

The Muni historic vehicle collection

Non-revenue historic motor/trolley coach fleet

MC - 14; - 042, 0392, 0419, 2230, 2840, 3287, 4009, 4154, 4574, 6099, 8926, 9010, 9030, 9122

MC - 02; - 7031, 8031

TC - 06; - 50, 506, 559, 776, 5300, 5345

CC - 01; - 62

MC total - 23

Revenue historic rail cars

RC - 32; 1050-1063, 1070-1080, 1006-1011, 1015

RC - 10; 1807, 1811, 1814, 1815, 1818, 1856, 1859, 1888, 1893, 1895

RC - 12; 1, 130, 162, 228, 233, 496, 578, 737, 952, 1040, C1, 0304

RC total - 54

CC - 42; 1-28, 49-60

Non-revenue historic rail cars

RC - 15; 68, 351, 106, 151, 189, 578, 586, 798, 913, 916, 1268, 1320, 1834, 1979, 3557

RC - 04; 4008, 4009, 2133, 2147,

RC - 09; 1023, 1026, 1027, 1028, 1031, 1033, 1034, 1038, 1039

RC - 12; 1103, 1106, 1108, 1115, 1125, 1128(1704), 1130, 1139, 1140, 1142, 1158, 1168

CC - 3; Big 19, 42, Open 501

RC total – 43

Potential use of historic cars

Line extensions

E line – MME to Fort Mason

Service increase

E line

F line

New routes

G line – Ferry to Golden Gate Park

Z line – Ferry to the Zoo

Charters and special events

Following are a sampling of the historic fleet



Restored 1938 White Motor coach 042. Completely stripped down to the frame and lovingly restored by the craftsmen at Woods Shops, this coach is the pride of the shop.



Mack Truck Co. coach 2230 – delivered in 1956, was the backbone to Muni's fleet in the 50's and 60's totally 450 coaches. Coach was being evaluated for restoration.



The ubiquitous General Motors coaches ran in most transit systems around the country. Muni operated 391 of these coaches from 1969 to 1995, and were the backbone of the fleet. These buses were fast and popular with operators but were noisy for some people and neighborhood. Buses came in maroon/gold colors but most were repainted to the new Lander scheme of the late 70s.





In 1969, 10 Flxible coaches were ordered along with the 391 GMC coaches. Because of the small order these were considered oddballs. Other coaches in the Muni collection include 2 generations of Flyers Industries coaches as well as MAN, AMG and Orion. Two of the coaches are 60ft articulated coaches. Most of these coaches are operable.





As streetcar lines were being phased out around the country, Muni was no exception. But with the hills in the city and the free electricity generated from Hetch Hetchy, Muni converted a lot of its lines to trolley coaches. At one point, Muni had 389 trolley coaches of which 234 were Marmon Herrington coaches such as 776 here on the 21 line in 1986. Below photo is from 2012 Heritage Weekend run operating Nowhere In Particular.





Running since the late 40s, the Marmons were replaced with 345 Flyer Industries coaches and became the sole trolley coach fleet until 60 articulated coaches, also Flyer, arrived in 1994. Some of the Flyers lasted into the new century while the artic coaches haven't fared so well as their design led to frequent problems with inverters. Coach 7031 is slated to be added to the historic fleet upon retirement next year.



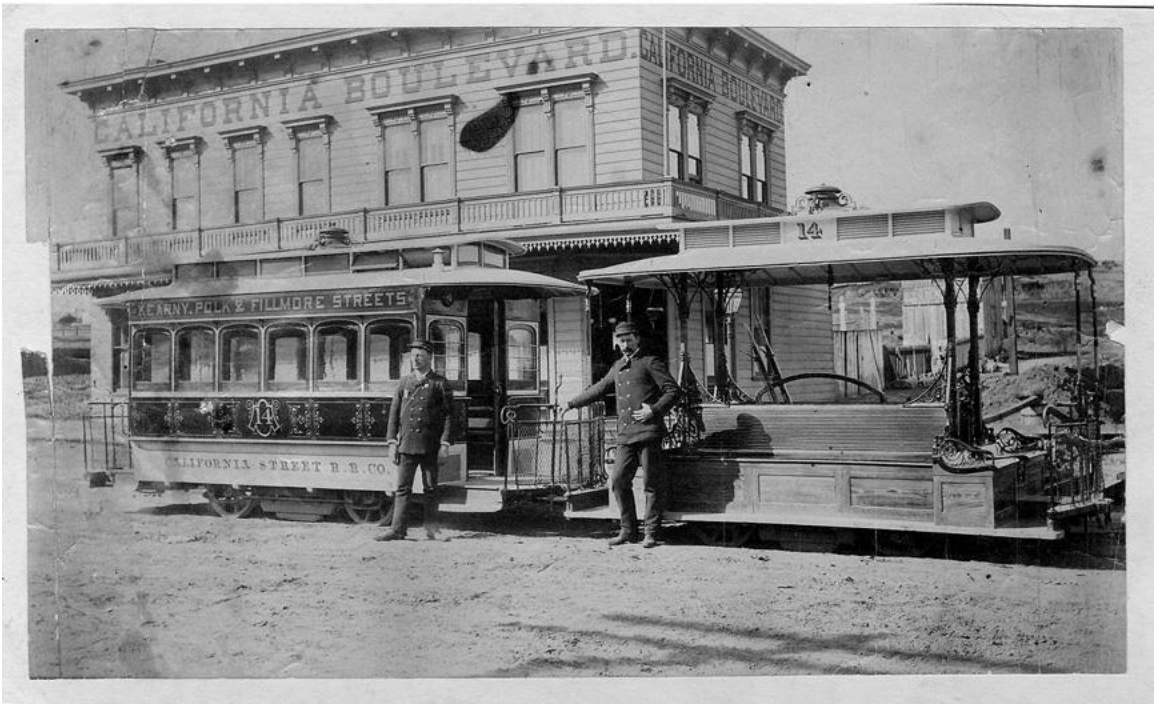


Big 19 needs brakes and relocating a stabilizer bar to allow truck clearance to operate. Below, Cal car 42, was cosmetically restored by Market Street Railway volunteers.





This horse car, though impractical, for regular revenue service would be a great PR hit for Muni and the public. The skilled craftsman at the cable car shop can easily craft out a car and machine shop can create the trucks for it. Like the 042, the shop will take great pride in this project as it will be a unique car that they can pour their heart into – a great project for the Muni craftsmen. Below is a photo of a similar car from that period.



These next several pages have scenes and shots of some of Muni's rail collection.













A scene from the 70s at Van Ness-11th streets – note the double yellow line – autos were not allowed on the tracks.



A few shots of cars at Marin yard – the current plan is to scrap these cars.





