska who somehow got on the bridge before the official opening. . . even before the governor's motorcade. "Nobody stopped us" said the driver. Even the first dog across the bridge made the news. His name was Sonny Boy, and he carried a "Vote for Roosevelt" sign in his mouth. The first hitchhiker was also duly noted, as well as the first truck.

By the second or third day, so many people wanted to drive over the bridge that the first of the bridge traffic jams ensued. . . the worst, the papers said, in the history of the Bay Area

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## ALAMEDA

By: *Susan Driscoll*

Alameda is home to nearly 74,000 residents, and some 300 major companies including Peet's Coffee; Semifreddies Bakery; numerous high-tech companies, and the Oakland Raiders.

Incorporated as a city in 1854, Alameda was originally a peninsula attached to Oakland. In 1902 a canal was dredged through the marshland between Oakland and Alameda to create expanded shipping facilities for the Port of Oakland.

More than half of the Alameda's 23 square miles is water with lagoons on both the main island and the peninsula portion. Three bridges and two one-way tunnels connect the big island to the mainland.

The Island City has been through many transitions in her 160 year history. It was the site of the first Transcontinental Railroad arrival in the Bay Area in 1869. During the late 1800's and early 1900's more than 3,000 Victorians were built for San Franciscans looking to get away from it all.

The area known from 1941 to 1997 as the Alameda Naval Air Station was the original home of the China Clipper and the San Francisco Airdrome, the East Bay's first public airport. The Air Station closed in 1997 and is now known as Alameda Point. The Navy sold it to Alameda for \$1.00 in 2011. A little known fact is that a small portion west of the runways juts out far enough into the Bay to be in the City & County of San Francisco.

The USS Hornet, a WWII era aircraft carrier, was rescued from becoming scrap metal and restored by men who were stationed on her during three wars. It is currently moored at Alameda Point and open to the public as a floating museum and a venue for a variety of events. The Hornet, California Historical Landmark No. 1029, also recovered the capsule from the Apollo 13 space flight.

Alameda Point is in the midst of further change with many of the old hangers being used for other purposes until a final determination is made about the development of the thousands of acres of land. There are eight wineries, a distillery, sports complex, production studios, reclamation and educational programs on the former base as well as the largest antiques fair in Northern California

## SAN JOSE. . . DID YOU KNOW?

By: *Richard Edgar (deceased)*

San Jose is the third-largest city in California (pop. 946,000), and the tenth-largest in the US

San Jose was the first pueblo (civilian town) established in California. There was no presidio or mission. Due to the fertile soil San Jose was established as an agricultural area for fruits and vegetables for San Francisco and Monterey. Located half-way between the two cities, the Santa Clara Valley was known for its beauty and became known as "The Valley of the Heart's Delight".

At the California Continental Congress held in Monterey in 1849 it was decided to name San Jose the capitol of California, but it only held that position for two years.

San Jose went through three growth spurts over the last century: #1: When the railroads came to California. San Jose was a major terminal and with all the orchards it attracted canneries that shipped fruit across the country. #2: WW II: Moffat Field attracted aircraft companies. #3: The late 60's - 70's dot com revolution hits.

Downtown San Jose has a height limit of 300 ft. for buildings under the final approach corridor to the airport. The height limit increases the further the buildings are from the airport.

St. Joseph's Cathedral Basilica: 1803. The first non-mission parish built in California. Listed on the National Register of Historic Places.

Hotel Sainte Claire: Built in 1926. In its day it was the premiere grand hotel in the entire South Peninsula region, with the most elegant accommodations between San Francisco and Los Angeles. Listed on the National Register of Historic Places.

San Jose Electric Light Tower: Built in 1881, it made San Jose the first electrified city west of the Mississippi. In 1989 San Jose took the city of Paris, France to court for copyright infringement claiming that Pierre Eiffel stole his idea for the Eiffel Tower from San Jose's light tower. The judge found in favor of Paris.

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## WINE OF SALMON?

### Water Wars Hit Sonoma County

*Adapted by Francis Gorman from an article in "The Bay Citizen" and "New York Times", Bay Area Edition*

When we go to Muir Woods, we tell our guests about the endangered coho salmon which are barely hanging on in Redwood Creek. A recent article in "The Bay Citizen" notes that in Sonoma County, it is the extensive use of water for vineyards that threatens the salmon.

As Jacoba Charles notes in her 8/25/11 article, "Battered by a long history of habitat loss, logging and development, a dwindling number of coho struggle to survive in the rivers and streams where they return every year to spawn. Now they must contend with water-hungry vines, and especially a frost-prevention method that involves spraying plants with 50 gallons of water per acre, per minute. In smaller tributaries, the technique can literally suck stretches of a stream dry."

The acreage planted in vines has increased as much as 50 percent in some parts of Sonoma County over the last decade. Brian Cluer, a scientist with the National Marine Fisheries Service said the county was still issuing permits for new vineyards without requiring proof of an adequate water supply. He believes it's a big mistake that permitting and regulation hasn't been addressed in this water-scare area. Salmon are the biggest concern, but the effect of vineyards' water use ripples through local ecosystems and communities. In the last three years, the fisheries service has documented more than 60 vineyard-related deaths of juvenile coho (endangered), and steelhead trout (threatened) in three streams. It estimated that in one incident more than 25,000 baby fish (fry) probably were killed.

A new Sonoma County ordinance asks vintners to register with the county if they use water from streams, but it imposes no limits on such use and allows landowners to monitor stream flows themselves. Sporadic sanctions, and proposed much stricter rules by the State Water Board have met with vociferous objections from an industry that views itself as environmentally conscious.

One 10-acre vineyard outside Healdsburg that boasts of its conservation ethic, is disputing a \$115,000 fine levied last year by the fisheries service, which said it killed young coho by pumping too much water for frost protection. The co-owner contends the small farmer is the endangered species, and hopes to avoid bankruptcy.

A Sonoma County Wine Grape Commission spokesman contends that the scale of the environmental damage of water use by vineyards isn't nearly as large as has been assumed. The fisheries service disagrees. Environmental organizations, such as Save Mark West Creek, and Friends of the Gualala River, have increasingly begun to monitor vineyards' behavior. One spokesman notes "In the summertime, there's been severe draw downs with no correlation to the weather. The water level goes up and down, and that takes water from pockets where fish are trying to survive."

Water levels are only one of the issues worrying environmental groups. More viticulture means interrupted wildlife corridors and less biodiversity.

### **Taste This: Climate change may redraw wine regions**

*USA Today: 11/11*

To the litany of changes being wrought by global warming, we may be able add one more: where wine grapes can and can't be grown.

Within 30 years, the areas where California can grow fine-wine grapes could shrink because of climate change, while little-known growing regions such as Seattle's Puget Sound and Oregon's Willamette Valley see growth.

In California, a paper suggests that 50% of the state's premium wine grape-growing areas could become too hot to grow high-quality grapes by 2039, stirred debate among grape growers. "Climate change can and will affect all fine wine-growing regions worldwide, but the results will not necessarily be a blanket effect" the Napa Valley Vintners said in a statement.

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***SFTGG PROGRAMS***

**Stay tuned for more of Anita's exciting and educational programs to be offered in 2012:**

**A few of the offerings in the planning stages:**

**Berkeley Tour  
Overnight Napa Tour w/ferry and Wine Train  
Whale Watching  
Homeless San Francisco/Tenderloin  
San Francisco Stories: Fact or Fiction?**

**A HAPPY  
NEW YEAR**

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SAN FRANCISCO  
T O U R  
G U I D E  
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PO Box 170610  
San Francisco, CA  
94117-0610