

LONG FORM (for historical record) Entertainment Report for August 1, 2015

August 1, 2015. San Francisco's F Line. Peter Ehrlich has been an operator on San Francisco's F Line until 2005, and has operated heritage and modern streetcars, and even buses. Tonight, he presented San Francisco's famous F Line, America's most successful heritage streetcar line, with the digital slideshow being accompanied by handouts of the F Line's streetcar roster and route map. The Market Street Railway is a private booster organization that supports the F Line, but does not run it; it has offices in the Flood Building (which we got to see later in the show). It is not directly related to the Market Street Railway Company of 1857 - 1944, although it is named after this transit company. San Francisco's Municipal Railway (MUNI) runs the F Line, and is also responsible for maintaining the streetcars, and charges the same fare for riding on them (the only MUNI vehicles that charge a different fare are the cable cars). As Peter's first images showed us, the F Line began official operation on September 1, 1995, with a 20 streetcar parade led by the Blackpool "boat tram" (built in 1934) that the F Line had at the time; however, much work had already been done to establish it by this time, for it was an outgrowth of the San Francisco Historic Trolley Festivals that started in 1983 to serve as a replacement tourist attraction while the cablecar system was shut down for major overhaul from 1982 - 1984. The Trolley Festivals were so successful that they were repeated every year until 1987, even though the cablecar system was back in service. The first F Line fleet PCCs were from Philadelphia (built in 1948 - 1949), and have been painted in the liveries of various cities, . Some of the paint schemes currently feature incorrect colors, because MUNI was unable to get paint of the correct color tones; as the PCCs come due for rehabilitation, MUNI will attempt to correct the color tones in the paint schemes. One unusual paint scheme was one that had been proposed for PCCs on the original Market Street Railway had it been able to acquire PCCs in the 1930s, but which was never used in service until the advent of the present F Line. Before the grand opening, these PCCs were tested on other lines (which we saw passing high platforms designed for boarding of passengers into MUNI's modern streetcars), and they ran in demonstration passenger carrying service on the outer parts of the N and J lines. Some PCCs have posts in the middle of the doors, which prevents their everyday use due to blockage of wheelchair roll-on.

The F Line originally started from the 1939 vintage Transbay Terminal (closed in 2010, and to be replaced by the Transbay Transit Center scheduled to open in 2017). It crosses the Church Street (J) line at street level, and ends at Castro Street; this part of it runs parallel to the MUNI subway. At the crossing with the J Line and in a few other places we got to see Boeing LRVs and Breda LRVs (and sometimes electric trolleybuses, buses, or cable cars) in addition to the F Line fleet. For ADA-compliant access, the F Line features mini-high platforms (with wheelchair ramps), and bridge plates are carried on the streetcars. A Peter Witt streetcar from Milan (built in 1929 - 1930) was the first non-PCC car to go into regular service (the "boat tram" being considered a car for special occasions). The non-PCC fleet has expanded to include cars from various places, including the original Market Street Railway (a 2-axle unit built in 1895), San Francisco MUNI's own preserved cars (A-Type and B-Type, built in 1912 and 1914, respectively), New Orleans (Perley Thomas, built in 1923), and Melbourne (W2, built in 1927), as well as another "boat tram" from Blackpool. The F Line also had some PCCs built for St. Louis Public Service in 1946, although these are currently all in storage, the last run of one of these being in 1998. Later, SF MUNI rebuilt 3 San Francisco "Torpedo" PCCs (built in 1948) and "Baby Tens" (built in 1951 - 1952) for the F Line, and even a "California comfort car" which is currently still under restoration. We got to see some quasi-aerial photos taken from high buildings and from Twin Peaks (which also features a tunnel whose portals we got to see a bit later, although this trackage has not been used very much since 2003 and is normally blocked off, and no longer has overhead wire compatible with trolley pole operation). Due to security measures added after the September 11, 2001 attacks, the quasi-aerial photos from buildings have become impossible to replicate.

On March 2000, the F Line was extended northeast from the Transbay Terminal to the

Embarcadero, and thence northwest to Fisherman's Wharf. We got to see photos of operation and construction leading up to this point, including emplacement of Belgian block. Around this time, the F Line acquired additional Peter Witt streetcars from Milan (MUNI never acquired any Milan cars built by Breda), thus enabling such photos as one near the Ferry Building of 4 of these cars near to each other, as well as different Milan car paint schemes. Some streetcars from Brussels (Belgium) followed. The Milan and Brussels cars stand out for being noticeably narrower than the other cars, and only have room for a single row of seats on one side. The F Line is very popular, and we got to see crowds of people at some of the stations. One of the photos from the Fisherman's Wharf area featured one of the last Liberty Ships (of World War II) still in existence. We also got to see some marina photos, as well as one of the massive cruise ships that frequents the area (we also got to see more of these later). To support F Line expansion and E Line operation (started August 1, 2015), MUNi acquired additional PCCs from Newark (built originally for Minneapolis/Saint Paul in 1946 - 1947); we got to see one of these on its last day of operation on the Newark City Subway, equipped with a pantograph (unlike the F Line fleet, which all uses trolley poles). We also saw cars acquired in various stages of disrepair (often photographed on the transport trailers used to bring them in), awaiting restoration, and undergoing restoration (in some cases in other locations, such as Brookfield and Morrison-Knudsen), followed by operation after restoration.

From 2000 up to the present, the Market Street line area has experienced a building boom, thus boosting the potential for ridership. Due to the September 11, 2001 attacks, the Federal Reserve building there has been surrounded by planters as a defense against car and truck bombs, but as Peter showed us, their appearance is not very intrusive -- at a casual glance, their purpose appears to be for landscaping and horticultural purposes. Peter showed us considerable electric trolleybus overhead wiring in the Market Street area; in most cases this is separate from streetcar overhead, but on some of the route is shared (the left wire centered over the tracks and carrying the positive voltage used by both streetcars and electric trolleybuses, and the right wire taking the return current from the electric trolleybuses and being nominally at ground voltage). Some of the route is painted red to discourage automobiles from driving on the streetcar tracks, but this is not possible on much of the route. Every streetcar has an "onboard car" sign to provide passengers with information about it, and he showed us one of these.

To provide heritage service along a larger section of the waterfront, MUNI constructed the E (Embarcadero) Line. The northwest part of this runs inline with the F Line from Fisherman's Wharf, but it continues southeast to AT&T Park along the waterfront and then southwest to the CalTrain Depot, inline with the Embarcadero extension of the N (Judah) Line, which opened in 1998 (also running to the CalTrain Depot), and is so heavily used as to need trains of 2 LRVs even on Sundays, as shown in some photos featuring heritage streetcars running for testing or special events. (Later, the T Line also ran along these tracks, initially as a separate service, but was eventually made into an extension of the K Line, with a car signage change eastbound at the West Portal of the MUNI subway and westbound at in the Financial District; it continues south of the E Line and N Line.) The E Line was built in 2000 (although the F Line and N Line extension meant that most of the work was already done), and Peter showed us photos of operations on it since then, but has only started regular operation on August 1, 2015, the day of this show; therefore, all photos were from training, testing, or charter service. The E Line and N Line make stops at the same locations, but using different platforms, usually with the high platforms for modern LRVs being on the left side, with the result that we saw many Breda LRVs along with the heritage cars. We even got to see a double charter of a New Orleans car and the only Boeing LRV to be painted all white.

After this, we saw more photos of the Fisherman's Wharf extension of the F Line. This included a photo of a 1950 vintage Marmon-Herrington electric trolleybus in regular service, and a 1941 vintage electric trolleybus on special event display, which is now being restored, apparently only needing a new compressor to be operational, as well as a 1976 vintage New Flyer electric trolleybus nearly identical to those that ran in Cambridge, Belmont, Waverly, and Watertown (but lacking the left-hand door), and even a vintage internal combustion bus. The several maxxive

cruise ships that Peter showed us provide considerable potential for ridership. He also showed us a segment of Beach Street where the San Francisco Belt Line tunnel under Fort Mason has been proposed for reuse to extend F Line service west of its current northwest terminus to the west boundary of Fort Mason; this tunnel is was used for single track shortline freight operation, and has been out of use since 1993. The Fisherman's Wharf area has a bus yard that will eventually be replaced with something else, although unfortunately this is currently not planned to be made into a streetcar yard.

SHORT FORM (for Annual Report) Entertainment Report for August 1, 2015

August 1, 2015. San Francisco's F Line. Peter Ehrlich presented San Francisco's famous F Line, America's most successful heritage streetcar line, and its PCC and vintage car operations from the early days in the 1980's to the current and future operations, including the E Line that opens for regular service on the day of this show.

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