



ANOTHER HISTORIC SAN FRANCISCO MUNICIPAL RAILWAY CHARTER



**A Historical Commentary by
Art Curtis, Retired MUNI Chief Transit Control Inspector**

At a few minutes past 10:00 AM on Tuesday, 26 May 2009, a special charter to celebrate the 8th anniversary of retired MUNI Motorman Peter Ehrlich's "SFMuniHistory" Group on Yahoo.com, commenced from the intersection of Don Chee Way and the Embarcadero, with Motorman Melvin Clark at the controls. We were blessed with the first beautiful sunny day in a week. Peter Ehrlich passed out a commemorative button to all riding this historic charter. The trip also honored Alberto Jori of Milan, Italy, a friend of Peter Ehrlich who works for the Milan tramway system.

During the "T" line portion of the trip, we were shadowed by Dan Murphy of MUNI Overhead Lines (a native San Franciscan), watching the performance of trolley poles on the overhead. Also watching us from time to time was Metro Rail Transit Inspector Rudy Parson, who will retire in June after 35 years of service to MUNI.

Utilizing MUNI's former Milan, Italy, streetcar #1818, built in 1929 and painted in the Milan livery of light green and dark green (which was used from the 1930's to the 1970's), the charter moved south toward the MUNI Metro Extension (MMX), then connecting at the intersection of the Embarcadero & Folsom with the trackage of the "N-JUDAH" and T-THIRD ST" lines toward the CalTrain Depot at 4th St. and King St. (In the future, this trackage will also accommodate MUNI'S "E-EMBARCADERO" line).

At King St. & 4th St., Milan 1818 turned south onto 4th St. and commenced what is believed to be the FIRST trip ever of a Milan car over the trackage of the "T" line. The trip proceeded via 4th St, Channel St., 3rd St. to 25th St., where we turned left onto 25th and over to Illinois St., thence into the main gate of MUNI's new Metro East Light Rail Facility.

The private Security Guard at MME wasn't quite sure what to make of this streetcar coming in with about 25 people preceding it on foot onto the property and taking pictures, and he was on the radio for several minutes. But since he'd already opened the gate, it was a fait accompli for us and we were in!! Too late to stop us!

After taking some pictures in the yard, including of MUNI Work Car C-1, which was a few tracks over in the outside yard (and later, as we left, seeing from a distance, MUNI Car 1 and PCC 1079 – Detroit - inside the shop), we headed back toward Downtown.

As a special treat, on arrival at 3rd St. and 19th St., we backed into the trackage of the yet incomplete turn-back loop of 18th St., Illinois St., and 19th St. The trackage on 18th and 19th Streets is constructed to just west of Illinois St. The only other streetcar known to have utilized the 19th St. trackage before today was MUNI's Work Car C-1, during track tests before the "T" line opened. So Milan 1818 was the first streetcar to actually use overhead power on this minute stretch of track.

After pulling back onto 3rd St., we proceeded to Embarcadero just south of Mission St., where a 30 minute lunch break was provided for the group. It was noted that MUNI 162 and Melbourne 496 were in service on the Shuttle from the Ferry Building to Fisherman' Wharf. Later in the trip, we would see New Orleans 952 pulling out for service.

Following lunch, we proceeded via the "F-MARKET" line outbound on Market St., and noted the delays to the #21-HAYES line on Hayes St., and to the #47-VAN NESS and #49-VAN NESS/MISSION lines on Van Ness Ave., due to the protest demonstrations after the California Supreme Court voted earlier in the day to uphold Proposition 8, which banned same-sex marriages – but which also upheld the 18,000 same-sex marriages performed prior to the November 2008 election. If Market St. had been blocked by these protest demonstrations, we would have been forced to stay on the Embarcadero portion of the "F" line (or maybe take another trip out 3rd St.!!)

We followed the "F" line to Noe St. and 17th St., then proceeded east on 17th St. to Church St., and then headed south on Church St. following the "J-CHURCH" line all the way to San Jose and Geneva. Then via San Jose to Geneva and over the "M-OCEAN VIEW" line to West Portal. Then we went via the "L-TARAVAL" line to Taraval St. & 46th Ave., where we turned left onto 46th Ave., and then wyeed back onto Taraval St. and then down to just west of 47th Ave. We did not back into the tail track at 48th Ave.

After a brief restroom break, back along the "L" line to West Portal, and then over the "K-INGLESIDE" back to Geneva Car House, pulling in at about 3:30pm.

Along the way, several photo opportunities were provided.

On the Pull-out trip from Geneva to Don Chee Way, the few riders on that part of the trip stopped for photos at:

San Jose Ave. & Havelock St./San Juan Ave.

“J” PRW at 21st St./Chattanooga St.

On the remainder of the trip, photo stops were made at these locations:

Embarcadero at Brannan St.

South of the 4th St. Bridge

Crossover Track on Channel St. between 3rd and 4th Sts.

UCSF Mission Bay Station (About a block north of 16th St.)

3rd St. and 25th St.

25th St. and Illinois St.

Entering MUNI Metro East Yard

MUNI Metro East Yard

3rd St. and 19th St, into the Turn-back Loop

Embarcadero, east of 2nd St., adjacent to AT&T Park

Embarcadero & Folsom St., switching over from the MMX tracks to the tracks of the future “E-EMBARCADERO”

Church St. PRW at 20th St. (Dolores Park)

Church St. PRW at 21st St./Chattanooga St.

30th St. and Church St. to take photos of Cleveland Livery PCC 1075, which was on the turn-back track on 30th St. with Shop personnel

Bernal Cut (San Jose Ave) at Randall Street

Broad St., west of Plymouth Ave., adjacent to Engine 33 Firehouse

19th Ave & Winston Drive (Stonestown Stop)

Taraval St. at 23rd Ave.

46th Ave. at Taraval St.

Taraval St. at 47th Ave.

Ocean Ave. at Paloma Ave./San Benito Way

Those riding on this historic MUNI charter included:

Peter Ehrlich

Alberto Jori (from Milan, Italy)

Cameron Beach

Art Curtis

Jeff Moreau

Ed Fine

Jim Bond

Karl Peery

Kevin Sheridan

“Streetcar Mike” Strauch

Norman Rolfe

Bart Nadeau

Alan Fishel (from Los Angeles)

Harry Peat

David Longa

Lee Butler, Jr.

Tony Marquardt

Ray Rezos (Retired trainer, rode from 3rd Street to 9th Street)

Peter Groom

David Vartanoff

Dashiell Ridgeway

Tim Lane

Chris Goebel

Ron Hook

Joseph Hickey

David Jue

Jim Maurer



The Commemorative Button

(@): r31 May 2009