

# MUNICIPAL RAILWAY SURVEY 1969-1970



F O R E W O R D :

The Municipal Railway Survey -- 1969-1970 is the fourth in a series of in-depth looks at the operations of various public transit systems in the Western United States (the 1967 SCRTD Survey, Pasadena City Lines and Denver Tramway were the other three). The publication of this article at this time (January, 1973) is, by almost any means of reckoning, a little late. The reason for the lack of timeliness is simply that it took the volunteer workers who prepared this article in their spare time this long to produce it!

The reader might well ask himself why the material herein wasn't updated and the article titled Municipal Railway Survey -- 1972-1973. The answer to this question is that the 1969-1970 fiscal year represented a significant turning point in the history of the SAN FRANCISCO MUNICIPAL RAILWAY. The system had, in terms of equipment, routes and service, remained relatively stable for at least ten years prior to 1969; but in 1969 things began to change. The first half of the decade of the 1970's promises to foresee great changes in the Muni. The entire fleet of streetcars, trolley coaches and diesel buses (but not cable cars) will be replaced, and the streetcars removed from the surface of Market Street and placed in a subway below it. The initiation of rapid transit service by the BAY AREA RAPID TRANSIT DISTRICT will probably result in the re-orientation of Muni routes in the Mission Corridor--the area to be served by BARTD. It was, therefore, decided to publish the 1969-1970 data as an historical record that would be representative of Municipal Railway operations during the decade of the 1960's.

Other than attempting to depict Muni operations during the 1960's, this article is not intended to be an historical work on the San Francisco Municipal Railway. For such works, we refer the reader to The White Front Cars of San Francisco by Charles A. Smallwood, and an article by one of the contributors to this effort, "San Francisco" by John H. McKane, Motor Coach Age, November 1972 (published by the Motor Bus Society, Post Office Box 527, Blackwood, NJ 08012, \$2.00).

This article attempts to tell the reader something about the Municipal Railway as it was during the 1969-1970 fiscal year. The main subjects are the Muni's routes, service and equipment, including servicing structures. To identify the equipment, we present first a roster, and follow this up with descriptions of the various paint schemes prevalent, and photographs of each type. This is followed by a listing of which locations and facilities (called Divisions) and which routes the equipment is assigned; following this are diagrams of the Divisions and service facilities. Moving next to routes and service, a series of "Service Tables" is presented, defining each route in terms of a number, name, length, time, equipment type and Division responsible for its operation. The service that was operated on each route is also indicated in terms of "headway" (defined as the time between succeeding vehicles in the same direction) and the number of vehicles required to operate that headway. This service is given for four separate periods (morning peak, midday, evening peak and evening) for Monday through Friday, for Saturday and for Sunday. Service operated during the "owl" period is also listed, and samples of "operating schedules" are included. Routes are further defined through a series of four maps that show separately cable car and streetcar track layouts, the trolley coach overhead wire network, motor coach lines by division, and an all-modes system map. Intricacies of individual routes and service are described in text to present information that does not lend itself to table-ization. Then comes a description of Muni's transfer system and reproductions of the transfer forms that are issued. Finally, there is a treatise on the destination signs that are used to identify the route and destination of each Muni vehicle.

Inasmuch as the Municipal Railway is a publicly owned agency, all of the information contained herein is a matter of public information. Even so, we would like to thank the following Municipal Railway personnel for taking the time and trouble to locate and provide us with the material and information required for this article:

- Mr. John M. Woods, General Manager
- Mr. Frank J. Scheifler, Transportation Assistant Superintendent
- Mr. Maurice F. Itig, Traffic Superintendent
- Mr. Fred Thomas, Automotive Equipment Supervisor

ABOUT THE WESTERN TRANSIT SOCIETY:

Readers who have skipped ahead to the bottom of this page have noted that this work was published by the Western Transit Society. The Western Transit Society is a non-profit making organization that was established in 1963 (as the United Transit Boosters) by a group of persons who were interested in public mass transportation, and in how such systems work, and generally furthering the cause of mass transit. Besides monthly meetings, occasional field trips and special publications such as this one, the organization also publishes a monthly newsletter called Western Transit (originally The Booster) that publishes news of transit operations in the Western United States.

The organization prides itself on its objectivity, and avoidance of political positions. The purpose of the organization is educational, and not political.

Membership is open to any person who has a sincere interest in public mass transportation, and applications are solicited. For membership information, please write to the address listed below.

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EQUIPMENT ROSTER

The period from July, 1969 to June, 1970 was one of great change for the Municipal Railway. It entered the period with a fleet whose average age was greater than any public system (and all but the smallest private company) in the state. In fact, the size and content of the fleet had remained more or less constant during the preceding ten years. The reason for the stability was the refusal of the San Francisco electorate to approve any bond issue for capital improvements for the Muni. The City did acquire the use of new diesel bus and used PCC streetcar equipment in the mid- and late-1950's under negotiated lease arrangements. The motor coach lease deal was effectively terminated insofar as the acquisition of additional new equipment was concerned when the lessor and manufacturer (The Mack Truck Company) stopped building buses in 1960. (It has been reported that the Muni attempted to arrange a similar lease situation with the only other major manufacturer at that time, General Motors, but that firm declined for fear of prosecution on federal anti-trust charges.) New equipment was finally acquired by means of the Municipal Railway Improvement Corporation, a non-profit public corporation. Although the City itself could not issue bonds for Muni capital improvements without voter approval, it could contract with another agency to lease such equipment (such lease payment being an operating expense). Lease of the equipment from a public agency (MRIC) had the further advantage that the public agency would be eligible for federal funds, thereby reducing the cost of the lease payment. With the long-term lease contract in hand to insure payment of interest and capital on bonds, the MRIC was able to issue its own bonds. Using this mechanism, the \$44 million improvement program was able to proceed.

The streetcar and trolley coach fleet have remained virtually unchanged for over ten years, but during the 1969-70 Fiscal Year, the bus fleet experienced close to a two-thirds turn-over. The roster listed below includes all equipment that was on hand on either July 1, 1969 or June 30, 1970:

CABLE CARS

Fleet Numbers	Builder	Type	No. of Seats	Year Built	No. on Roster	Comments
49-60	Hammond, W. H. Holman and Cal. Cable R.R.	Double End	34	1907	12	Ex-California Street Cable Railway
500	Holman Brothers	Single End	29	1893	1	Ex-SFMRY 519; Ex-Market Street Railway
501-518	Holman Brothers	Single End	29	1893	18	Ex-Market Street Railway
520-527	Holman Brothers	Single End	29	1893	8	Ex-Market Street Railway
					<u>39</u>	

STREETCARS

Fleet Numbers	Builder	Type	Builders' Job No.	Type of Motors	No. of Seats	Year Built	No. on Roster	Comments
1006-1015	St. Louis Car Co.	DE-SU-AE-PCC	1667	GE1220R1	60	1948	10	Rebuilt to single end operation in 1955.
1016-1040	St. Louis Car Co.	SE-SU-AE-PCC	1675	WH1432K	58	1951-52	25	
1101-1170	St. Louis Car Co.	SE-SU-AE-PCC	1655	GE1220A1	53	1946	70	Ex-St. Louis Public Service 1700's (see conversion table below)
							<u>105</u>	

NOTES: DE - Double End; SE - Single End; SU - Single Unit (not equipped for Multiple Unit or train operation)  
AE - All Electric.

TROLLEY COACHES

Fleet Numbers	Builder	Model/Serial Numbers	Type of Motors	No. of Seats	Year Built	No. on Roster	Comments
550-569	Marmon-Herrington	TC-44/10556-10575	GE 1213J	44	1948	20	
570-659	Fageol-Twin Coach	44-TTW/1-90	WH 1332A	44	1949	89	617 scrapped
660-739	Marmon-Herrington	TC-44/10587-10666	GE 1213J	44	1948-49	80	
740-789	Marmon-Herrington	TC-48/10831-10880	GE 1213J	48	1950	50	
790-849	Marmon-Herrington	TC-48/10916-10975	WH 1332A	48	1950-51	59	837 scrapped
850-889	St. Louis Car Co.	STL-48/Job No. 1767	GE 1213J	48	1951-52	36	854, 867, 882 and 886 scrapped.
						<u>334</u>	

MOTOR COACHES

Fleet Numbers	Builder	Model/Serial Numbers	No. of Seats	Year Built	No. on Roster	Comments
060-062	White	784/215009-215011	32	1939	3	
0228-0387*	White	798/344517-344702*	44	1948	44	See below for exact coach and serial numbers
0389, 0394	White	798/347710, 347720	44	1948	2	
0411-0449*	White	798/358914-358941*	44	1948	5	See below for exact coach and serial numbers
2100-2199	Mack	C-49DT/1079-1178	48	1955	99	2170 lost in fire
2200-2269	Mack	C-49DT/1254-1323	48	1956	70	
2300-2369	Mack	C-49DT/1958-2027	48	1957	70	
2400-2469	Mack	C-49DT/2034-2103	48	1958	69	2469 wrecked and dismantled
2500-2569	Mack	C-49DT/2249-2318	48	1959	69	2513 wrecked and dismantled
2600-2669	Mack	C-49DT/2340-2409	48	1960	70	
3000-3111	G. M. Coach	T8H-5305/071-182	48	1969	112	
I-3112	G. M. Coach	T8H-5305/183	48	1969	1	Returned to GM Engineering for tests
II-3112	G. M. Coach	T8H-5305/452	48	1970	1	Replaced returned bus
3113-3179	G. M. Coach	T8H-5305/184-250	48	1969	67	
3180-3189	G. M. Coach	T8H-5305A/013-022	48	1969	10	Airconditioned
3190-3389	G. M. Coach	T8H-5305/252-451	48	1970	200	3265, 3272, 3277 and 3307 equipped with Environmental Improvement Program Kits
4000-4009	Flxible	111-CC-C3/54035-54044	48	1969	10	
8900	Minibus	717/254	17	1966	1	Donated by Laguna Honda Volunteers
					<u>903</u>	







49-60: Double ended cable car 51 at California and Drumm on Line 61-- CALIFORNIA.



500-527: Single ended cable car 505 at Powell and Post in front of the St. Francis Hotel on Line 60--POWELL-HYDE.



1006-1015: Ex-double ended PCC streetcar 1009 on a charter at 47th Ave. and Wawona.

1016-1040: PCC streetcar  
1038 at Judah and La Playa  
on Line N--JUDAH.



1101-1170: Former Saint  
Louis Public Service PCC  
streetcar 1152 at the  
west portal of the Sunset  
Tunnel on Line N--JUDAH.



550-569, 660-739: 44 pas-  
senger Marmon-Herrington  
trolley coach 728 at Cal-  
ifornia and Jackson on  
Line 22--FILLMORE.





570-659: Twin Coach trolley coach 570 at Richland and Murry on a WTS excursion. The 570 is the only trolley coach to receive the red, yellow and white paint job.



740-849: 48 passenger Marmon-Herrington trolley coach 762 at Church and Market on Line 22--FILLMORE.



850-889: St. Louis Car Co. trolley coach 880 on a WTS excursion at 18th and Castro.

060-062: 32 passenger gasoline-powered White bus 062 at Union and Columbus on Line 39--COIT.



0228-0449: 44 passenger gasoline-powered White bus 0274 at 16th Avenue and Noriega on a WTS excursion. This trip was the last use of a 44 passenger White in passenger service by the Municipal Railway.



2100-2669: Mack diesel bus 2649 at 25th Avenue and California on Line 28--NINETEENTH AVENUE.







3000-3389: GMC diesel bus 3181 at Phelan Loop on Line 36--MIRALOMA.



4000-4009: Flxible diesel bus 4008 at Ocean Division.



8900: Open-air Minibus 8900 at Laguna Honda Station on Line 89--LAGUNA HONDA.

Subway construction under Market St. caused disruptions to traffic on the surface, as shown in this view of 1139 at 5th and Market. The large round object is the so-called "cookie cutter" that was used to drill the BARTD and SFMRY tunnels.



Many of Muni's trolley coaches were still painted in the original version of the green and cream paint scheme, as was 635 shown in this view on Line 30--STOCKTON at Van Ness and North Point.



Crosstown lines serve some of the newer residential areas such as the one in this view of 3108 on Line 28--NINETEENTH AVENUE at Bright and Grafton



EQUIPMENT ASSIGNMENT

The manner in which the San Francisco Municipal Railway assigns its passenger equipment to its operating divisions is of interest for two reasons: (1) the tradition of the assignment; and (2) the basis for the assignment. Some of the vehicles (viz., the cable cars and the streetcars) are assigned to only one division (Washington-Mason and Geneva, respectively) because there is only one facility capable of housing that type of vehicle. But other types of vehicles (viz., the trolley coaches and the diesels) operate out of two divisions each (Potrero/Presidio and Kirkland/Ocean, respectively). Apportionment is not made entirely on the basis of size (although size is the criteria in a few cases) or age. Indeed, vehicles of varying sizes and ages of trolley coaches and diesels are to be found at each of the divisions. In the case of the trolley coaches, the distribution is on the basis of manufacturer of electrical equipment (e.g., all Westinghouse equipped coaches are at Presidio, while General Electric powered coaches are assigned to Potrero Division). In the case of the diesels, most series were assigned to both divisions, with the lower numbers being assigned to Kirkland and the higher numbers at Ocean. There are several exceptions to this rule: (1) all of the 2400-series Macks were assigned to Ocean; (2) coaches 2100-2111 had higher gear ratios for use on steep hills; this series was divided with the lower numbers at Ocean and the higher numbers at Kirkland; and (3) airconditioned buses 3180-3189 were also divided with the lower numbers at Ocean and the higher numbers at Kirkland. There appeared to be no basis for the assignment of the 51 gasoline powered White buses that were on hand in mid-1969. The assignment and the basis for assignment of the White buses prior to 1960 is not known at this time.

As was mentioned above, the assignment of equipment was very stable. In fact the distribution of cable car, streetcar and trolley coaches has not changed in the last decade. Assignment of the Macks remained constant from the arrival of the last of the 2600's until the arrival of the G.M. and Flxible coaches. The listings below show the vehicle numbers, quantity and type of vehicle assigned to each division and the line assignments for each group on weekdays. Assignment of cable car, streetcar and trolley coach equipment remained unchanged during the 1969-70 fiscal year, however, the motor coaches were altered. We are therefore presenting two assignments for motor coach equipment--that as of the beginning of the fiscal year and that as of the end.

WASHINGTON-MASON DIVISION (Cable Cars)  
Washington & Mason Sts.

Fleet Numbers	Quantity	Type	Lines Assigned to
49-58	10	Double End	61
59-60	2	Double End	Inactive
500-527	27	Single End	59, 60

GENEVA DIVISION (Streetcars)  
Geneva & San Jose Aves.

Fleet Numbers	Quantity	Type	Lines Assigned to
1006-1015	10	PCC	K, L, M, N
1016-1040	25	PCC	J, K, L, M, N
1101-1170	70	PCC	K, L, M, N

KIRKLAND DIVISION (Motor Coaches)  
Stockton & North Point Sts.

Fleet Numbers	Quantity	Model	Lines Assigned to
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POTRERO DIVISION (Trolley Coaches)  
Hampshire & Mariposa Sts.

Fleet Numbers	Quantity	Model	Lines Assigned to
550-569	20	TC-44	{6, 7, 8, 9, 12, 14,
660-739	80	TC-44	{22, 33, 41, 47
740-789	50	TC-48	8, 9, 12, 14, 41, 47
850-889	36	STL-48	9, 12, 14

PRESIDIO DIVISION (Trolley Coaches)  
Presidio Ave. & Sutter St.

Fleet Numbers	Quantity	Model	Lines Assigned to
570-659	89	44-TTW	5, 21, 30
790-849	59	TC-48	1, 3, 41

OCEAN DIVISION (Motor Coaches)  
Ocean & San Jose Aves.

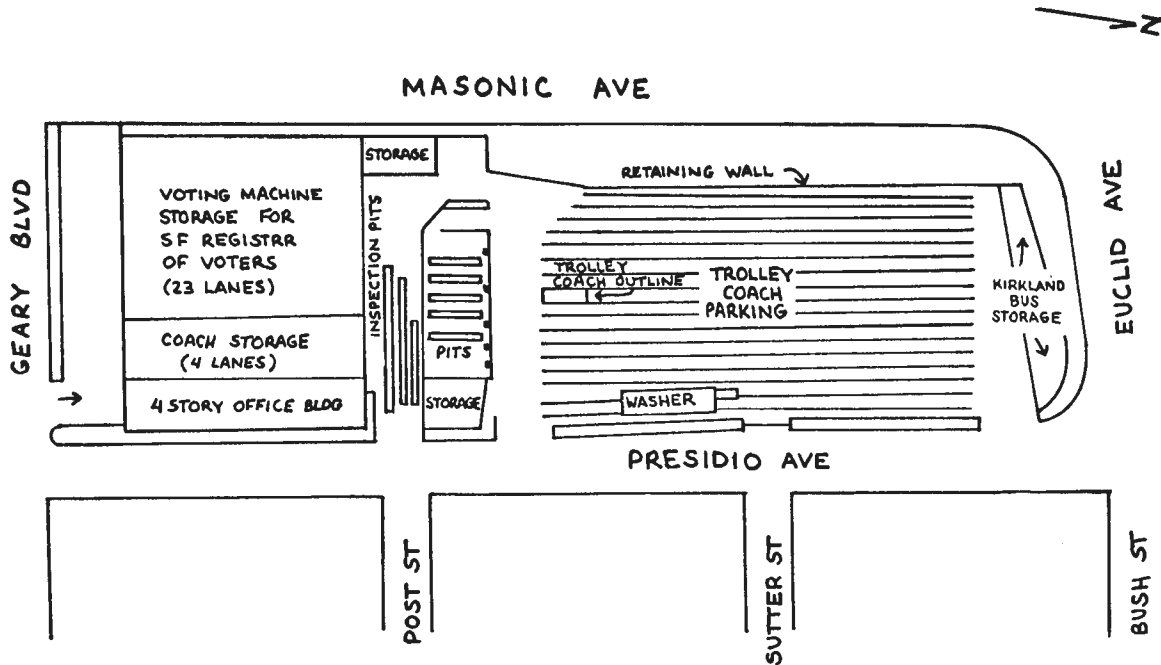
Fleet Numbers	Quantity	Model	Lines Assigned to
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I - July 1, 1969

060-062	3	784	39	0228-0449#	18	798	All as needed-exec.89
0236-0426*	12	798	32 & others as needed	2100-2106	7	C-49DT	All except 89
2107-2172**	65	C-49DT	All except 39	2173-2199	27	C-49DT	All except 89
2200-2254	55	C-49DT	All except 39	2255-2269	15	C-49DT	All except 89
2300-2334	35	C-49DT	All except 39	2335-2369	35	C-49DT	All except 89
2500-2529***	29	C-49DT	All except 39	2400-2468	69	C-49DT	All except 89
2600-2629	30	C-49DT	All except 39	2530-2569	40	C-49DT	All except 89
* - 0236, 0243, 0259, 0274, 0315, 0333, 0355, 0369, 0373, 0411, 0423, 0426.			** Except 2170.	2630-2669	40	C-49DT	All except 89
			*** 2513.	8900	1	717	89
Inactive (in storage):		0242, 0249, 0267, 0268, 0291, 0301, 0306, 0309, 0311, 0317, 0318, 0319, 0324, 0334, 0335, 0338, 0350, 0357, 0358, 0366, 0376 (at Potrero)		# - 0228, 0245, 0273, 0279, 0281, 0290, 0302, 0310, 0314, 0321, 0323, 0337, 0348, 0387, 0389, 0394, 0439, 0449			

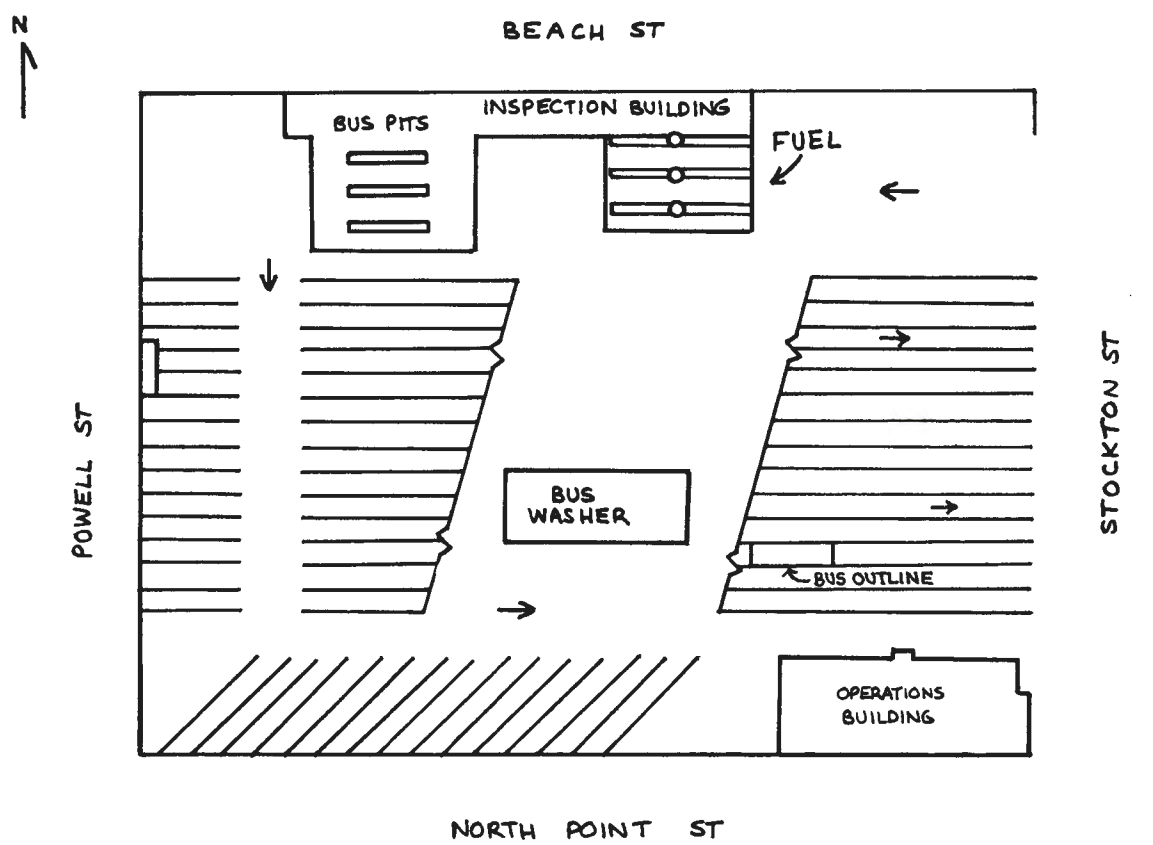
II - June 30, 1970

060-062	3	784	39, 88	2176-2191#	3	C-49DT	All except 89
2118-2165*	6	C-49DT	All except 39, 88	2304-2357#	15	C-49DT	All except 89
2200-2265*	20	C-49DT	All except 39, 88	2401-2468#	59	C-49DT	All except 89
2501-2529*	26	C-49DT	All except 39, 88	2530-2569	40	C-49DT	All except 89
2600-2629	30	C-49DT	All except 39, 88	2630-2669#	39	C-49DT	All except 89
3000-3089	90	T8H-5305	All except 39, 88	3090-3179	90	T8H-5305	All except 89
3185-3189	5	T8H-5305A	All except 39, 88	3180-3184	5	T8H-5305A	All except 89
3190-3289	100	T8H-5305	All except 39, 88	3290-3389	100	T8H-5305	All except 89
4000-4004	5	111-CC-C3	All except 39, 88	4005-4009	5	111-CC-C3	All except 89
Inactive: 2518				8900	1	717	89
* - 2118, 2138, 2151, 2164-2165, 2200, 2203, 2208, 2209-2211, 2214, 2216-2217, 2221, 2224, 2231, 2233-2235, 2238, 2243-2244, 2259, 2265, 2501-2512, 2514-2517, 2519, 2521-2529				Inactive: 2105, 2189			
				# - 2176, 2183, 2191, 2304-2305, 2315-2316, 2320, 2323, 2325, 2332, 2337, 2343, 2347-2348, 2351, 2354, 2357, 2401-2404, 2406, 2410-2414, 2417-2425, 2427-2431, 2433-2442, 2444-2468, 2630-2661, 2663-2669			



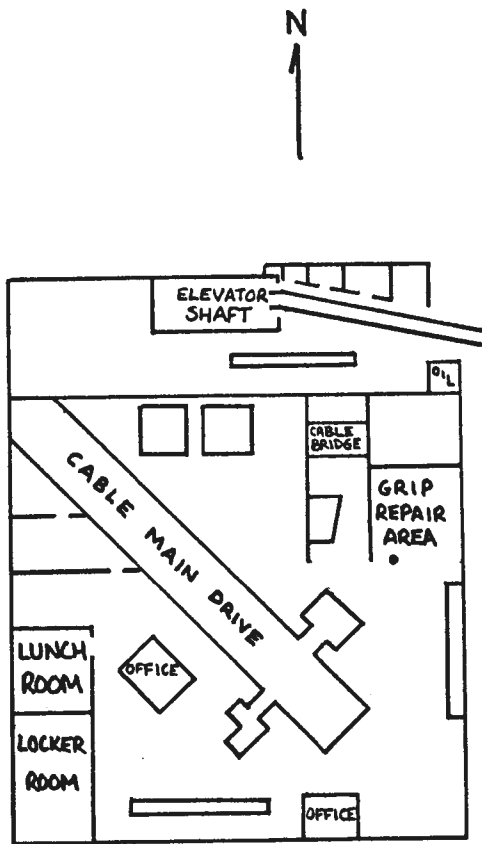
**PRESIDIO**  
Trolley Coach Division

FRANK J. LICHTANSKI



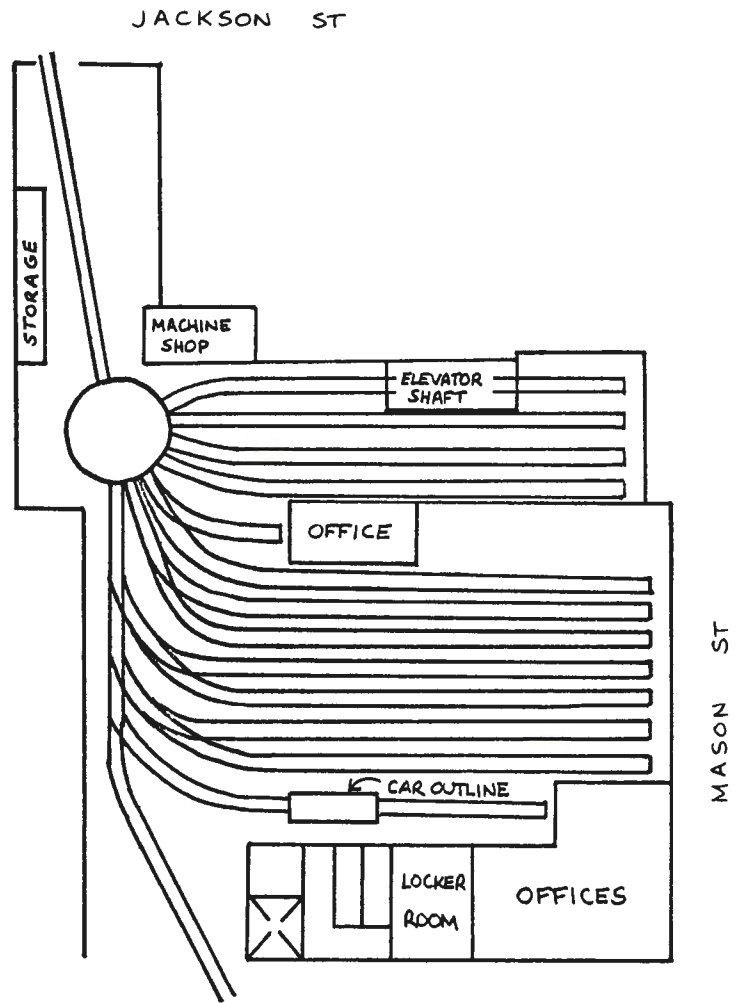
**KIRKLAND**  
Motor Coach Division

FRANK J. LICHTANSKI



WASHINGTON ST

FIRST FLOOR PLAN



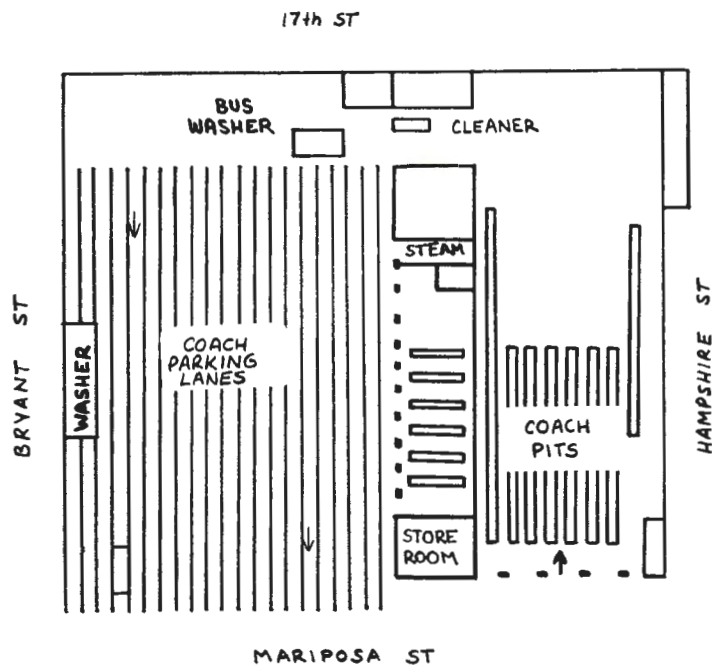
WASHINGTON ST

SECOND FLOOR PLAN

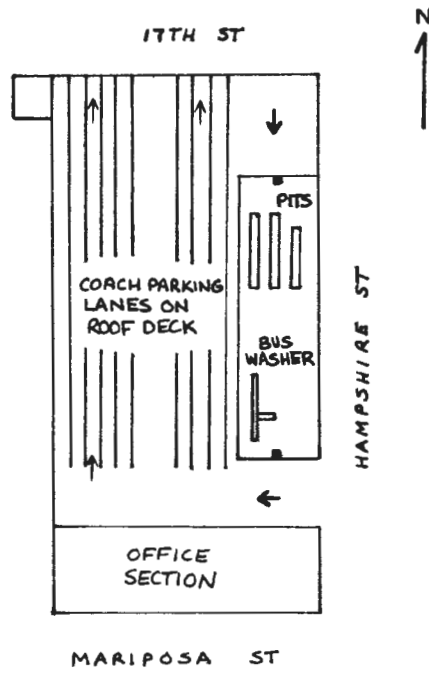
**WASHINGTON-MASON**  
Cable Car Division

FRANK J. LICHTANSKI





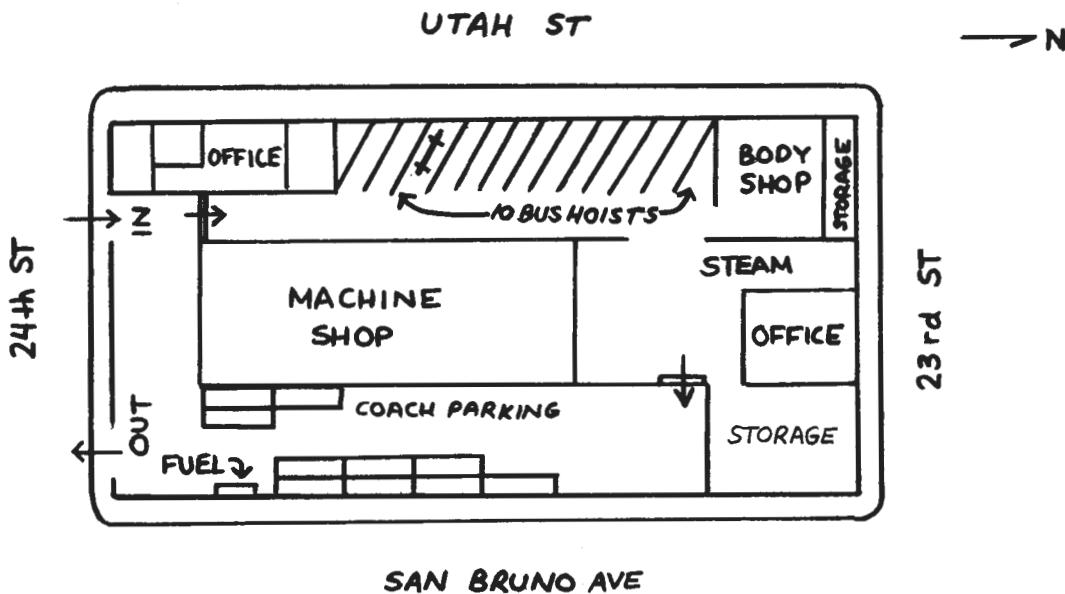
FIRST FLOOR PLAN



SECOND FLOOR PLAN

**POTRERO**  
Trolley Coach Division

FRANK J. LICHTANSKI

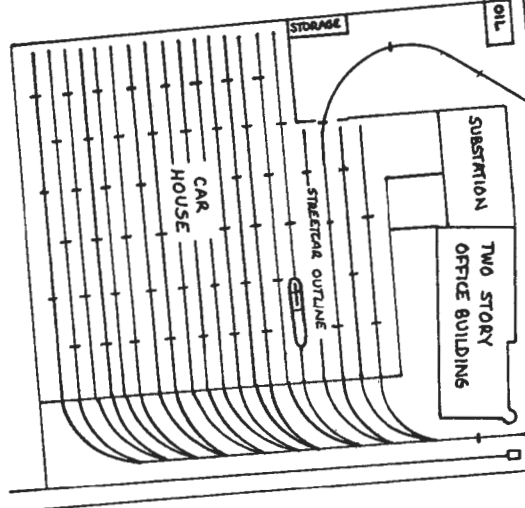


SAN BRUNO AVE

**UTAH SHOPS**  
Automotive Maintenance

FRANK J. LICHTANSKI

**GENEVA**  
Streetcar Division

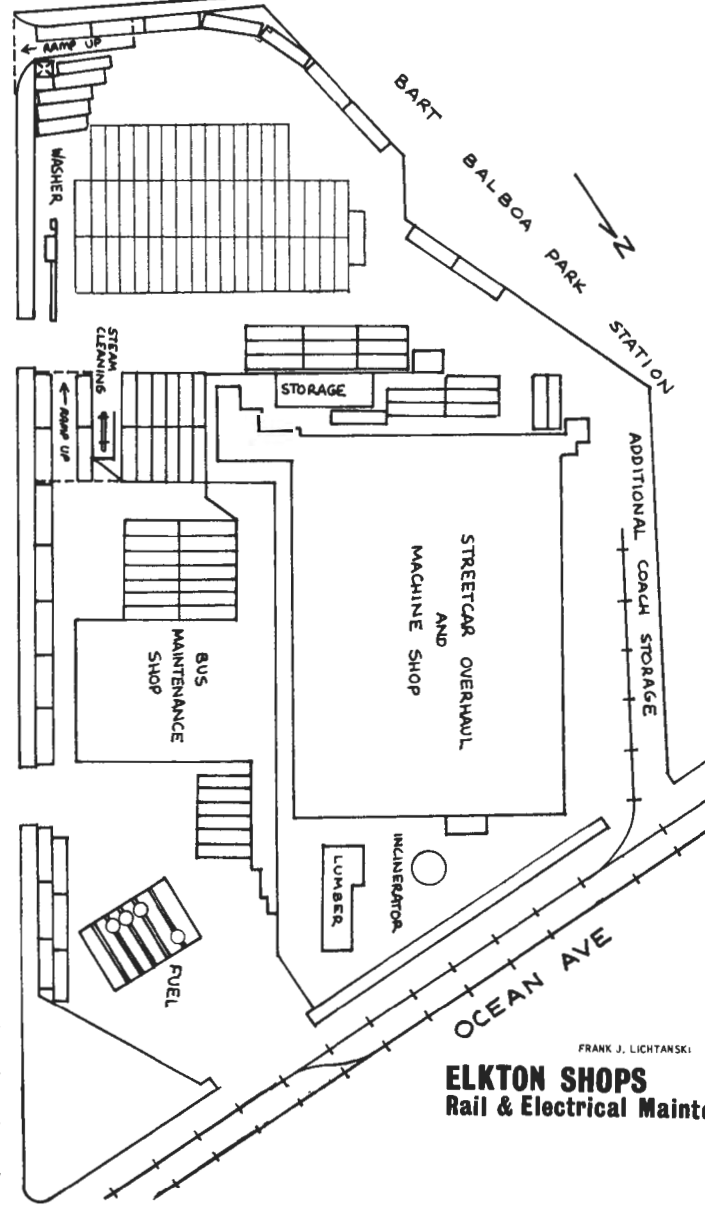


GENEVA AVE

BART BALBOA PARK STATION

GENEVA AVE

**OCEAN**  
Motor Coach Division



SAN JOSE AVE

BART BALBOA PARK STATION

OCEAN AVE

FRANK J. LICHTANSKI

**ELKTON SHOPS**  
Rail & Electrical Maintenance

SERVICE TABLE -- September 1969

R O U T E		Equip- ment Type	Divi- sion	Round		Revenue per Mile	MONDAY THROUGH FRIDAY				
Number	Name			Rung- Time	Route Miles		First Trip	A. M. PEAK Hdwy. Req.	B A S E Hdwy. Req.		
1	- CALIFORNIA	TC	PR	67	11.45	96.17	447A	4	19	6	11
1/3	- CALIFORNIA Via JACKSON	TC	PR	75	12.41	96.17	645P	--	--	--	--
2	- CLEMENT	MC	K	68	12.76	64.37	429A	5		6	16
2X	- CLEMENT EXPRESS	MC	K	64	12.79	64.37	704A/435P	2	36	--	--
3	- JACKSON	TC	PR	49	6.88	96.17	630A	6	10	6	8
4	- SUTTER	TC	PR	44	5.65	96.17	717A/415P	7 1/2	A	--	--
5	- McALLISTER	TC	PR	77	14.34	80.50	Ow1	4	21	7	14
5L	- McALLISTER LIMITED	MC	K	77	14.34	73.23	651A/406P	12	6	--	--
6	- MASONIC	TC	PO	75	12.59	83.44	540A	4 1/2	19	7 1/2	12
7	- HAIGHT	TC	PO	53	8.03	108.69	530A	6 1/2	10	7 1/2	9
7	- HAIGHT	MC	O	59	8.03	97.02	--	--	--	--	--
8	- MARKET	TC	PO	48	7.05	96.41	545A	3	17	6	10
9	- RICHLAND	TC	PO	66	10.48	82.89	541A	6	9	13	6
9/23/27	- RICHLAND-CRESCENT-NOE	MC	O	34	6.77	50.55	606P	--	--	--	--
10	- MONTEREY	MC	O	84	17.19	44.02	505A	7	13	11	9
11	- HOFFMAN	MC	O	63	10.54	69.04	500A	7	9	16	7
12	- OCEAN AVENUE	TC	PO	70	13.76	82.89	544A	6	15	7	14
14	- MISSION	TC	PO	81	15.62	82.89	Ow1	3 1/2	17	6 1/2	17
14L	- MISSION LIMITED	MC	O	74	15.62	69.04	823A	--	--	8	11
14GL	- MISSION LIMITED Via GUERRERO	MC	O	90	16.46	69.04	628A/423P	11		--	--
14X	- MISSION EXPRESS	MC	O	65	17.64	69.04	636A/400P	3 1/2	31	--	--
15	- 3RD-KEARNY	MC	K	97	20.80	58.01	Ow1	3	B	5	B
16X	- NORIEGA EXPRESS	MC	O	57	14.75	49.44	600A/400P	5	11	--	--
17	- PARKMERCED	MC	O	24	5.52	31.91	610A	30	1	30	1
17X	- PARKMERCED EXPRESS	MC	O	47	19.16	31.91	700A	7	12	30	2
18	- SLOAT	MC	O	54	13.72	28.12	510A	9	6	16	5
19	- POLK	MC	K	60	9.61	105.40	517A	4 1/2	14	7	9
21	- HAYES	TC	PR	67	11.01	97.85	508A	4 1/2	16	8	11
22	- FILLMORE	TC	PO	77	11.52	81.52	Ow1	2	30	4 1/2	25
23	- CRESCENT	MC	O	18	3.34	50.55	612A	24	1	24	1
24	- DIVISADERO	MC	K	49	7.48	73.94	510A	8	8	10 1/2	6
25	- BRYANT	MC	O	70	15.91	47.97	512A	5	12	10	8
26	- VALENCIA	MC	O	86	16.60	52.33	521A	14	12	10	10
26X	- VALENCIA EXPRESS	MC	O	73	16.90	52.33	701A/437P	14		--	--
27	- NOE	MC	O	60	11.36	50.55	540A	14	5	20	4
28	- 19TH AVENUE	MC	O	88	16.71	39.87	520A	5	16	10	9
29	- VISITACION VALLEY	MC	O	28	4.67	16.56	600A	20	2	40	1
30	- STOCKTON	TC	PR	63	9.32	125.44	516A	3	24	4	17
30X	- STOCKTON EXPRESS	MC	K	85	24.30	57.51	644A	3	9	12	3
31	- BALBOA	MC	K	64	12.19	70.03	Ow1	3	22	7 1/2	9
32	- EMBARCADERO	MC	K	32	7.19	53.40	455A	6	6	15	3
33	- ASHBURY	TC	PO	50	9.53	45.87	535A	13	5	15	4
34	- WOODSIDE	MC	O	25	5.45	32.96	647A	30	1	30	1
35	- EUREKA	MC	O	51	9.58	51.36	502A	10	6	11	6
36	- MIRALOMA	MC	O	52	11.11	26.14	548A	15	4	20	3
37	- CORBETT	MC	O	24	5.62	28.62	643A	15	2	15	2
38	- GEARY	MC	K	76	13.80	100.22	Ow1	3		3 1/2	25
38X	- GEARY EXPRESS	MC	K	65	13.38	100.22	704A/400P	6	34	--	--
39	- COIT	MC	K	12	2.16	22.60	630A	20	1	20	1
40	- COMMUTER	MC	O	16	2.39	69.04	715A/402P	2	C	--	--
41	- UNION-SOUTH VAN NESS	TC	PR	67	13.83	94.24	540A	2	8	10	6
42	- 3RD-EVANS	MC	K	63	14.32	58.01	619A	3	20	10	8
42X	- DIVISADERO-24TH ST.-NAVY YARD EXPRESS	MC	K	70	18.10	58.01	625A	5	3	--	--
43	- ROOSEVELT	MC	K	36	7.37	46.27	413P	--	--	--	--
43	- ROOSEVELT	MC	K	36	7.37	46.27	530A	11	4	20	3
45	- VAN NESS-SUTTER	MC	K	58	8.68	105.83	535A	3	13	10 1/2	7
47	- POTRERO	TC	PO	65	8.98	95.12	Ow1	2 1/2	27	5 1/2	14
51	- SILVER	MC	O	27	7.56	44.50	552A	5	11	15	3
52	- EXCELSIOR	MC	O	17	2.81	42.77	624A	10	2	20	1
53	- SOUTHERN HEIGHTS	MC	O	27	4.80	33.49	620A	15	2	15	2
55	- SACRAMENTO	MC	K	50	8.60	108.65	601A	2	21	7	9
59	- POWELL-MASON	CC	WM	37	3.28	336.64	614A	8	5	6	9
60	- POWELL-HYDE	CC	WM	44	4.20	336.64	600A	8	6	6	10
61	- CALIFORNIA	CC	WM	27	2.90	288.40	608A	7 1/2	5	5	5
66	- QUINTARA	MC	O	24	5.99	42.19	545P	--	--	--	--
66L	- QUINTARA LIMITED	MC	O	79	14.45	42.19	550A	11	7	15	6
71	- HAIGHT-NORIEGA	MC	O	72	16.16	51.78	606A	8	10	15	6
72	- HAIGHT-SUNSET	MC	O	72	17.90	51.78	524A	8	10	15	6
80	- LEAVENWORTH	MC	K	28	4.39	104.47	600A	7	6	8 1/2	5
81	- BACON	MC	O	22	4.86	35.34	616A	12 1/2	3	30	1
84	- DOWNTOWN SHOPPERS' SHUTTLE	MC	K	22	1.96	40.34	1130A	--	--	7	4
85	- DOWNTOWN SHOPPERS' SHUTTLE	MC	K	29	3.37	80.56	1000A	--	--	5	10
89	- LAGUNA HONDA	MC	O	6	0.65	0.00	1000A	--	--	10	1
J	- CHURCH	SC	G	56	8.60	108.32	Ow1	4	16	7 1/2	11
K	- INGLES IDE	SC	G	70	14.66	82.39	Ow1	4	20	7 1/2	11
L	- TARAVAL	SC	G	77	16.12	82.39	Ow1	2	17	7 1/2	13
M	- OCEAN VIEW	SC	G	82	16.48	82.39	519A	8	10	7 1/2	14
M	- OCEAN VIEW	MC	O	23	6.42	28.12	645P	--	--	--	--
N	- JUDAH	SC	G	74	14.20	89.86	Ow1	2 1/2	27	5	18

SERVICE TABLE -- September 1969 (Continued)

Route No.	MONDAY THROUGH FRIDAY (CONTINUED)						S A T U R D A Y						Last Trip	No. of Trips			
	P. M. PEAK Hdwy. Req.	N I G H T Hdwy. Req.	Last Trip	No. of Trips	First Trip	A. M. PEAK Hdwy. Req.	B A S E Hdwy. Req.	P. M. PEAK Hdwy. Req.	N I G H T Hdwy. Req.								
1	4	24	--	--	636P	124	447A	11½	7	11½	7	11½	7	--	--	617P	65
1/3	--	--	9	9	140A	32	628P	--	--	--	--	--	--	15	5	140A	28
2	3½	28	--	--	130A	193	429A	11½	7	11½	7	11½	7	15	5	130A	97
2X	3	--	--	--	86A/536P	78-AM	--	--	--	--	--	--	--	--	--	--	--
3	4	12	--	--	634P	100	633A	11½	5	11½	5	11½	5	--	--	625P	60
4	10	A	--	--	887A/520P	14-AM	--	--	--	--	--	--	--	--	--	--	--
5	3½	22	15	8	0w1	164	0w1	10	9	6½	15	6½	15	15	4	0w1	128
5L	9	8	--	--	810A/543P	21	--	--	--	--	--	--	--	--	--	--	--
6	4	21	20	6	118A	145	545A	15	5	10	10	10	10	20	5	118A	82
TC 7	6	13	15	4	926P	113	--	--	--	--	--	--	--	--	--	--	--
MC 7	--	--	--	--	--	--	530A	15	4	10	8	10	8	20	3	933P	73
8	3	19	20	5	1253A	159	545A	10	6	9	7	9	7	20	4	1253A	97
9	8	7	--	--	600P	59	--	--	--	--	--	--	--	--	--	--	--
9/23/27	--	--	20	2	1146P	18	706A	20	2	20	2	20	2	20	2	1146P	52
10	8	12	15	6	1252A	102	505A	15	6	15	6	15	6	15	6	1252A	78
11	7	10	15	2	100A	92	500A	21	4	20	4	20	4	15	2	100A	62
12	5	17	12	7	109A	137	558A	12	7	10	9	10	9	12	7	109A	97
14	3	25	12	7	0w1	176	0w1	12	7	10	10	10	10	12	7	0w1	102
14L	--	--	--	--	356P	109	724A	12	7	10	9	10	9	--	--	620P	60
14GL	11	--	--	--	810A/540P	18-AM	--	--	--	--	--	--	--	--	--	--	--
14X	4½	25	--	--	813A/552P	21-PM	--	--	--	--	--	--	--	--	--	--	--
K 0	15	3	B	--	0w1	19	--	--	--	--	--	--	--	--	--	--	--
16X	4½	11	--	--	855A/630P	42	--	--	--	--	--	--	--	--	--	--	--
17	30	1	30	1	1200A	64	610A	30	1	30	1	30	1	30	1	1200A	37
17X	5½	9	--	--	605P	38	--	--	--	--	--	--	--	--	--	--	--
18	14	5	20	3	1235A	78	510A	20	3	16	4	15	5	20	3	1235A	68
19	5	15	15	3	200A	151	520A	12	4	12	6	12	6	15	4	200A	91
21	4½	20	10	6	124A	143	508A	10	7	8½	9	8½	9	15	5	124A	106
22	3½	26	6½	13	0w1	265	0w1	7	11	6½	13	6½	13	7½	11	0w1	161
23	22	1	--	--	550P	28	--	--	--	--	--	--	--	--	--	--	--
24	9	7	16	3	136A	112	510A	15	4	15	4	15	4	16	3	136A	86
25	5	15	20	5	105A	129	536A	12	6	10½	8	10½	8	20	4	105A	93
26	10	14	18	5	105A	87	526A	15	5	15	6	15	6	20	4	105A	68
26X	10	14	--	--	817A/542P	13	--	--	--	--	--	--	--	--	--	--	--
27	12½	6	--	--	620P	44	--	--	--	--	--	--	--	--	--	--	--
28	8	13	20	5	141A	110	520A	20	5	16	7	15	7	20	5	141A	66
29	20	2	30	1	1200A	38	600A	40	1	40	1	40	1	30	1	1200A	31
30	2½	28	8	9	200A	228	524A	5	15	4½	18	4	19	8	9	200A	195
K 0-30X	4½	9	--	--	604P	32	--	--	--	--	--	--	--	--	--	--	--
31	3	21	15	6	0w1	169	0w1	12	5	12	6	12	6	20	3	0w1	87
32	3	6	--	--	755P	73	455A	20	2	20	2	20	2	--	--	755P	46
33	11	6	20	2	116A	78	540A	20	2	20	2	20	2	20	2	116A	60
34	30	1	--	--	634P	24	--	--	--	--	--	--	--	--	--	--	--
35	8	7	20	3	110A	89	502A	20	3	20	3	20	3	20	3	110A	65
36	15	4	30	2	1240A	54	637A	30	2	30	2	30	2	30	2	1240A	36
37	12	3	30	1	1001P	56	643A	30	1	30	1	30	1	30	1	1001P	31
38	3	42	10	10	0w1	283	0w1	5	17	5	20	5	20	10	9	0w1	194
38X	7	--	--	--	823A/600P	24	--	--	--	--	--	--	--	--	--	--	--
39	20	1	20	1	1230A	55	630A	20	1	20	1	20	1	20	1	1230A	55
40	2	C	--	--	1005A/535P	32-3PM	--	--	--	--	--	--	--	--	--	--	--
PO PR 41	2½	8	--	--	620P	50	--	--	--	--	--	--	--	--	--	--	--
K 0 42	3	17	20	3	0w1	88	0w1	20	3	20	3	20	3	20	3	0w1	56
O 42	3	16	15	4	1252A	113	617A	12	5	12	5	12	5	15	4	1252A	85
K 0 42X	17	--	--	--	635A	3	--	--	--	--	--	--	--	--	--	--	--
43	20	3	30	2	1244A	58	530A	24	2	24	2	24	2	24	2	1244A	49
45	4	15	18	3	1255A	118	535A	12	5	11	6	11	6	18	3	1255A	84
47	3	22	12	7	0w1	195	0w1	12	6	11	7	11	7	13	5	0w1	94
51	12	4	24	2	110A	102	610A	25	2	24	2	24	2	24	2	110A	59
52	10	2	20	1	100A	66	624A	20	1	20	1	20	1	20	1	100A	57
53	15	2	30	1	1230A	64	620A	30	1	15	2	15	2	30	1	1230A	54
55	2	24	15	4	1240A	178	648A	15	4	15	4	15	4	15	4	1240A	76
59	6	9	6	9	100A	160	613A	10	4	6	9	6	9	7	7	100A	160
60	6	10	6	10	1251A	159	600A	10	5	6	10	6	10	7	8	1252A	160
61	5	7	20	2	1102P	104	720A	16	2	12	3	12	3	20	2	1102P	65
66	--	--	30	1	1152P	13	600A	30	1	30	1	30	1	30	1	1152P	36
66L	9	8	--	--	606P	50	--	--	--	--	--	--	--	--	--	--	--
71	7	12	20	6	115A	88	606A	15	5	15	6	15	6	20	4	115A	70
72	7	11	20	6	100A	90	524A	15	6	15	6	15	6	20	4	100A	72
80	6½	7	10	4	100A	127	600A	10	4	10	4	10	4	10	4	100A	108
81	30	1	30	1	1126P	41	616A	30	1	30	1	30	1	30	1	1126A	35
84	--	--	--	--	122P	16	--	--	--	--	--	--	--	--	--	--	--
85	--	--	--	--	325P	62	--	--	--	--	--	--	--	--	--	--	--
89	--	--	--	--	300P	30	1000A	--	--	10	1	--	--	--	--	300P	30
J	4	14	20	6	0w1	141	0w1	13	5	14	5	14	5	20	3	0w1	70
K	4	16	20	6	0w1	137	0w1	10	8	10	9	10	9	20	4	0w1	103
L	3	24	20	7	0w1	153	0w1	10	9	10	10	10	10	20	4	0w1	88
SC M	6½	16	--	--	609P	112	539A	15	6	15	7	15	7	--	--	605P	49
MC M	--	--	30	1	1245A	13	645P	--	--	--	--	--	--	30	1	1245A	13
N	2½	25	20	10	0w1	190	0w1	8½	9	8	11	8	11	20	4	105A	102

SERVICE TABLE -- September 1969 (Continued)

R O U T E No. Name	Equip- ment Type	Divi- sion	S U N D A Y										Last Trip	No. of Trips
			First Trip	A. M. PEAK		B A S E		P. M. PEAK		N I G H T				
				Hdwy.	Req.	Hdwy.	Req.	Hdwy.	Req.	Hdwy.	Req.			
1/3 - CALIF. Via JACKSON	TC	PR	529A	22	4	16	5	16	5	16	5	140A	69	
2 - CLEMENT	MC	K	442A	22	4	16	5	16	5	15	5	130A	74	
5 - McALLISTER	TC	PR	0w1	20	4	8	9	7	10	15	4	0w1	112	
6 - MASONIC	TC	PO	600A	20	4	20	5	20	5	20	5	118A	56	
8 - MARKET	TC	PO	545A	20	3	20	3	20	3	20	3	1253A	57	
9/23/ RICHLAND-														
27 - CRESCENT-NOE	MC	O	906A	--	--	20	2	20	2	20	2	1140P	46	
10 - MONTEREY	MC	O	505A	22	5	16	6	15	7	15	6	1252A	74	
11 - HOFFMAN	MC	O	600A	30	1	15	2	15	2	15	2	100A	62	
12 - OCEAN AVENUE	TC	PO	630A	20	4	12	7	12	7	12	6	109A	81	
14 - MISSION	TC	PO	0w1	20	6	6	14	6	15	12	7	0w1	124	
15 - 3RD-KEARNY	MC	O	0w1	15	6	15	7	15	7	15	6	0w1	85	
17 - PARKMERCED	MC	O	940A	--	--	30	1	30	1	30	1	1000P	25	
18 - SLOAT	MC	O	624A	24	2	20	4	20	4	24	2	1240A	50	
19 - POLK	MC	K	520A	20	2	12	6	12	6	15	3	200A	82	
21 - HAYES	TC	PR	550A	20	3	15	5	15	5	15	4	124A	69	
22 - FILLMORE	TC	PO	0w1	10	10	7	12	8	12	10	11	0w1	143	
24 - DIVISADERO	MC	K	510A	20	3	15	4	15	4	16	3	136A	86	
25 - BRYANT	MC	O	700A	20	4	20	4	20	4	20	4	105A	67	
26 - VALENCIA	MC	O	624A	20	4	20	4	20	4	20	4	105A	55	
28 - 19TH AVENUE	MC	O	520A	20	4	20	5	20	5	20	5	141A	59	
29 - VISTACION VALLEY	MC	O	840A	--	--	40	1	40	1	30	1	1200A	26	
30 - STOCKTON	TC	PR	530A	20	3	8	8	8	8	10	7	200A	97	
31 - BALBOA	MC	K	0w1	15	5	12	6	12	6	20	3	0w1	81	
32 - EMBARCADERO	MC	K	455A	20	2	20	2	20	2	--	--	755P	46	
33 - ASHBURY	TC	PO	600A	24	2	24	2	24	2	24	2	116A	51	
35 - EUREKA	MC	O	522A	20	3	20	3	20	3	20	3	110A	59	
36 - MIRALOMA	MC	O	807A	30	2	30	2	30	2	30	2	1240A	33	
37 - CORBETT	MC	O	1031A	--	--	30	1	30	1	--	--	601P	16	
38 - GEARY	MC	K	0w1	7	10	15	6	15	6	10	10	0w1	153	
39 - COIT	MC	K	940A	--	--	20	1	20	1	20	1	1230A	45	
41 - UNION	TC	PR	0w1	20	3	20	3	20	3	20	3	0w1	55	
42 - 3RD-EVANS	MC	K	617A	15	4	15	4	15	4	15	4	1252A	75	
43 - ROOSEVELT	MC	K	620A	24	2	24	2	24	2	24	2	1244A	47	
45 - VAN NESS-SUTTER	MC	K	650A	20	3	20	3	20	3	20	3	1255A	53	
47 - POTRERO	TC	PO	0w1	15	4	10	7	12	6	13	5	0w1	91	
51 - SILVER	MC	O	610A	25	2	24	2	24	2	24	2	110A	59	
52 - EXCELSIOR	MC	O	800A	20	1	20	1	20	1	20	1	100A	54	
53 - SOUTHERN HEIGHTS	MC	O	820A	30	1	30	1	30	1	30	1	1230A	35	
55 - SACRAMENTO	MC	K	700A	20	3	20	3	20	3	20	3	1240A	61	
59 - POWELL-MASON	CC	WM	702A	18	2	5	8	5	8	10	5	100A	138	
60 - POWELL-HYDE	CC	WM	650A	18	3	5	9	5	9	10	6	1252A	137	
61 - CALIFORNIA	CC	WM	720A	16	2	12	3	12	3	16	2	1102P	65	
66 - QUINTARA	MC	O	800A	30	1	30	1	30	1	30	1	1152P	32	
71 - HAIGHT-NORIEGA	MC	O	601A	20	4	20	5	20	5	20	4	115A	62	
72 - HAIGHT-SUNSET	MC	O	532A	20	4	20	6	20	6	20	4	100A	63	
80 - LEAVENWORTH	MC	K	630A	15	2	10	4	10	4	10	4	100A	97	
81 - BACON	MC	O	845A	30	1	30	1	30	1	30	1	1126P	30	
89 - LAGUNA HONDA	MC	O	1000A	--	--	10	1	--	--	--	--	300P	30	
J - CHURCH	SC	G	0w1	20	3	16	4	16	4	20	3	0w1	61	
K - INGLESIDE	SC	G	0w1	24	4	10	8	11	7	20	4	0w1	68	
L - TARAVAL	SC	G	0w1	24	4	10	9	11	8	20	4	0w1	76	
M - OCEAN VIEW	MC	O	600A	30	1	30	1	30	1	30	1	1245A	38	
N - JUDAH	SC	G	0w1	16	6	12	7	12	7	20	4	0w1	73	

SERVICE TABLE NOTES

- A - Operated by coaches from Lines 1 and 3; requirements for Line 4 included in Lines 1 and 3 requirements.
- B - Equipment for trips on Line 15 that are operated by Kirkland Division is included under Line 42.
- C - Operated by Motor Coach Line 14 buses that make trips on Line 14GL or 14X in addition to Line 40 trips; service is operated by 13 different buses in the morning and 6 in the evening. Equipment requirements included under Lines 14GL/14X.
- D - Equipment for trips on Line 42 that are operated by Ocean Division is included under Line 15.

EQUIPMENT TYPES: CC - Cable Car; SC - Street Car; TC - Trolley Coach; MC - Motor Coach

DIVISIONS: WM - Washington-Mason; G - Geneva; PO - Potrero; PR - Presidio; K- Kirkland; O - Ocean

FIRST/LAST TRIP: Times listed are for the first and last trips operated, regardless of direction. On most lines, however, the first trip is inbound and the last trip outbound. Routes with two first and last trips listed operate only during morning and evening peak periods. Thus the top entries under first and last trips represent the start and end of morning service, while the bottom times are for the evening service.

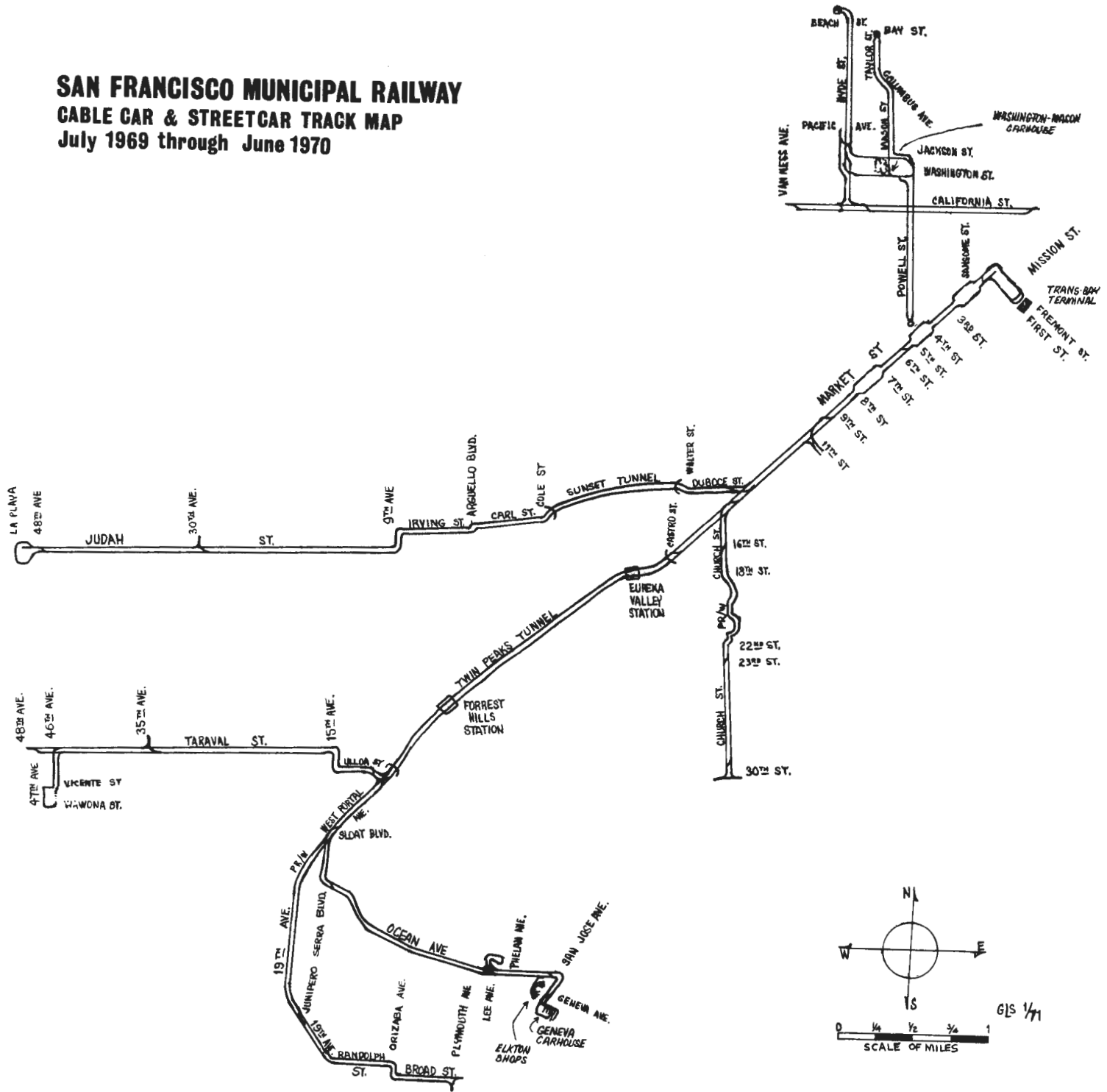
NUMBER OF TRIPS: Number of round trips operated on each line.

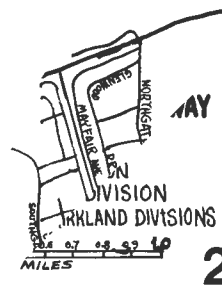
ROUND TRIP TIME/MILEAGE: Miles and time listed are for a complete round trip on each line. For routes with branches, time and distance for the trunk and longest branch are listed. For routes with service in one direction only (e.g., inbound in the morning and outbound in the evening) the time listed is for the inbound morning trip plus the outbound evening trip.





# SAN FRANCISCO MUNICIPAL RAILWAY CABLE CAR & STREETCAR TRACK MAP July 1969 through June 1970



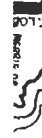


21

GREAT HIGHWAY

SIXTH HWY

PL. LOG. RECORDS, no. 71





22

10

JAN







ROUTE OPERATIONS

The manner in which certain of the Municipal Railway's routes are operated involves certain complexities that are not readily apparent. In the following text we list the general routings of each line, and point out the notable operating characteristics.

- 1-CALIFORNIA
- 1/3-CALIFORNIA Via JACKSON
- 2-CLEMENT
- 3-JACKSON
- 4-SUTTER

Known collectively as the "Sutter St. Lines" routes 1-2-3-4 serve the Western Addition and Richmond Districts leaving downtown via Sutter St., along which service is coordinated. The 1 and 2 lines run out Sutter to Presidio, with the 2 continuing out Euclid and Clement, while the 1 goes out California, terminating at 33rd & Geary. The 3 goes out Sutter to Fillmore, then north to Jackson, west to Presidio and south to California. The 4 line runs on Sutter only between

Sansome and Presidio. Between approximately 600AM and 600PM Monday through Saturday the 1 and 3 lines operate as indicated while line 2 operates "Limited" (stopping only at transfer points) between Sansome and Presidio. After 600PM Monday through Saturday and all day Sunday, the 2 line runs local and the so-called "1-CALIFORNIA Via JACKSON-3" replaces the 1 and 3 lines, running via Sutter, Fillmore, Jackson, Presidio, California, 32nd Ave. and Geary to 33rd Ave. The 4 line runs only during morning and evening peak periods, supplementing line 1 service. The 2 line, as mentioned above, goes out Clement to 33rd Ave.; it then goes south to Geary and then west to 48th Ave. (outbound via Point Lobos Ave.). At 42nd & Point Lobos, a branch of line 2 goes north 1 1/2 blocks to the Veterans Administration Hospital at Fort Miley. Before noon, alternate trips operate to/from Fort Miley and 48th & Point Lobos; after noon only every third trip runs to/from Fort Miley. Beginning at about 600PM all trips operate to 48th, but every other trip operates via Fort Miley, passing there on the outbound trip. From 930PM to the end of service, all trips run to 48th via Fort Miley. On Saturday and Sunday, virtually all service operates to 48th & Point Lobos via Fort Miley. Besides the Limited service on line 2, CLEMENT EXPRESS service is operated inbound in the morning and outbound in the evening peak. This service operates not on Sutter between Presidio and Sansome, but on Bush (inbound) and Pine (outbound) between Presidio and Montgomery. No stops are made east of Presidio except at Montgomery. During periods of good weather, when heavy traffic to the beach is experienced, additional service is operated on Sundays on line 2 locals as follows:

	<u>Headway</u>	<u>Requirements</u>
Warm	10	8
Extra Warm	8	10

- 5-McALLISTER
- 5L-McALLISTER LIMITED

Line 5 operates between the Ferry Terminal and Playland via downtown, the Western Addition and Richmond Districts and the northern edge of Golden Gate Park. From the Ferry Terminal via Market, McAllister, Central, Fulton and La Playa to Balboa. Returning via La Playa, Fulton, Central, McAllister, Hyde and Market to the Ferry Terminal. Local service is operated with trolley coaches from the Ferry to Playland (La Playa & Balboa) from 430 AM to 630 PM Monday through Saturday; and between McAllister & Jones and Playland from 630 PM to 1230 AM Monday through Saturday and all day on Sunday. Owl service is operated by motor coach from McAllister & Jones to Playland from 1230 to 430 AM, and is worked by line 2 coaches and runs from Kirkland Division. Limited stop service is also operated by motor coaches inbound during the morning peak and outbound during the evening peak from the Ferry Terminal to Playland via Market McAllister, Baker, Fulton and La Playa to Balboa; returning via La Playa, Fulton, Central, McAllister, Hyde and Market. Limited stop area is from Jones & McAllister to 6th & Fulton outbound, and from 6th & Fulton to Market & Hyde inbound. During the hours of limited operation, certain local trips originate and/or terminate at 6th & Fulton. Supplemental fair weather service is operated on certain Sundays as follows:

	<u>Headway</u>	<u>Requirements</u>
Warm	6	12
Extra Warm	5	14

- 6-MASONIC
- 7-HAIGHT
- 66-QUINTARA
- 71-HAIGHT-NORIEGA
- 72-HAIGHT-SUNSET

The "Haight St. Lines" generally operate from the Ferry Terminal out Market and Haight Streets to the Haight-Ashbury area where the various lines deviate to their respective terminals. The 6 line is a trolley coach during all hours of operation (roughly 530AM to 130AM) leaving Haight via Masonic, Frederick, Clayton and Parnassus to 9th Ave. Then continuing to 14th & Quintara via 9th Ave., Ortega, 10th Ave. and Quintara. Certain rush-hour trips terminate at 10th & Ortega. The 7 line is also a local trolley coach operation but it ceases operation at 930PM; it continues out Haight St. to a terminal at Stanyan--the eastern edge of Golden Gate Park. Because of the influx of the "flower children" into the "Hashbury" and the resultant tourist traffic, the 7 line is operated by diesels on Saturday; no Sunday service is operated. The 66-71-72 lines are operated by motor coaches at all hours, and act to supplement the trolley coaches. The 66 line follows the 6 line to 9th & Judah (Parnassus), thence via 9th Ave., Lawton, 15th/16th Ave., Quintara and 30th Ave. to Vicente. Service operates between 30th & Vicente and downtown between about 600AM and 600PM during which time buses run "Limited" between Masonic and Market Streets. After 600PM and all day Saturday and Sunday, line 66 service is operated only between 9th & Judah and 30th & Vicente. The 71-72 lines are operated as a single line (with buses and drivers working both routes) and generally follow the 7 line to its Golden Gate Park terminal, except that buses detour one block north of Haight between Broderick and Shrader (via Page St.) westbound and one block south between Stanyan and Masonic (via Waller) to avoid the "Hashbury" traffic. From Haight & Shrader the 71-72 continues via Shrader, Frederick and Lincoln Way to 22nd/23rd Ave. At this point, the lines split, with the 71 traveling via 23rd Ave. (southbound--22nd Ave., northbound) and Noriega to 48th Ave. The 72 continues out Lincoln Way, and then south on Sunset Blvd. to Lake Merced Blvd. Lines 71-72 operate to downtown during all hours of operation, however between about 600AM and 600PM both lines operate "Limited" (stop only at transfer points) between Frederick & Waller and Haight & Market. During peak hours the 71-72 (as well as the 6-7) operate to the Ferry Terminal, however the 66 operates only to 1st & Market, looping via 1st, Mission, 5th and Market. During all other hours of operation to downtown, the 66-71-72 lines terminate at 5th & Market running via Market, 4th, Mission and 5th.

8-MARKET Line 8 runs the length of Market St. from The Embarcadero to Castro, then turning south to terminate 2 blocks further--at 19th & Castro. This trolley coach operation acts as a local, when compared to the streetcars that also run along Market; the buses stop about twice as often as the streetcars do.

9-RICHLAND  
11-HOFFMAN  
12-OCEAN AVE.  
14-MISSION  
14L-MISSION LIMITED  
14GL-MISSION LIMITED Via GUERRERO  
14X-MISSION EXPRESS  
40-COMMUTER

The "Mission St. Lines" are a group of lines operating between the Ferry Terminal and various sections of inner and outer Mission St. The 9-12-14 lines are operated by trolley coaches and are operated as a single line. The 11-14 (L-GL-X) are operated by motor coaches, and are also considered to be a single line. Line 40 doesn't run on Mission St., but its trips are operated by line 14 motor coaches, and it is considered to be a part of the 11-14 line. The 40 line operates between the Southern Pacific Depot (at 3rd & Townsend) and 2nd & Stevenson (near Market) during AM and PM peak hours only. It operates "local" from SP Depot, but "express" to

there. The 4 Mission local lines, 9-11-12-14, all start at the Ferry Terminal (Mission & The Embarcadero) and all operate out Mission to 22nd St. At this point, the 11 line turns west and runs via 22nd, Dolores, and 24th to Douglass. Before returning, the route covers an "8" shaped loop via 24th, Hoffman, 25th, Fountain, 24th, Hoffman, Grand View, 21st and Douglass to 24th. After 600 PM Monday through Saturday, and all day on Sunday, the 11 line operates only between 22nd & Mission and 24th & Douglass. From 22nd & Mission, the 9-12-14 lines continue south to Richland Ave.; at this point, line 9 turns east to a terminal at Andover. The 9 line operates only between about 600 AM and 600 PM Monday through Friday; at other hours, service on Richland Ave. between Mission and Andover is provided by a motor coach shuttle that is through-routed with portions of the 23 and 27 lines which operates from a terminal at Richland & Mission via Richland, Murray/Andover, Crescent, Folsom, Courtland, Nevada, Bradford, Alabama, Ripley, Folsom, 26th, Valencia, Mission, 29th, Castro, 30th and Noe to a terminal at 29th St. From Richland & Mission the 12-14 lines continue south to Ocean Ave., at which point the 12 line turns west to a terminal at Phelan Ave. (also known as City College Loop) and a connection with the "K" streetcar line. From Ocean & Mission the 14 line continues south on Mission St. to its intersection with San Jose Ave. in the city of Daly City. The last 6 blocks of this route are actually in San Mateo County, and is 1 of only 2 routes that go outside the City and County of San Francisco. A turnback loop is provided at Lowell St., just north of the county line and is used by some peak hour trips. Service is operated from the Ferry Terminal to Phelan Loop on the 12 line and Daly City on the 14 line between 500 AM and 100 AM 7 days a week. Local motor coach service is operated at certain hours on line 14--principally between 100 and 500 AM. This owl service follows exactly the same route as the local trolley coach line, except that every other trip (hourly) operates via Ocean from Mission to San Jose, where a connection is made with the "K" streetcar line, which is extended from Phelan to San Jose & Geneva (2 blocks south of Ocean); thus the service area of both the 12 and 14 lines is covered during the owl period. Express service is operated between downtown and Daly City--inbound in the morning and outbound in the evening. This route is the same as the 14 local service north of 6th & Mission (downtown) and south of Mission & Trumbull (Alemany); between these two points the line operates via Alemany Blvd. and the James Lick Freeway instead of Mission St. Midday limited stop service is provided between the Ferry Terminal and Daly City via Mission St. The Limited Stop area is between Mission & Highland and Mission & South Van Ness (stops are made only at transfer points between these two locations). This service (14L) does not operate during AM and PM peak hours, but is replaced by the Guerrero Limiteds (14GL). The 14GL also operates between the Ferry Terminal and Daly City, except that between 14th & Mission and Randall & Mission the route operates via Guerrero St. and San Jose Ave. Like the 14X, the 14GL operates inbound in the morning and outbound in the evening. (FOOTNOTE: The Mission St. lines are difficult enough to understand without the complicating factor of construction of the BAY AREA RAPID TRANSIT DISTRICT rapid transit line through the Inner-Mission District. At the time of this survey, and for 3 years previous, the 9-11-12-14-14L service had actually been routed off of Mission St. between 15th and 25th Sts. because of station construction between 15th and 17th (16th St. Station) and 23rd and 25th (24th St. Station). the 9-12-14 trolley coach lines operated on South Van Ness instead of Mission between 15th and 25th Sts., while the 11 motor coach used South Van Ness only between 14th and 17th; it operated on Mission between 17th and 22nd. The 14L service also operated on Mission between 17th and 22nd, but it took a unique route--leaving Mission at South Van Ness (where the otherwise parallel streets intersect) instead of 14th, operating via South Van Ness, 17th, and Mission to 22nd. From 22nd & Mission the 14L, instead of going back (east) to South Van Ness, went (west) to Valencia, and then south to Mission--thence via Mission to Daly City. The 14X and 14GL service was not effected by the BARTD detours.)

10-MONTEREY The 10 line is 1 of 3 "L" shaped crosstown lines operated by the Municipal Railway. It runs between Courtland & Bayshore and 12th & California connecting with 22 different lines enroute, including all 5 streetcar lines; and it is the only route to make a stop inside of Golden Gate Park. The line runs via Cortland, Mission, 30th, Whitney/Sanchez, Chenery, Diamond, Monterey, St. Elmo, Yerba Buena, Miraloma, Portola, Laguna Honda, Lawton, 9th Ave. (through Golden Gate Park), 8th Ave., Cabrillo, 10th Ave. and California to 12th Ave. Between 700AM and 600PM Monday through Friday, line 10 operates around the "Apparel City" loop, located east of Bayshore, via Bayshore, Industrial, Barneveld, Oakdale and Bayshore to Cortland. This line serves the Forest Hill Station of the Twin Peaks Tunnel.

15-3RD-KEARNY The "Third St. Lines" are a complex group of routes, all of which have one thing in common: they operate on 3rd St. between Townsend (S.P. Depot) and Evans Ave. In terms of accounting and operations, the 15-42 is considered as a single line, and as such is 1 of only 2 motor coach routes to operate out of 2 divisions. For ease in analyzing this service, the route will be divided in half: north of S. P. Depot, and south of there. South of S. P. Depot: All service operates from S. P. Depot south to Evans Ave. At this point, route 42 turns east on Evans Ave. and runs into the Hunters Point Naval Shipyard via Evans, Middle Point, Innes, Donahue, Galvez, Robinson and Lockwood. Line 15 service then continues south on 3rd to Palou, where a branch turns east to the Naval Shipyard via Palou, Crisp and Spear. The remainder of the 15 service continues south on 3rd to where it ends at Bayshore & Arleta; at this point certain midday (weekday) and peak trips short turn. The remaining 15 service continues through the Visitacion Valley to Geneva & Mission via Bayshore, Visitacion, Hahn, Sunnydale, Santos (passing the Cow Palace) and Geneva. North of S. P. Depot: All service operates via 3rd and Kearny Sts. to Bush St. At this point, line 15 service continues north via Kearny and Columbus (operates southbound via Montgomery) to Pacific, at which certain midday and peak hour trips short turn. The remaining 15 service continues north on Columbus and Powell to Bay St., where 2 different loops are operated: between 1200AM and 1000AM a short loop is run via Bay, Stockton, North Point and Powell. Between 1000AM and 1230AM a larger loop is operated, terminating 1 block from Fisherman's Wharf (at Beach & Taylor) via Powell, Beach, Taylor and Bay. From Kearny & Bush, line 42 service turns east to Sansome, and then goes north on Sansome (south on Battery) to Broadway. At Broadway, part of the service turns east to a terminal at Davis & Broadway. The remaining 42 service continues up Sansome to Chestnut. Thus there are 4 terminals on the south end: (1) Navy Yard via Evans, (2) Navy Yard via Palou, (3) Bayshore & Arleta, and (4) Geneva & Mission; and there are 4 terminals on the north end: (1) Kearny & Pacific, (2) Stockton & North Point/Beach & Taylor, (3) Davis & Broadway, and (4) Sansome & Chestnut. As a general rule the Geneva & Mission buses are routed through to the Fisherman's Wharf loops, and the Bayshore & Arleta buses run only to Kearny & Pacific; these 2 combinations can be considered

to be the "real" 15 line--and most trips (exceptions being during peak hours) are operated by Ocean Division coaches. The Chestnut & Sansome and Davis & Broadway service operates only between 600AM and 600PM Monday through Friday; at all other hours, line 42 terminates at Montgomery & Bush. The Navy Yard via Palou route is really a branch of line 42 even though designated as a branch of line 15. In fact most of the Navy Yard trips originate at either Chestnut & Sansome, Davis & Broadway or Bush & Montgomery. (It is suspected that the Palou route is designated line 15 instead of 42 because of the way the headsigns are set up. The proper reading for the Evans route is "42 3RD-EVANS--NAVY YARD" and "15 3RD-KEARNY--NAVY YARD" for the Palou route. If the Palou route also used a "42 3RD-EVANS" line sign, then two problems would arise (1) it would be impossible to determine the route, and (2) the Palou buses wouldn't really be running on Evans.) The Chestnut/Broadway and Navy Yard service can be considered to be the "real" line 42; most of these trips are operated by Kirkland Division coaches. At night and on weekends, all Navy Yard service is operated from Bush & Montgomery by Kirkland coaches, and all service starting at Geneva & Mission runs through to Fisherman's Wharf and is run by Ocean vehicles. During the peak hours, some Kirkland coaches operate from Fisherman's Wharf to Navy Yard and to Geneva & Mission; and similarly, some Ocean buses starting trips at Geneva & Mission operate to Bush & Montgomery or to the Broadway or Chestnut terminals. Owl service operates between Geneva & Mission and Stockton & North Point. All 15-42 service operates via Bush, Battery, Market, 1st, Howard, 2nd, Brannan and 3rd when operating southbound between Montgomery/Battery & Bush and S. P. Depot.

A little known adjunct of the 15-42 line is the so-called "42X" service that operates between Webster & Jackson and Navy Yard. This line might better be called the 24-35-42 Express, as it follows those routes between its two terminals. Starting at Webster & Jackson, it operates via Jackson, Divisadero, Castro, 24th, Potrero, Army, Evans, Hunters Point, Innes, Donahue, King and Robinson. Buses stop only at transfer points between Webster & Jackson and 3rd & Evans. This service was established during World War II to provide more direct routing for defense workers at the shipyard. Service has now dwindled down to 3 AM trips (to the shipyard) and 2 PM trips (from the shipyard). The morning trips are operated by Kirkland line 42 buses, who, upon arrival at the Navy Yard, continue to town via route 42. The afternoon trips are run by Ocean Division runs from line 16X, which, upon arrival at Webster & Jackson, deadhead to downtown for a trip on line 16X.

16X-NORIEGA EXPRESS Line 16X is a peak hour only express service operating between 48th & Noriega and Mason/Turk & Market. Unlike some peak hour only routes, the 16X runs in both directions during both peak periods. From 48th & Noriega via Noriega, 22nd, Irving, 19th, Cross Over (through Golden Gate Park), Park Presidio, Fulton, Parker, Golden Gate, Leavenworth, Eddy and Mason to Turk. Returning via Turk, Balboa, 10th, Cabrillo, Park Presidio, Cross Over, 19th, Irving, 23rd and Noriega to 48th. Coaches operate "express" between 19th & Lincoln and Van Ness & Golden Gate/Eddy stopping only at Divisadero and Fillmore. (Duplicates route of line 71 between 22nd/23rd & Irving and 48th & Noriega.)

17-PARKMERCED Parkmerced is a high-income residential complex located in the southwest corner of San Francisco. It is a mixture of high-density multi-story apartment buildings and two-story "town houses" and apartments; it was built in the late 1940's and early 1950's--long after most of the rest of the city was developed. Although the eastern edge of Parkmerced is adjacent to the "M" streetcar line, most of the area is not within walking distance of it. Because the street pattern is not of the grid type (as the remainder of the Sunset/Parkside District) the area is served by a loop route which exits at 19th Ave. & Crespi. Although it connects with M cars at this point, the route continues to the West Portal of the Twin Peaks Tunnel (via 19th, Eucalyptus, Junipero Serra and West Portal Ave.) where it not only connects with the M line, but also the K and L routes; this is also the location of the West Portal shopping district. This service operates Monday through Sunday. In 1956 an express line was inaugurated to take Parkmerced residents directly downtown. The 17X exits Parkmerced at the south--onto Brotherhood way, and operates via Alemany Blvd. and the Southern and James Lick Freeways to 4th St., then via Bryant, 3rd and Market to 2nd, the downtown terminal. Ordinarily, 17X's then returned via 2nd, Harrison, James Lick and Southern Freeways, Alemany Blvd. and Brotherhood Way to Parkmerced, however due to BARTD construction at the time of this survey, buses operated via Market, 1st, Howard, 2nd, Harrison, etc. Inside Parkmerced, the 17X operates up and down Font Blvd. instead of making the loop that the 17 (local) makes.

18-SLOAT Line 18 is the furthest-west of the several north-south crosstown lines, operating between the Stonestown Shopping Center and the Cliff House/Seal Rocks area. From Stonestown, via 20th Ave., Eucalyptus, Junipero Serra, Sloat, 46th Ave., Lincoln, Great Highway (passing around the western edge of Golden Gate Park), Fulton, La Playa (Playland) Balboa, Great Highway and Point Lobos to 48th Ave. On Sunday, the 18 line terminates at Ocean & Phelan (City College Loop) and operates via Ocean, Junipero Serra, Sloat and regular route to 48th & Point Lobos. Extra service is operated on fair weather Sundays as follows:

	<u>Headway</u>	<u>Requirements</u>
Warm	13½	6
Extra Warm	9	9

19-POLK The 19 line is a north-south crosstown line operating between the Fisherman's Wharf Area, Civic Center and the industrial area south of Market St. The trunk of this line operates between Beach & Powell and 8th & Brannan via Beach, Polk, Geary, Hyde and 8th; returning via Brannan, 9th, Larkin, Post, Polk, Beach, Hyde, Jefferson and Powell. Prior to November 23, 1969, half of the service terminated at 9th & Brannan; the remainder operated to S. P. Depot via Brannan, 2nd and Townsend to 3rd, and returning via Townsend, 4th and Brannan to 9th. Certain S. P. Depot trips also operated to Pier 50 (Mission Rock) via Brannan, 3rd, China Basin, Mission Rock, 3rd, King, 2nd, Townsend, 4th and Brannan to 9th. In addition, certain rush hour trips operated to 17th & Wisconsin (instead of S. P. Depot) via 8th, Division, Rhode Island, 16th and Wisconsin. Returning via 17th, Rhode Island, Division, and 9th to Brannan. After 600 PM and all day Saturday and Sunday, all service had 9th & Mission as its southern terminal. On November 23rd, service was extended to the Potrero Hill area (formerly served by shuttle line 53-SOUTHERN HEIGHTS), which was basically an extension of the 17th & Wisconsin branch, which it replaced. It operates from 8th & Brannan via 8th, Division and Rhode Island to 23rd; returning via 23rd, De Haro, 16th, Rhode Island, Division and 9th to Brannan. Half the service (e.g., that which previously terminated at 9th & Brannan or 17th & Wisconsin) operates to 23rd & Rhode Island; the remainder to S. P. Depot. At night and on Saturday and Sunday half the service operates to 9th & Mission and half to 23rd & Rhode Island. Fair weather service is operated on Sundays as follows:

	<u>Headway</u>	<u>Requirements</u>
Warm	10-11	7
Extra Warm	9	8



**21-HAYES** Line 21 operates between the Ferry Terminal and 8th & California via Market, Hayes, Stanyan, Fulton, 6th Ave., and California. After 600 PM on weekdays and all day on Saturday and Sunday, all trips terminate at 3rd & Market (instead of the Ferry Terminal) looping inbound via 4th, Mission and 3rd. Certain trips in the evening peak terminate at 8th & Cabrillo, operating via Market, Hayes, Stanyan, Fulton, 6th Ave., and Cabrillo to 8th Ave.; returning via 8th, Fulton and regular route.

**22-FILLMORE** The 22 line is the second of Muni's 3 "L" shaped crosstown lines, and the heaviest of all of the system's crosstown routes. It operates between 3rd & 20th Sts. and Fillmore & Marina via 20th, Tennessee, 18th, Connecticut, 17th, Kansas, 16th, Church, Hermann, Fillmore, Broadway, Steiner, Union and Fillmore to Marina. Certain peak hour trips make their eastern terminal at 17th & Kansas (looping via 16th, Kansas, 17th, Vermont and 16th) and/or their northern terminal at Steiner & Bush (looping via Fillmore, Sutter, Steiner, Bush and Fillmore). Coaches operating to Fillmore & Marina turn around and go south to Union before taking "lay-over" time. The reason for the detour to Steiner between Broadway and Union is that part of Fillmore is considered too steep for safe trolley coach operation. Even in the days when Fillmore was a streetcar line, the section on Fillmore between Broadway and Union was operated as a counter-balance system. The regular 22-FILLMORE streetcar service had Fillmore & Broadway as its northern terminal. The fact that the 22 carline had "owl" service, while the Fillmore counterbalance (which also operated north to Fillmore & Marina) didn't is one reason why present line 22 Owl service operates 3rd & 20th to Fillmore & Broadway. Other reasons are that if 22 Owls ran all the way to Marina, 3 buses would be required instead of 2; also, the area north of Broadway is served by owl service on Union and Chestnut. Line 22 is operated by trolley coaches between 500 AM and 100 AM; owl service (100 AM to 500 AM) is operated by motor coaches from Kirkland Division, and is worked by runs from Line 24.

At the time of this survey (and since April, 1968) the 22 line detoured off 16th St. between Valencia and Folsom, operating via 16th, Valencia, 17th, Folsom and 16th, because of construction of the BARTD subway station at 16th & Mission.

**23-CRESCENT** The 23 line is a north/south feeder (local) line serving Bernal Heights and operating between 26th & Mission and Farmers Market (Crescent & Putnam) via 26th, Folsom, Ripley, Alabama, Bradford, Nevada, Cortland, Folsom and Crescent. The 27 line operates between East Bay Terminal (1st & Mission) and 29th & Noe via 1st, Harrison, 2nd, Townsend (S. P. Depot), 4th, Brannan, Division, Bryant, Army, Valencia, Mission, 29th, Castro, 30th and Noe to 29th; returning via 29th, Mission, Army, Bryant, 4th, Townsend (S. P. Depot), 2nd and Mission to 1st. The 27 line operates to 1st & Mission during the daytime on weekdays; after 6:00 PM and all-day on Saturday and Sunday, service does not operate north of Army & Mission. At night and on weekends, line 27 is through-routed with line 23, which normally terminates at 26th & Mission. one block north of Army. When through-routed with line 27, the 23 turns west on Crescent off of Folsom, instead of east, and operates via Crescent, Andover and Richland to Mission, thus covering that part of line 9 that is not served at night and on weekends. This 9-23-27 combination results in a unique destination sign, which reads "27 NOE" (line sign) "9 RICHLAND-MSN.- 29TH ST. VIA 23" (destination sign)! Because of the joint operating at night and on weekends, the 23-27 is considered a single line. In addition to the 9/23/27 routing, the first two weekday morning trips on line 23 continue to 1st & Mission, operating via line 27.

**24-DIVISADERO** Line 24 is a north/south crosstown route operating between Webster & Jackson and 26th & Castro, via Jackson, Divisadero and Castro. This line connects the Pacific Heights, Western Addition and Eureka Valley districts.

**25-BRYANT** The 25 line runs between 5th & Mission and the Cow Palace via 5th, Harrison, 11th, Bryant, Army, Bayshore, San Bruno, Bayshore, Geneva, Saipan, Iwo Jima, Schwerin and Geneva to Santos (Cow Palace) Returns via Geneva, Schwerin, Iwo Jima, Saipan, Geneva, Bayshore, San Bruno, Silver, Bayshore, Army, Bryant, 6th and Mission to 5th. Certain peak-hour trips operate only between 5th & Mission and Bayshore & Arleta. Coaches from line 25 operate the "25-47-30 Owl", which covers parts of those lines between 100 and 500 AM. It covers the 25 line between Bayshore & Arleta and Army & Potrero; the 47 line from Army & Potrero to Van Ness & Chestnut; and the 30 line from Van Ness & Chestnut to Scott & Chestnut. Southbound owls also cover the north end of line 29 via a loop through Visitacion Valley.

**26-VALENCIA** Line 26 runs from 5th & Mission to San Francisco State College via Mission, McCoppin, Valencia, Mission, 30th, Chenery, Diamond, Monterey, Circular, Baden, San Jose, Sagamore, Holloway, Junipero Serra, Brotherood, Arch, Alemany, San Jose, Baden, Circular, Monterey, Diamond, Chenery, 30th, Mission, Valencia, Market, 8th and Mission to 5th. Certain peak hour trips terminate at Broad & Plymouth, operating via regular route to Broad & San Jose, thence via Broad to Plymouth; returning via Broad, Capitol, Sagamore, San Jose and regular route. Express service operates inbound in the morning via local route to Baden & San Jose, thence via San Jose, Guerrero, 14th and Mission to 5th; and outbound in the evening peak via Mission, McCoppin, Otis, Mission, 15th, Guerrero and San Jose to Baden--then via local route to 19th & Holloway. The Express area is between San Jose & Baden and 14th/15th & Valencia; stops are made only at 24th, 22nd, 18th and 16th Streets (on Guerrero).

**28-19TH AVENUE** The 28 line is the last of the three "L-shaped" crosstown and operates between 25th & California and Geneva & Mission via 25th Ave., Cross-Over Dr., 19th Ave., Sloat, Junipero Serra, Eucalyptus, 20th Ave. (Stonestown), Winston, Junipero Serra, Garfield, Grafton, Mt. Vernon, Howth/Lordsburg, and Geneva to Mission. There are loop-extensions on both the north and east ends: Geneva Loop--from Geneva & Mission via Geneva, Naples, Curtis Prague, Cordova, Chicago, South Hill, Prague and Geneva to Mission; Pershing Dr. Loop--from 25th & California via 25th, El Camino Del Mar, and Lincoln to Pershing, returning via Bowley, Lincoln, El Camino Del Mar and 25th to California; Seacliff Loop--from 25th & California via 25th, Seacliff, El Camino Del Mar and 25th Ave. to California. After 600 PM Monday through Saturday and all day on Sunday, the Pershing and Seacliff loops are combined operating from 25th & California via 25th, El Camino Del Mar, Lincoln (to Pershing), Bowley, Lincoln, El Camino Del Mar, 25th, Seacliff, El Camino Del Mar, and 25th to California. During periods when the Stonestown Shopping Center is not open, coaches operate directly via Junipero Serra between Sloat and Garfield. Additional fair weather service is operated on Sunday as follows:

	Headway	Requirements
Warm	10/20	8
Extra Warm	6½	10

Added coaches operate between Ocean & Junipero and Pershing/Seacliff.

**29-VISITACION VALLEY** Serves the Visitacion Valley and Candlestick Cove areas. From Mansell & Hamilton via Mansell, San Bruno, Wilde, Delta, Tioga, Rutland, Visitacion Bayshore, and Blanken to Gillette. Owl service provided between San Bruno & Wilde and Rutland & Arleta by "25-47-30 Owl".



**30-STOCKTON****30X-STOCKTON EXPRESS**

Service between the Marina district and downtown is provided by lines 30 and 30X, with the 30 line continuing to S. P. Depot, and the 30X going through the Bayshore, Visitation Valley areas to terminate at Geneva & Mission in the Outer Mission district. Line 30 is a trolley coach operation starting at Broderick & Beach, running via Broderick, Jefferson, Divisadero, Chestnut, Van Ness, Northpoint, Columbus, Stockton, 4th and Townsend to 3rd (S. P. Depot). Returning via 3rd, Kearny, Sutter, Stockton, Union, Columbus, Northpoint, Van Ness, Chestnut and Broderick to Beach. The Marina area loop via Chestnut, Broderick, Jefferson and Divisadero is known as the "Jefferson Loop"; a short turn version of this loop operates via Chestnut, Broderick, Francisco and Divisadero. Trips using the short-turn loop ranges from every other trip during the midday on weekdays and on Saturdays to 1 out of 2 or 3 trips during peak hours on weekdays. After 700 PM weekdays and Saturdays, and all day on Sundays, all trips serve the Jefferson Loop. Owl service is operated on Chestnut between Van Ness and Scott by the "25-47-30 Owl", but not around Jefferson Loop. The apparent reason for this is that the F-STOCKTON carline terminated at Scott & Chestnut, and it was never deemed necessary to extend the owl service.

The 30X starts at Divisadero & Beach and operates a slightly different loop than the 30: This motor coach service operates via Beach, Scott, Northpoint, Divisadero, Chestnut, Van Ness, Broadway, Stockton, 4th, James Lick Freeway, Silver Off Ramp, San Bruno, Bayshore, Visitation, Hahn, Sunnysdale, Santos and Geneva to Mission. Returning via Geneva, Santos, Sunnysdale, Hahn, Visitation, Rutland, Arleta, San Bruno, Bacon, Bayshore, James Lick Freeway, 4th St. Off Ramp, Bryant, 3rd, Kearny, Sutter, Stockton, Broadway, Van Ness, Chestnut, Broderick, and Beach to Divisadero. Express area: North end--Van Ness & Chestnut to Sutter & Stockton (stopping at Van Ness & Union only); South end--4th & Folsom/Bryant to Silliman & San Bruno/Bayshore. Several peak hour trips originate at the S. P. Depot and operate from 3rd & Townsend via 3rd, Kearny, Sutter, Stockton, Broadway, Van Ness, Chestnut and Broderick to Beach. Line 30X is the only "real" line to operate out of both motor coach divisions--Kirkland and Ocean (see 15-42).

**31-BALBOA**

The 31 line runs from the Ferry Terminal to 33rd & Balboa in the Richmond district via Market, Turk, Leavenworth, Eddy, Divisadero, Turk, Arguello and Balboa to 33rd. Return route is via Balboa, Arguello, Turk, Divisadero, Eddy, Mason and Market to the Ferry Terminal. Service operates from the Ferry Loop to 33rd Ave. between 700 AM and 600 PM Monday through Friday; at other hours, trips terminate at Eddy & Mason, looping inbound via Eddy, Mason, Turk, Leavenworth and Eddy. Between 1000 AM and 500 PM on Saturday and Sunday, all trips operate to the Palace of the Legion of Honor, located in Lincoln Park, continuing from 33rd & Balboa via 33rd, Clement, and Legion of Honor Drive (34th Ave.) to the Museum. Owl service is operated to the Hall of Justice, located south of Market St. near downtown. Owl route is via Balboa, Arguello, Turk, Divisadero, Eddy, Mason, Market, 5th, Mission, and 6th to Bryant (Hall of Justice); continuing via Bryant, and 3rd to Market (terminal). Return route is via Market, Turk, Leavenworth, Eddy, Divisadero, Turk, Arguello, and Balboa to 33rd. Limited stop service is operated inbound during the morning peak, and outbound during the evening peak; every third bus is a limited in the morning, but every other bus is a limited in the afternoon. The limited stop area is between Mason and Divisadero.

**32-EMBARCADERO**

Line 32 operates between the S. P. Depot to the Fisherman's Wharf area via King, Embarcadero, and Jefferson to Hyde. There are 3 morning and 1 afternoon southbound trips that operate only from the Fisherman's Wharf area to the Ferry Building (Embarcadero & Market).

**33-ASHBURY**

Trolley coach line 33 runs between the industrial district south of Market St. and the Haight-Ashbury/East Golden Gate Park area via the Mission and Eureka Valley Districts. From the Golden Gate Park terminal at Stanyan & Waller, via Waller, Ashbury, Clayton, Market, 18th, South Van Ness, Howard and 4th to Harrison. Returning via Harrison, 14th, Folsom, 18th, Market, Clayton, Ashbury, Haight and Stanyan to Waller. After 630 PM Monday through Friday, and all day on Saturday and Sunday, trips terminate at 18th & South Van Ness, looping via 18th, South Van Ness, 16th, Folsom and 18th. Special schedules calling for 2 or 4 additional buses are operated on Sundays when football is played at Kezar Stadium.

**34-WOODSIDE**

The 34 line is a daytime, weekdays-only feeder route to the Forest Hill Station of the Twin Peaks Tunnel. One end operates south via Laguna Honda, Woodside, Portola, Fowler, Teresita, Reposa and Myra to Dalewood. The other end operates in a loop north from the station via Laguna Honda, 7th Ave., Lawton, Warren, Glenhaven, Clarendon and Laguna Honda to Forest Hill Station.

**35-EUREKA**

Line 35 runs between Castro & Market and 3rd & Army, serving the Eureka Valley, Mission and Potrero Hill districts. From Market & Castro via Castro, 20th, Eureka, 23rd, Diamond, 28th, Noe, 25th, Church, 24th, Vermont, 23rd, Rhode Island, 26th, Connecticut and Army to 3rd. The return route is via Army Connecticut, 26th, Kansas, 23rd, San Bruno, 24th, Church, 25th, Diamond, 23rd, Eureka and Market to Castro.

**36-MIRALOMA**

Motor coach line 36 operates between the city limits at Mission & Sickles and the Forest Hill Station via the Ingleside and Miraloma Park areas; also operated is a loop in the Twin Peaks area north of Forest Hill Station. The route is from Sickles & Mission via Sickles, Plymouth, Ocean, Phelan, Staples, Foerster, Teresita, Portola, Woodside and Laguna Honda to Forest Hill Station; continuing via Laguna Honda, Clarendon, Panorama, Marview, Skyview, Cityview, Panorama, Olympia, Clarendon, and Laguna Honda to Forest Hill Station.

**37-CORBETT**

The 37 line is a feeder service between the Diamond Heights and Twin Peaks areas and Market and Castro. The route from Castro & Market is via Castro, 18th, Eureka, 17th, Corbett and Portola (Market) to Clipper. At this point, one branch runs via Clipper, Diamond Heights, Duncan, Diamond Heights and Addison to Farnum; the other branch operates in a loop via Portola, Glenview, Dawview, Burnett, Crestline, Parkridge and Burnet to Portola/Clipper. During all hours of service, alternate coaches operate on the Diamond Heights and Burnett branches.

**38-GEARY**

Line 38 runs from Trans Bay Terminal through the Richmond district to Playland. From Trans Bay Terminal via Fremont, Geary, 33rd, Balboa, 45th, and Cabrillo to La Playa. Express service operates from the beach via Cabrillo, 45th, Balboa, 33rd, Geary, O'Farrell, Market, and Kearny to Post. Returning via Post, Peter Yorke Way, Geary, 33rd, Balboa, 45th and Cabrillo to La Playa. Express service is operated in both directions during morning and evening peaks; express coaches run local from La Playa to 33rd & Geary, then at about every other bus stop from 33rd to Presidio. Buses make no stops between Presidio and Powell then at Powell, Stockton, Grant and Kearny & Market inbound, and at Post & Kearny, Stockton and Powell, outbound. Limited stop service is operated over the regular (or local) route, and also in both directions during both morning and evening peak periods. The limited stop area is between Presidio and Powell (stops are made only at transfer points). During the peak hours, when limited and express service is in operation, supplemental local service is operated, turning back at 12th Ave. (Funston) or at 33rd Ave. During the period of limited/express operation, all such service originates or termi-



nates at the beach; similarly, no local buses operate west of 33rd Ave. at these times. (That is to say that local service is operated west of 33rd Ave. during AM and PM peak periods, but this is provided by limited and express buses as opposed to buses that operate local between Powell and Presidio--or for the entire length of the trip.) Owl service is operated between Trans Bay Terminal and Cabrillo & La Playa over the regular route, except that every other coach operates via California instead of Geary between 2nd Ave. and 32nd Ave. Additional fair weather service is operated on certain Sundays as follows:

Headway Requirements

Warm 5 18

39-COIT The 39 line is a shuttle route operating between Union & Montgomery, Washington Square and Coit Tower via Union, Columbus, Filbert, Stockton, Lombard and Telegraph Hill Blvd. to Coit Tower. Because of the sharp turns and steep hills on this line, 32-passenger, short wheelbase coaches are used.

41-UNION-SOUTH VAN NESS The 41 line is the only trolley coach line to operate from both trolley coach divisions--Potrero and Presidio. The line is the combination of what was at one time two separate routes--one from downtown northeast to the Marina district, the other south to the Mission district. Starting at Union & Lyon the route goes via Union, Columbus, Montgomery, Clay, Davis, Beale, Howard, South Van Ness and 26th to Mission. Returning via Mission, 25th, South Van Ness, Howard, Main, Drumm, Sacramento, Sansome, Washington, Columbus, Stockton, Union, Baker and Greenwich to Lyon. No service is operated on Howard or South Van Ness after 630 PM on weekdays, and all day on weekends. Certain peak-hour trips short-turn at Union and Fillmore, looping via Union, Fillmore, Green, Steiner and Union. Owl service is run between Beale & Howard and Union & Lyon and is operated by runs and equipment from line 55 (e.g., by diesels).

43-ROOSEVELT Line 43 operates between Church & Market and Presidio & Sutter via the Buena Vista, Haight-Ashbury and Western Addition districts, and is a combination north-south crosstown line and a local or feeder route. From Church & Market, via Market, 15th, Castro, 14th, Roosevelt, Buena Vista, Upper Terrace, Loma Vista, Roosevelt, 17th, Cole, Waller, Masonic, Euclid and Presidio to Sutter. Returning via Presidio, Geary, Masonic, Haight, Cole, Carmel, Clayton, 17th, Roosevelt, Park Hill, Buena Vista, Buena Vista Terrace, Roosevelt and 14th to Church & Market.

45-VAN NESS-SUTTER The 45 line operates between downtown and the San Francisco Presidio (Headquarters, 6th U. S. Army) via the Marina district. This line might be considered one of the "Sutter Street Lines" if it weren't for the fact that its headway is not such that it really improves the Sutter service, or can be integrated with the 1, 2 and 3 line trips. From Sutter & Sansome, the route goes via Sutter, Van Ness, Union, Steiner, Greenwich, Baker, Lombard, Letterman, and Lincoln to The Presidio bus terminal. Returning via Lincoln, Letterman, Lombard, Lyon, Greenwich, Steiner, Union, Van Ness and Sutter to Sansome. Between 700 AM and 700 PM Monday through Friday, the downtown terminal is at Davis & Market instead of Sutter & Sansome; inbound trips operate via Sutter, Sansome, California and Davis to Market; outbound trips operate via Market and Sutter. Certain morning and evening peak-hour trips originate or terminate at Union & Steiner.

47-POTRERO Trolley coach line 47 is a north/south crosstown route that operates between the Potrero and Marina districts. From 25th & Potrero via Potrero, 16th, Bryant, 11th, Mission and Van Ness to North Point; return is via the reverse route. Certain morning and evening peak-hour trips originate or terminate at 17th & Potrero. On school days certain trips during the morning peak operate via the 14 and 47 lines from the Ferry Terminal to Van Ness & North Point traveling via Mission and Van Ness. Owl service is operated between 25th & Potrero and Van Ness & Chestnut on the "25-47-30 Owl" by coaches from the 25 line; there is no owl service on Van Ness between Chestnut and North Point.

51-SILVER Line 51 runs between the Outer Mission and the Bayview-Hunters Point districts, and is an east-west crosstown line. Starting at Mission & Silver via Silver and Palou to 3rd. The return trip is via a loop consisting of 3rd, Newcomb, Southridge, Hilltop, Northridge, Jerold, Earl, Kirkwood, Kiska, Southridge Newcomb, Lane and Palou to 3rd; then continuing via Palou and Silver to Mission. Certain morning and evening peak hour trips operate to the Navy Yard from Mission & Silver via Silver, Palou, Crisp, Spear, "D", Van Kuren and Lockwood to terminal; returning via Lockwood, Nimitz, Blandy, Spear, Crisp, Palou and Silver to Mission. Line 51 provides runs and equipment for motor coach owl service on line J-CHURCH.

52-EXCELSIOR The 52 line is a shuttle route operating on a one-way loop in the Outer Mission district. From Brazil & Mission, via Mission, Excelsior, Naples, Avalon, Moscow, Brazil, Prague, Russia, Moscow, Geneva, Naples and Brazil to Mission.

53-SOUTHERN HEIGHTS Motor coach line 53 is an "8" shaped shuttle/feeder route running between the Potrero and Potrero Hill districts. Starting at 16th & Bryant via 16th, Kansas, Mariposa, Vermont, 20th, Rhode Island, Southern Heights Blvd., 22nd, Wisconsin, 25th, Dakota, 23rd, Arkansas, 20th and Connecticut to 18th. The return route is via 18th, Missouri, 23rd, Wisconsin, 22nd, Southern Heights Blvd., Rhode Island, 20th, Vermont, 17th and Bryant to 16th.

55-SACRAMENTO Line 55 runs between downtown and the Richmond district via Chinatown, Nob Hill and the Western Addition districts. From California & Drumm via Drumm, Sacramento, Arguello, Lake and 6th Ave. to Clement. Returning via Clement, 7th, California, 6th, Lake Arguello, Sacramento, Gough, Clay, Davis and California to Drumm. Limited stop service is operated inbound in the morning between 730 and 815 AM and outbound in the evening between 430 and 530 PM. The limited stop area is between Fillmore and Kearny--stops are made only at transfer points. During the morning and evening peaks, certain local trips originate at Presidio or Fillmore: Presidio trips loop via Sacramento, Lyon, California, Presidio and Sacramento; Fillmore trips loop via Sacramento, Webster, Clay, Fillmore and Sacramento. Owl service on line 41 is operated by line 55 runs and coaches.

59-POWELL-MASON The "Powell St. Cable Cars" run between Powell & Market and the Fisherman's Wharf area via Nob Hill. Starting at Powell & Market, both lines operate via Powell and Jackson to Mason.  
60-POWELL-HYDE From this point line 59 runs via Mason, Columbus and Taylor to Bay; meanwhile, line 60 continues via Jackson and Hyde to Beach. Returning, line 59 runs from Bay & Taylor via Taylor, Columbus and Mason to Washington, while line 60 runs from Hyde & Beach via Hyde and Washington to Mason; from Washington & Mason, both lines operate via Washington and Powell to Market. The cable car barn is located mid-line at Washington & Mason; most trips pull-out to and pull-in from the northern terminals (Bay & Taylor and Hyde & Beach). Both lines have turntables at either end, and are operated by "single-ended" equipment.

61-CALIFORNIA Cable car line 61 runs on California St. between Market and Van Ness via the financial district and Nob Hill. For cars pulling in and out of the car barn, service is operated via Washington, Powell, Jackson, Hyde and California to Van Ness for pull-out cars; and from California & Market via California, Hyde, Washington, Powell and Jackson to the car house for pull-in cars.

80-LEAVENWORTH The 80 line operates between downtown and the Pacific Heights district and Nob Hill. Starting at Turk & Mason the route goes via Turk, Mason, Leavenworth and Jackson to Hyde. At this point the line splits, with one branch going via Hyde to Chestnut and the other running via Jackson to Fillmore. Returning, the Fillmore branch operates via Jackson, Steiner and Washington to Hyde, and the Chestnut branch operates via Hyde to Washington; then both branches run via Washington, Leavenworth, Bush, Jones, O'Farrell and Mason to Turk (Market). Alternate coaches serve the Fillmore and Chestnut branches.

81-BACON Line 81 is a local/feeder route operating in the Bayview district. From University & Silver, via University, Woolsey, Holyoke, Bacon, San Bruno and Paul to 3rd. The return trip traverses a loop via 3rd, Keith, Fitzgerald, Griffith and Gillman to 3rd; then continuing via Paul, San Bruno, Bacon, Holyoke, Woolsey and University to Silver.

84-DOWNTOWN SHOPPERS' SHUTTLE Line 84 runs between the industrial area south of Market St. and the shopping district north of Market. From Folsom & Hawthorne via Folsom, 3rd, Market, Ellis, and Mason to Eddy; returning via Mason, Market, 1st, Howard, 2nd, and Folsom to Hawthorne. Service operates between 1130 AM and 130 PM on weekdays only. "SHOPPERS' SHUTTLE-SPECIAL" destination signs are used on line 84 coaches.

85-DOWNTOWN SHOPPERS' SHUTTLE The 85 line operates between Civic Center and the financial district via the downtown shopping district. From Van Ness & Grove (City Hall) via Grove, Polk, Market, and Drumm to California; returning via California, Montgomery, Post, Stockton, O'Farrell, Market, Hayes, Franklin and Grove to Van Ness. Service runs from 1000 AM to 330 PM on weekdays only, however trips operate from Grove & Van Ness to Market & Drumm between 1115 AM and 115 PM; at other hours, buses run from Van Ness & Grove to 3rd & Market via Grove, Polk, and Market to 3rd; returning via Kearny, Post, Stockton, O'Farrell, Market, Hayes, Franklin and Grove to Van Ness. "SHOPPERS' SHUTTLE" line signs are used with "V NESS-GROVE/MKT-DRUMM" or "V NESS-GROVE/3RD-MKT" destination signs.

89-LAGUNA HONDA Line 89 is a shuttle line operated between the Forest Hill station of the Twin Peaks Tunnel and the Laguna Honda Hospital and home for the elderly. From Forest Hill station via Laguna Honda Blvd., Laguna Honda Hospital Entrance Road, Main Office Road to a terminal farside of the main entrance; returning via Main Office Road, Exit Road, Laguna Honda Entrance Road and Laguna Honda Blvd. to Forest Hill station. Service is operated between 1000 AM and 300 PM 7 days a week. A special open-sided Minibus is operated on the line, and no fare is charged; the operation is subsidized by and the Minibus was contributed by "The Laguna Honda Volunteers".

J-CHURCH The 5 remaining streetcar lines in San Francisco are known collectively as "the Market Street Lines"; the K-L-M sub-group is known as "the Twin Peaks Tunnel Lines". All 5 lines start at the Trans-Bay Terminal, located at 1st & Mission and operate via Fremont and Market to Duboce; L-TARAVAL inbound cars operate via Market and 1st to Trans-Bay. Other than the downtown loop and a loop M-OCEAN VIEW at the end of the "L" line, inbound routes are the reverse of outbound routes. At Market & Duboce, line N turns west on Duboce to Noe, where it enters the Sunset Tunnel, emerging near N-JUDAH Carl & Cole; thence via Carl, Arguello, Irving, 9th Ave. and Judah to La Playa. Lines J-K-L-M continue from Market & Duboce to Market & Church; at this point line "J" turns south on Church to 18th, thence via a private right-of-way parallel to Church St., running from 18th to 22nd St.; thence via Church to 30th St. From Church & Market, lines K-L-M continue along Market to Castro where they enter the Twin Peaks Tunnel, emerging at Ulloa St. and West Portal Ave. (West Portal). Here line "L" turns west and runs via Ulloa, 15th Ave., Taraval and 46th Ave. to Vicente--thence via a loop consisting of Vicente, 47th Ave., Wawona and 46th Ave. (a block from Fleishacker Zoo). From West Portal, lines K-M operate via West Portal Ave. to Sloat Blvd. (St. Francis Circle). Line "M" then diverges via a private right-of-way running diagonally between Sloat & Junipero Serra and 19th Ave. & Rossmoor Dr., 19th Ave., Randolph, Orizaba and Broad to Plymouth. Line "K" continues south from St. Francis Circle via Junipero Serra and Ocean to Lee Ave., then north into an off-street loop adjacent to Phelan Ave. and San Francisco City College. Tracks continue east on Ocean Ave. from Lee to San Jose Ave., and then south on San Jose to the car house located just south of Geneva Ave.; service on this portion of the "K" line is provided by cars pulling in and out of the car house.

Because of the location of the car house, cars for all other lines must pull in and out via the "K" line. Line J-N cars operate via the "K" to the wye at 11th & Market, and then outbound to their respective terminals. Line L-M cars operate via the "K" line to West Portal, where "L" cars turn west on Ulloa and "M" cars wye and head south on the "M" line. During the morning peak period, in order to avoid wyeing "M" cars at West Portal service on Taraval is provided by cars pulling-out from the car barn and service to Ocean View is provided by "L" and "M" cars returning from downtown. The result of this arrangement is that there are no outbound "L" cars from downtown between about 545 and 730 AM; outbound "M" cars carry "M-CONNECTS WITH-L" line signs, to remind Taraval passengers to board "M" cars. During morning and evening peak periods, certain trips on the "L" and "N" lines short-turn, taking advantage of the wyes located at 35th & Taraval on the "L" line and at 30th & Judah on the "N" line. During the midday and at the end of the morning and evening peaks certain cars pull-in from the outer ends to either West Portal or 11th & Market (instead of going all the way to Trans-Bay Terminal) and then out the "K" line to the car house.

Rail service on line "M" operates from about 530 AM to 600 PM Monday through Saturday. After 600 PM Monday through Saturday and all day on Sunday, the "M" line is operated by a shuttle bus between West Portal and Broad & Plymouth via West Portal, Junipero Serra, Eucalyptus, 19th Ave., Randolph, Orizaba, Broad, Capitol, Sadowa and Plymouth to Broad; returning via Broad, Orizaba, Randolph, 19th Ave., Eucalyptus, Junipero Serra and West Portal to Ulloa. Equipment and runs are provided by line 18.

Owl service is operated on the J-K-L-N lines; the K-L lines are operated with streetcars, with all "K's" running via Ocean to San Jose, and San Jose to the car house--thus connecting with line 14 owls which operate via Ocean between Mission and San Jose. Lines J-N are operated by motor coaches during the owl period, and from the Ferry Terminal instead of Trans-Bay. "J-Owls" operate via Market and Church to 30th, with equipment and runs supplied by line 51. "N-Owls" operate via Market, Haight, Cole, Carl, Arguello, Irving, 9th Ave., and Judah to La Playa; returning via Judah, 9th Ave., Irving, Arguello, Carl, Cole, Waller, Masonic, Haight, Laguna, Page and Market to the Ferry Terminal; equipment and runs are provided by line 71.



TRANSFERS

The San Francisco Municipal Railway has a rather intricate system of transfers that includes 67 different forms printed in six different colors (including white). The system is based on the district concept whereby the city is divided into five districts, with each assigned a specific color: Richmond (blue); Sunset (brown); Mission (green); Bayshore/Bayview (red); and Downtown (white). All lines (except for shuttle and feeder routes) have two transfer forms, an inbound (toward downtown) and an outbound (from downtown). The inbound transfer is printed on the color of paper to which its routes are assigned, while all outbound transfers are printed on white paper with an overprint (date and origin point stripes) of the color of the district to which its routes are destined. (The color of the overprint on the colored forms is of no significance, however.) Crosstown lines (which by definition do not enter the downtown area) issue orange (northbound) and white with orange overprint (southbound) transfers. (The exception to this rule is the 30-STOCKTON line which logically should be classified as a Richmond District line--just as line 41-UNION--but for transfer issuing purposes has been classified as a crosstown line.) The cable car lines each have their own transfer form--an in and an out for the combined 59-POWELL-MASON/60-POWELL-HYDE and an in and an out for line 61-CALIFORNIA. Form numbers are assigned to the transfers thus far described according to the following scheme:

- |                           |   |
|---------------------------|---|
| 1--Richmond - In (blue)   | 7--Bayshore/Bayview - In (red)                  |
| 2--Richmond - Out (white) | 8--Bayshore/Bayview - Out (white)               |
| 3--Sunset - In (brown)    | 9--Crosstown - Northbound (orange)              |
| 4--Sunset - Out (white)   | 10--Crosstown - Southbound (white)              |
| 5--Mission - In (green)   | 11--Cal Cable - Inbound (red on blue)           |
| 6--Mission - Out (white)  | 12--Cal Cable - Outbound (blue on white)        |
|                           | 13--Powell Cable - Northbound (orange on white) |
|                           | 14--Powell Cable - Southbound (orange on blue)  |

The first ten form groups are further broken down into sub-groups that are designated by a letter suffix, except that the first form in each group bears only the number (e.g., 1, 1A, 1B, 1C, etc.). Each subgroup represents a specific transfer form on which are listed one or more lines which issue that transfer. In addition, there are four different forms used by street loaders, one for each of the four outlying districts. Transfers issued by loaders in the downtown district are the color of the district to which the vehicles he loads is destined. The form numbers and particulars of the loaders transfers are as follows:

- A -- Richmond District (red on blue)  
 B -- Sunset District (blue on brown)  
 C -- Mission District (red on green)  
 D -- Bayshore/Bayview District (green on red)

The final form of the system is the Terminal Transfer, Form E, which is orange with a green overprint. This transfer is issued by shuttle or feeder lines that connect with only one or two trunk routes. A Terminal Transfer is good only to transfer from a feeder to a trunk line, and must be surrendered on the first through vehicle boarded. If the patron wishes to transfer again, he requests another transfer from the trunk route vehicle. With one notable exception, all of the Municipal Railway's routes have been designated as being assigned to one of the four districts, as a crosstown, a cable car or as a feeder, and it issues the transfers of that classification. The one exception is that Line 41--UNION--HOWARD (SOUTH VAN NESS) is considered to be a Richmond District line southbound and a Mission District line northbound!

RICHMOND DISTRICT - INBOUND - Red on Blue

RICHMOND DISTRICT - OUTBOUND - Blue on White

<p><b>SAN FRANCISCO MUNICIPAL RAILWAY 1</b></p> <p>JAN FEB MAR APR 1 CALIFORNIA MAY JUN JUL AUG 2 CLEMENT SEP OCT NOV DEC 3 JACKSON 4 SUTTER 1-3-Cal-Jackson</p> <p>1967 1968 11111111</p> <p>PULL OUT TURN IN</p> <p>014703</p> <p>6 A.M.</p>	<p><b>SAN FRANCISCO MUNICIPAL RAILWAY 1B</b></p> <p>JAN FEB MAR APR 21 HAYES MAY JUN JUL AUG SEP OCT NOV DEC</p> <p>1967 1968 11111111</p> <p>PULL OUT TURN IN</p> <p>B008001</p> <p>6 A.M.</p>	<p><b>SAN FRANCISCO MUNICIPAL RAILWAY 1D</b></p> <p>JAN FEB MAR APR 45 VAN NESS MAY JUN JUL AUG 46 Leavenworth SEP OCT NOV DEC</p> <p>1967 1968 11111111</p> <p>PULL OUT TURN IN</p> <p>D000501</p> <p>6 A.M.</p>	<p><b>SAN FRANCISCO MUNICIPAL RAILWAY 2</b></p> <p>JAN FEB MAR APR 1 CALIFORNIA MAY JUN JUL AUG 2 CLEMENT SEP OCT NOV DEC 4 JACKSON 5 SUTTER 6 JACKSON-CAL</p> <p>1967 1968 11111111</p> <p>PULL OUT TURN IN</p> <p>010302</p> <p>6 A.M.</p>	<p><b>SAN FRANCISCO MUNICIPAL RAILWAY 2B</b></p> <p>JAN FEB MAR APR 21 HAYES MAY JUN JUL AUG SEP OCT NOV DEC</p> <p>1967 1968 11111111</p> <p>PULL OUT TURN IN</p> <p>001302</p> <p>6 A.M.</p>
<p><b>SAN FRANCISCO MUNICIPAL RAILWAY 1A</b></p> <p>JAN FEB MAR APR 49 McALLISTER MAY JUN JUL AUG 50 BALBOA SEP OCT NOV DEC 52 GEARY</p> <p>1967 1968 11111111</p> <p>PULL OUT TURN IN</p> <p>B015602</p> <p>6 A.M.</p>	<p><b>SAN FRANCISCO MUNICIPAL RAILWAY 1C</b></p> <p>JAN FEB MAR APR 41 Union-Howard MAY JUN JUL AUG SEP OCT NOV DEC</p> <p>1967 1968 11111111</p> <p>PULL OUT TURN IN</p> <p>B006301</p> <p>6 A.M.</p>	<p><b>SAN FRANCISCO MUNICIPAL RAILWAY 1E</b></p> <p>JAN FEB MAR APR 56 SACRAMENTO MAY JUN JUL AUG SEP OCT NOV DEC</p> <p>1967 1968 11111111</p> <p>PULL OUT TURN IN</p> <p>E001801</p> <p>6 A.M.</p>	<p><b>SAN FRANCISCO MUNICIPAL RAILWAY 2A</b></p> <p>JAN FEB MAR APR 5. McALLISTER MAY JUN JUL AUG 21. GEARY SEP OCT NOV DEC 31. BALBOA</p> <p>1967 1968 11111111</p> <p>PULL OUT TURN IN</p> <p>010602</p> <p>6 A.M.</p>	<p><b>SAN FRANCISCO MUNICIPAL RAILWAY 2D</b></p> <p>JAN FEB MAR APR 45. VAN NESS MAY JUN JUL AUG 50. Leavenworth SEP OCT NOV DEC</p> <p>1967 1968 11111111</p> <p>PULL OUT TURN IN</p> <p>002902</p> <p>6 A.M.</p>

SAN FRANCISCO MUNICIPAL RAILWAY 2E	
JAN FEB MAR APR	55. SACRAMENTO
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	000602   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
Limited Stop	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE. EXCEPT, FIRST ZONE ON MARKET ST. and SOUTH of MARKET LINES to 12th ST.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 3C	
JAN FEB MAR APR	30. MARIPOSA
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	8001902   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
Limited Stop	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 4A	
JAN FEB MAR APR	25. MASONIC
MAY JUN JUL AUG	HAIGHT
SEP OCT NOV DEC	QUINTARA
1967 1968	
PULL OUT	024502   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
Limited Stop	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE. EXCEPT, FIRST ZONE ON MARKET ST. and SOUTH of MARKET LINES to 12th ST.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 4E	
JAN FEB MAR APR	PARK MERCED EXPRESS
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	000702   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 5C	
JAN FEB MAR APR	UNION-HOWARD
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	003203   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 7	
JAN FEB MAR APR	
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	0006902   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SUNSET DISTRICT  
INBOUND  
Blue on Brown

SAN FRANCISCO MUNICIPAL RAILWAY 3	
JAN FEB MAR APR	1. TAYLOR
MAY JUN JUL AUG	2. MARKET
SEP OCT NOV DEC	
1967 1968	
PULL OUT	8035702   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
Limited Stop	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 3D	
JAN FEB MAR APR	33. PARK
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	000303   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
Limited Stop	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 4B	
JAN FEB MAR APR	71. HAIGHT-NORIEGA
MAY JUN JUL AUG	72. HAIGHT-SUNSET
SEP OCT NOV DEC	
1967 1968	
PULL OUT	006802   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
Limited Stop	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 5	
JAN FEB MAR APR	9. RICHLAND
MAY JUN JUL AUG	12. OCEAN AVE.
SEP OCT NOV DEC	MISSION VALENCIA
1967 1968	
PULL OUT	020502   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
Limited Stop	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 6	
JAN FEB MAR APR	9. RICHLAND
MAY JUN JUL AUG	OCEAN AVE. MISSION VALENCIA
SEP OCT NOV DEC	
1967 1968	
PULL OUT	011702   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
Limited Stop	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 7A	
JAN FEB MAR APR	
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	000902   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 3A	
JAN FEB MAR APR	6. MARKET
MAY JUN JUL AUG	7. MARKET
SEP OCT NOV DEC	8. QUINTARA
1967 1968	
PULL OUT	0038102   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
Limited Stop	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 3-E	
JAN FEB MAR APR	17. PARK MERCED EXPRESS
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	003101   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
Limited Stop	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 4C	
JAN FEB MAR APR	18. SLOAT
MAY JUN JUL AUG	35. MIRALOMA
SEP OCT NOV DEC	
1967 1968	
PULL OUT	007402   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 5A	
JAN FEB MAR APR	HOFFMAN CHURCH
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	004902   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 6A	
JAN FEB MAR APR	HOFFMAN CHURCH
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	004802   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 7B	
JAN FEB MAR APR	
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	000302   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SUNSET DISTRICT  
OUTBOUND  
Brown on White

SAN FRANCISCO MUNICIPAL RAILWAY 3B	
JAN FEB MAR APR	19. MARKET
MAY JUN JUL AUG	21. MARKET
SEP OCT NOV DEC	22. MARKET
1967 1968	
PULL OUT	8018802   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
Limited Stop	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 4	
JAN FEB MAR APR	25. INGLETSIDE
MAY JUN JUL AUG	TARAVAIL OCEAN-VIEW
SEP OCT NOV DEC	MARKET
1967 1968	
PULL OUT	025102   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE. EXCEPT FIRST ZONE ON MARKET STREET and South of Market Lines to 12th Street.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 4D	
JAN FEB MAR APR	23. PARK
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	000502   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 5B	
JAN FEB MAR APR	51. SILVER
MAY JUN JUL AUG	52. EXCELSIOR
SEP OCT NOV DEC	
1967 1968	
PULL OUT	001202   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 6B	
JAN FEB MAR APR	SILVER
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	002002   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0

SAN FRANCISCO MUNICIPAL RAILWAY 7C	
JAN FEB MAR APR	
MAY JUN JUL AUG	
SEP OCT NOV DEC	
1967 1968	
PULL OUT	000302   TURN IN
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARDS.	
TURN BACK FOLLOWING CAR OR COACH LIFT	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
HOUR	MINUTES
6 AM	0



7D	
1967	
1968	
PULL OUT 000302 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 8C	
14	
23-27 COMBINED TRIP	
1967	
1968	
PULL OUT 000002 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 9B	
12	
1967	
1968	
PULL OUT 000901 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 9F	
11	
1967	
1968	
PULL OUT 000192 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 10A	
12	
24. DIVISADERO	
52. Embarcadero	
1967	
1968	
PULL OUT 006102 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 10E	
7	
30. STOCKTON	
40. S. P. DEPOT-2ND	
1967	
1968	
PULL OUT 019202 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

BAYSHORE/BAYVIEW  
Outbound  
Red on White

SAN FRANCISCO MUNICIPAL RAILWAY 8D	
7	
15-30. STOCKTON EXPRESS	
1967	
1968	
PULL OUT 005502 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD ON 45 O. B. AT SUTTER, 41 NORTH BOUND AT 4th & HOWARD 15 OR 17 INBOUND AT AREATA.	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 9C	
11	
22. FILLMORE	
1967	
1968	
PULL OUT 0017405 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 9G	
11	
TO MONTEZUMA	
1967	
1968	
PULL OUT 0004402 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 10B	
14	
19. POLK	
1967	
1968	
PULL OUT 005802 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 10F	
23	
Roosevelt Way	
1967	
1968	
PULL OUT 001702 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

CROSTOWN  
IN (NORTH) BOUND  
Blue on Orange

SAN FRANCISCO MUNICIPAL RAILWAY 9D	
11	
45. PITREND	
1967	
1968	
PULL OUT 0018301 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 9H	
12	
50. ZENDEKA	
1967	
1968	
PULL OUT 0008202 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 10C	
12	
22. FILLMORE	
1967	
1968	
PULL OUT 001402 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 10G	
12	
10. MONTEZUMA	
1967	
1968	
PULL OUT 002703 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD OUTBOUND TO 26 LINE AT 30th and CHERRY	
HOUR MINUTES	

CROSTOWN  
OUT (SOUTH) BOUND  
Orange on White

SAN FRANCISCO MUNICIPAL RAILWAY 9E	
11	
37. SUTTER	
1967	
1968	
PULL OUT 0014302 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 10	
13	
THIRTEENTH AVE	
1967	
1968	
PULL OUT 003203 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 23 LINE AT ARMY STREET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 10D	
13	
47. POTRERO	
1967	
1968	
PULL OUT 006002 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 23 LINE AT ARMY STREET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 10H	
13	
35. EUREKA	
1967	
1968	
PULL OUT 003802 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 23 LINE AT ARMY STREET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 8	
10	
15. THIRD	
1967	
1968	
PULL OUT 000402 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 8A	
14	
42. EVANS	
1967	
1968	
PULL OUT 009602 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 8B	
11	
25. BRYANT	
1967	
1968	
PULL OUT 002102 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 9	
11	
34. SUTTER	
1967	
1968	
PULL OUT 0002802 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAN FRANCISCO MUNICIPAL RAILWAY 9A	
11	
34. SUTTER	
1967	
1968	
PULL OUT 0005902 TURN IN	
PRIVILEGES GOVERNED BY ZONE IN WHICH PASSENGER BOARD.	
DIRECTION MAY BE REVERSED ONLY BY USE OF FIRST CROSS LINE WITHIN BOARDING ZONE.	
NOT GOOD FOR REVERSAL ON 2ND STREET TO MARKET	
HOUR MINUTES	

SAMPLE OF UNCUT FORM 1 THROUGH 10

**SAN FRANCISCO MUNICIPAL RAILWAY 9G**

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

**1967** **1970**

PULL OUT

TURBOBACK FOLLOWING CAR OR COACH

LIFT

TURN IN

0007779

ROUTE	TO	FROM	MIN.
6	A.M.	0	15
7	"	30	30
8	"	45	45
9	A.M.	0	15
10	"	30	30
11	"	45	45
12	Noon	0	15
1	P.M.	15	30
2	"	30	45
3	"	45	0
4	"	15	30
5	P.M.	30	45
6	"	45	0
7	"	15	30
8	"	30	45
9	P.M.	45	0
10	"	15	30
11	"	30	45

EMERGENCY

CALIF. CABLE LINE IN (EAST) BOUND Red on Blue

**SAN FRANCISCO MUNICIPAL RAILWAY 11**

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

**1967** **1968**

PULL OUT

TURBOBACK FOLLOWING CAR OR COACH

LIFT

TURN IN

0004101

CALIFORNIA

OUTBOUND

Market to Leavenworth

Leavenworth to Van Ness

ROUTE	TO	FROM	MIN.
1	15	30	45
2	15	30	45
3	30	45	0
4	15	30	45
5	30	45	0
6	15	30	45

EMERGENCY

CALIF. CABLE LINE OUT (WEST) BOUND Blue on White

**SAN FRANCISCO MUNICIPAL RAILWAY 12**

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

**1967** **1968**

PULL OUT

TURBOBACK FOLLOWING CAR OR COACH

LIFT

TURN IN

007102

AM

61. CALIFORNIA

OUTBOUND

Market to Leavenworth

Leavenworth to Van Ness

ROUTE	TO	FROM	MIN.
1	15	30	45
2	15	30	45
3	30	45	0
4	15	30	45
5	30	45	0
6	15	30	45

EMERGENCY

POWELL CABLE LINES IN (NORTH) BOUND Orange on Blue

**SAN FRANCISCO MUNICIPAL RAILWAY 13**

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

**1967** **1968**

PULL OUT

TURBOBACK FOLLOWING CAR OR COACH

LIFT

TURN IN

0004801

POWELL CABLE LINES

INBOUND

Market to Leavenworth

Leavenworth to Van Ness

ROUTE	TO	FROM	MIN.
1	15	30	45
2	15	30	45
3	30	45	0
4	15	30	45
5	30	45	0
6	15	30	45

EMERGENCY

POWELL CABLE LINES OUT (SOUTH) BOUND Blue on Orange

**SAN FRANCISCO MUNICIPAL RAILWAY 14**

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

**1967** **1968**

PULL OUT

TURBOBACK FOLLOWING CAR OR COACH

LIFT

TURN IN

0004802

POWELL CABLE LINES

OUTBOUND

Market to Leavenworth

Leavenworth to Van Ness

ROUTE	TO	FROM	MIN.
1	15	30	45
2	15	30	45
3	30	45	0
4	15	30	45
5	30	45	0
6	15	30	45

EMERGENCY

RICHMOND DISTRICT LOADERS' TRANSFER Red on Blue

**SAN FRANCISCO MUNICIPAL RAILWAY A**

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

**1967** **1968**

PULL OUT

TURBOBACK FOLLOWING CAR OR COACH

LIFT

TURN IN

0004101

GEARY

BROADWAY ST.

LEAVENWORTH ST.

STEINER ST.

ELEVENTH AVE.

ROUTE	TO	FROM	MIN.
1	45	15	30
2	45	15	30
3	57	27	45
4	45	15	30
5	57	27	45
6	45	15	30

EMERGENCY

SUNSET DISTRICT LOADERS' TRANSFER Blue on Brown

**SAN FRANCISCO MUNICIPAL RAILWAY B**

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

**1967** **1968**

PULL OUT

TURBOBACK FOLLOWING CAR OR COACH

LIFT

TURN IN

0005301

TARAVAL

IRVING ST.

FILLMORE CHURCH

CANTON AVE.

NINETEENTH AVE.

ROUTE	TO	FROM	MIN.
1	45	15	30
2	45	15	30
3	57	27	45
4	45	15	30
5	57	27	45
6	45	15	30

EMERGENCY

MISSION DISTRICT LOADERS' TRANSFER Red on Green

**SAN FRANCISCO MUNICIPAL RAILWAY C**

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

**1967** **1968**

PULL OUT

TURBOBACK FOLLOWING CAR OR COACH

LIFT

TURN IN

000402

ARMY

SIXTEENTH ST.

SAN JOSE AVE.

GUERRERO ST.

SIXTH ST.

ROUTE	TO	FROM	MIN.
1	45	15	30
2	45	15	30
3	57	27	45
4	45	15	30
5	57	27	45
6	45	15	30

EMERGENCY

BAYSHORE/BAYVIEW LOADERS' TRANSFER Green on Red

**SAN FRANCISCO MUNICIPAL RAILWAY D**

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

**1967** **1968**

PULL OUT

TURBOBACK FOLLOWING CAR OR COACH

LIFT

TURN IN

0014703

BAYSHORE

BAYVIEW

THIRD

SEVENTH

ROUTE	TO	FROM	MIN.
1	15	30	45
2	15	30	45
3	30	45	0
4	15	30	45
5	30	45	0
6	15	30	45

EMERGENCY

TERMINAL TRANSFER (SHUTTLE/FEEDER LINES) Green on Orange

**SAN FRANCISCO MUNICIPAL RAILWAY E**

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

**1967** **1968**

PULL OUT

TURBOBACK FOLLOWING CAR OR COACH

LIFT

TURN IN

0005503

IN

OUT

37 GARDNETT

30 BOLT TOWER

63 CANTON

61 PASEO

ROUTE	TO	FROM	MIN.
6	A.M.	0	15
7	"	30	30
8	"	45	45
9	A.M.	0	15
10	"	30	30
11	"	45	45
12	Noon	0	15
1	P.M.	15	30
2	"	30	45
3	"	45	0
4	"	15	30
5	P.M.	30	45
6	"	45	0
7	"	15	30
8	"	30	45
9	P.M.	45	0
10	"	15	30
11	"	30	45

EMERGENCY

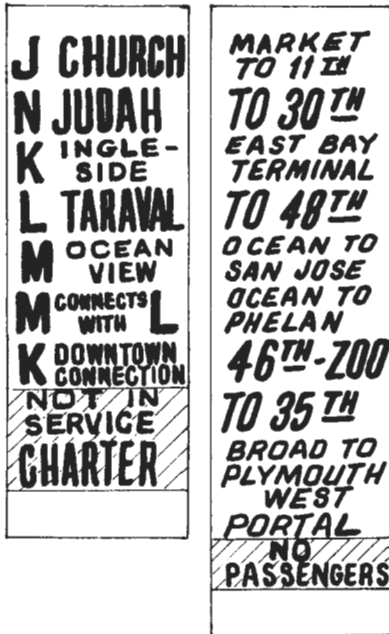


DESTINATION SIGNS

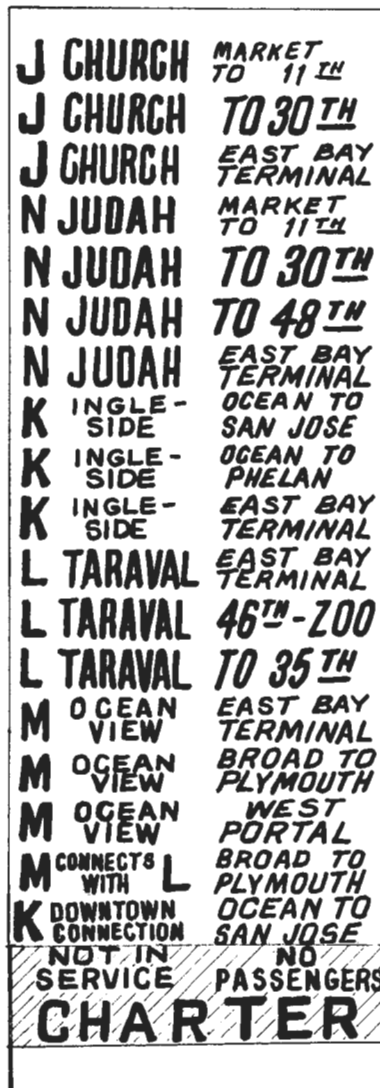
The destination signs that are used on Municipal Railway vehicles are of three types: (1) a one-piece line sign, containing a line number and name; (2) a two-piece line and destination sign, with line number and name on the door-side curtain and destination information on the driver-side curtain; and (3) line and destination information painted on one curtain. (Cable cars are excluded from this discussion since they are not equipped with multi-reading roller-type destination signs.) During the 1950's, Muni converted to the line-destination format by ordering the then new Mack buses with two piece signs, and converting the signs on streetcars and trolley coaches with single curtains to the new format. To set the destination information apart from the line number and name, slanted letters were used. Originally, streetcars, trolley coaches and the Mack diesels that were equipped with two-piece signs had straight (perpendicular) lettering. As new two-piece sign curtains were made, the new slant lettering was used. (In fact, it is possible to tell which readings were added to the original Mack destination curtains, since later additions feature the slanted lettering.) Signs in the White buses never were converted to the two-piece format, presumably because they were considered to be spare buses that would eventually be disposed of.

Another interesting aspect of Muni destination signs is that they were made for use at specific divisions. During the 1969-70 fiscal year, each of the five divisions had both a one-piece and a two-piece sign in use! Each division's signs had all of the necessary readings (at least when they were made) for all routes that were operated from that division. The reason for this was twofold: (1) the original cloth material was too thick to allow all possible readings to be placed on a single roll; and (2) all Muni vehicles are assigned to specific divisions and but rarely operate on routes other than those of the home division. There are two recent exceptions to the division headsign rule, viz: (1) the Macks all had the same line sign which had all bus line readings, plus a few streetcar and trolley coach readings (even so, minor changes were subsequently made to them); and (2) the "New Look" Flexible and GMC coaches came equipped with universal signs--that is with readings for all possible Muni lines--cable car, streetcar, trolley coach and bus. This was made possible through the use of a new plastic sign material (milar) which made possible up to 120 readings on a single roll where the previous limit had been 50 to 60!


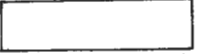
GENEVA DIVISION  
Two-Piece (1000-Series')  
Line Sign      Destination Sign



GENEVA DIVISION  
One-Piece (1100-Series)  
Line/Destination Sign



KEY: Shading used on the accompanying indicates the following:

- 1 CALIF.**  
White letters on black background
- NOT IN SERVICE**  
White letters on red background
- SHOPPERS' SHUTTLE**  
Black letters on yellow background
-   
Solid black
-   
Blank--solid white

PRESIDIO DIVISION  
Two-Piece (Marmon-Herrington)  
Line Destination  
Sign Sign

5 McALLISTER TO 27<sup>TH</sup>  
21 HAYES PLAYLAND  
1 CALIF. FULTON  
1 CALIF. TO 6<sup>TH</sup>  
1 CALIF. TO 8<sup>TH</sup>  
3 JACKSON STANYAN-  
4 SUTTER FULTON  
TO 4<sup>TH</sup>  
NOT IN SERVICE  
CHARTER FERRY  
30 STOCKTON 6<sup>TH</sup>-CALIF.  
41 UNION TO MARKET  
41 UNION TO 33<sup>RD</sup>  
S. VAN NESS PRESIDIO AVE  
TO SUTTER  
TO UNION  
NORTH PT.  
VAN NESS  
CHESTNUT-  
BRODERICK  
JEFFERSON  
LOOP  
S.P. DEPOT  
TO FOLSOM  
TO STEINER  
TO LYON  
BEALE-  
HOWARD  
TO 26<sup>TH</sup>  
TO 17<sup>TH</sup>  
CLAY TO  
SANSOME

PRESIDIO DIVISION  
One-Piece (Twin Coach)  
Line/Destination Sign

5 McALLISTER TO 27<sup>TH</sup>  
5 McALLISTER PLAYLAND  
5 McALLISTER FULTON  
5 McALLISTER TO 6<sup>TH</sup>  
5 McALLISTER TO 4<sup>TH</sup>  
5 McALLISTER FERRY  
5 McALLISTER TO MARKET  
21 HAYES FULTON  
21 HAYES TO 6<sup>TH</sup>  
21 HAYES CALIF. TO 8<sup>TH</sup>  
21 HAYES STANYAN-  
21 HAYES FULTON  
21 HAYES TO 4<sup>TH</sup>  
21 HAYES FERRY  
21 HAYES TO MARKET  
21 HAYES 6<sup>TH</sup>-CALIF.  
1 CALIF. 6<sup>TH</sup>-CALIF.  
1 CALIF. TO MARKET  
1 CALIF. TO MARKET  
3 JACKSON TO MARKET  
1 CALIF. TO 33<sup>RD</sup>  
1 CALIF. TO 33<sup>RD</sup>  
3 JACKSON PRESIDIO AVE.  
4 SUTTER PRESIDIO AVE.  
NOT IN SERVICE  
CHARTER  
30 STOCKTON TO SUTTER  
30 STOCKTON TO UNION  
30 STOCKTON NORTH PT.-  
30 STOCKTON VAN NESS  
30 STOCKTON CHESTNUT-  
30 STOCKTON BRODERICK  
30 STOCKTON JEFFERSON  
30 STOCKTON LOOP  
30 STOCKTON S.P. DEPOT  
30 STOCKTON TO FOLSOM  
41 UNION TO STEINER  
41 UNION TO LYON  
41 UNION BEALE-  
41 UNION HOWARD  
41 UNION TO 26<sup>TH</sup>  
41 UNION TO 17<sup>TH</sup>

POTRERO DIVISION  
Two-Piece (St. Louis)  
Line Destination  
Sign Sign

41 UNION TO STEINER  
41 UNION TO LYON  
S. VAN NESS BEALE-  
47 POTRERO HOWARD  
22 FILLMORE TO 26<sup>TH</sup>  
14 MISSION TO 17<sup>TH</sup>  
12 OCEAN AVE. TO ARMY  
9 RICHLAND VAN NESS  
8 MARKET NORTH PT.  
33 ASHBURY TO UNION  
7 HAIGHT TO SUTTER  
6 MASONIC MARINA  
THIRD-20<sup>TH</sup>  
NOT IN SERVICE KANSAS  
CHARTER TO 17<sup>TH</sup>  
16<sup>TH</sup> TO  
18<sup>TH</sup> TO  
POTRERO  
FOLSOM  
TO 25<sup>TH</sup>  
TO RICHLAND  
TO OCEAN AVE  
TO LOWELL  
DALY CITY  
TO PHELAN  
TO ANDOVER  
TO CASTRO  
TO 16<sup>TH</sup>  
4<sup>TH</sup> TO  
HARRISON  
GOLDEN  
GATE PK.  
FERRY  
TO BEALE  
TO 4<sup>TH</sup>  
TO MARKET  
TO LAGUNA  
QUINTARA  
TO 14<sup>TH</sup>  
ORTEGA TO  
10<sup>TH</sup>

POTRERO DIVISION  
One-Piece (Marmon-Herrington)

Line/Destination Sign

41 UNION TO STEINER  
 41 UNION TO LYON  
 41 UNION BEALE - HOWARD  
 41 UNION S. VAN NESS TO 26<sup>TH</sup>  
 41 UNION S. VAN NESS TO 17<sup>TH</sup>  
 47 POTRERO TO 17<sup>TH</sup>  
 47 POTRERO TO ARMY  
 47 POTRERO VAN NESS NORTH PT.  
 47 POTRERO TO UNION  
 22 FILLMORE TO UNION  
 22 FILLMORE TO SUTTER  
 22 FILLMORE MARINA  
 22 FILLMORE THIRD-20<sup>TH</sup>  
 22 FILLMORE KANSAS TO 17<sup>TH</sup>  
 22 FILLMORE 16<sup>TH</sup> TO POTRERO  
 22 FILLMORE 16<sup>TH</sup> TO FOLSOM  
 14 MISSION 16<sup>TH</sup> TO FOLSOM  
 14 MISSION TO 25<sup>TH</sup>  
 14 MISSION TO RICHLAND  
 14 MISSION TO OCEAN AVE.  
 14 MISSION TO LOWELL  
 14 MISSION DALY CITY  
 14 MISSION FERRY  
 14 MISSION TO BEALE  
 14 MISSION TO 4<sup>TH</sup>  
 12 OCEAN AVE. TO PHELAN  
 12 OCEAN AVE. FERRY  
 12 OCEAN AVE. TO BEALE  
 12 OCEAN AVE. TO 4<sup>TH</sup>  
 9 RICHLAND TO ANDOVER  
 9 RICHLAND FERRY  
 9 RICHLAND TO BEALE  
 9 RICHLAND TO 4<sup>TH</sup>  
 8 MARKET TO CASTRO  
 8 MARKET FERRY  
 8 MARKET TO BEALE

POTRERO DIVISION  
One-Piece (Marmon-Herrington)

Line/Destination Sign  
(Continued)

8 MARKET TO 4<sup>TH</sup>  
 33 ASHBURY TO CASTRO  
 33 ASHBURY TO 16<sup>TH</sup>  
 33 ASHBURY 4<sup>TH</sup> TO HARRISON  
 33 ASHBURY GOLDEN GATE PK.  
 7 HAIGHT GOLDEN GATE PK.  
 7 HAIGHT FERRY  
 7 HAIGHT TO BEALE  
 7 HAIGHT TO 4<sup>TH</sup>  
 7 HAIGHT TO MARKET  
 7 HAIGHT TO LAGUNA  
 6 MASONIC FERRY  
 6 MASONIC TO BEALE  
 6 MASONIC TO 4<sup>TH</sup>  
 6 MASONIC QUINTARA TO 14<sup>TH</sup>  
 6 MASONIC ORTEGA TO 10<sup>TH</sup>  
~~NOT IN SERVICE~~  
~~CHARTER~~

KIRKLAND DIVISION  
One-Piece (White)

Line Sign

2 - CLEMENT  
~~2 CLEMENT LIMITED STOPS~~  
~~2 CLEMENT EXPRESS~~  
 5 - McALLISTER  
 5 McALLISTER LIMITED STOPS  
 15 - THIRD  
~~15 THIRD LIMITED STOPS~~  
 19 - POLK  
 31 - BALBOA  
 32 - EMBARCADERO  
 42 - EVANS  
 45 - VAN NESS  
 47 - POTRERO  
 55 - SACRAMENTO  
~~55 SACRAMENTO LIMITED STOPS~~  
 40 DEPOT-2<sup>ND</sup>-MARKET  
~~31 BALBOA LIMITED STOPS~~  
 34 - EDDY  
 80 - LEAVENWORTH  
 38 - GEARY  
~~38 GEARY LIMITED STOPS~~  
~~38 GEARY EXPRESS~~  
 CHARTER  
 NOT IN SERVICE  
~~30 STOCKTON EXPRESS~~  
~~17 PARKMERGED EXPRESS~~  
 43 - ROOSEVELT  
 24 - DIVISADERO  
 22 - FILLMORE

OCEAN DIVISION  
One-Piece (White)

Line Sign

5 M<sup>c</sup> ALLISTER  
LIMITED STOPS  
30 STOCKTON  
EXPRESS  
17 PARK-MERCED  
EXPRESS  
10-MONTEREY  
11-HOFFMAN  
14 MISSION  
EXPRESS  
14 MISSION  
LIMITED STOPS  
14-MISSION  
15-THIRD  
15 THIRD  
LIMITED STOPS  
16-NORIEGA  
17-PARK-MERCED  
18-SLOAT  
24-DIVISADERO  
25-BRYANT  
26-VALENCIA  
26 VALENCIA  
EXPRESS  
27-NOE  
28-NINETEENTH AVE  
29-VISITACION  
35-EUREKA  
36-MIRA LOMA  
40-DEPOT-2<sup>ND</sup> MARKET  
42-EVANS  
43-ROOSEVELT  
50 GENEVA  
51-SILVER  
52-EXCELSIOR  
53-SOUTHERN HTS.  
56-CEMETERIES  
J-CHURCH  
M-OCEAN VIEW  
N-JUDAH  
CHARTERED  
NOT IN SERVICE  
66-MASONIC-QUINTARA-30<sup>TH</sup>

OCEAN DIVISION  
One-Piece (White)

Line Sign  
(Continued)

66 MASONIC-QUINTARA-30<sup>TH</sup>  
LIMITED STOPS  
71-HAIGHT-NORIEGA  
71 HAIGHT-NORIEGA  
LIMITED STOPS  
72-HAIGHT-SUNSET  
72 HAIGHT-SUNSET  
LIMITED STOPS

Mack  
Line Sign  
ALL\* DIVISIONS

22 FILLMORE  
24 DIVISI-  
DERO  
43 ROOSE-  
VELT  
45 VAN NESS  
2 CLEMENT  
2 CLEMENT  
LIMITED  
2 CLEMENT  
EXPRESS  
5 M<sup>c</sup> ALLISTER  
5 M<sup>c</sup> ALLISTER  
LIMITED  
55 SACRA-  
MENTO  
55 SACRAMENTO  
LIMITED  
31 BALBOA  
31 BALBOA  
LIMITED  
80 LEAVEN-  
WORTH  
38 GEARY  
38 GEARY  
LIMITED  
38 GEARY  
EXPRESS  
19 POLK  
32 EMBAR-  
CADERO  
30 FREEMAN  
EXPRESS  
30 STOCKTON  
EXPRESS  
35 EUREKA  
51 SILVER  
52 EXCELSIOR  
53 SOUTHERN  
HEIGHTS  
15-3<sup>RD</sup> KEARNY  
42-3<sup>RD</sup>-EVANS  
EXPRESS  
40 COMMUTER  
11 HOFFMAN  
14 MISSION  
14 MISSION  
LIMITED  
14 FREEMAN  
EXPRESS  
14 LIMITED VIA  
GUERRERO  
SHOPPERS  
SHUTTLE  
SCHOOL BUS

Mack  
Line Sign  
ALL\* DIVISIONS  
(Continued)

NOT IN SERVICE  
2 7 HAIGHT  
66 QUINTARA  
66 QUINTARA  
LIMITED  
71 HAIGHT-  
NORIEGA  
71 HAIGHT-NORIEGA  
LIMITED  
72 HAIGHT-  
SUNSET  
72 HAIGHT-SUNSET  
LIMITED  
N JUDAH  
J CHURCH  
3 25-47-30<sup>TH</sup> AVE  
25 BRYANT  
26 VALENCIA  
26 VALENCIA  
EXPRESS  
27 NOE  
10 MONTEREY  
17 PARK-  
MERCED  
17 FREEMAN  
EXPRESS  
M OCEAN  
VIEW  
M OCEAN VIEW  
VIA PARK MERCED  
18 SLOAT  
28 19<sup>TH</sup> AVE  
36 MIRA LOMA  
16 NORIEGA  
EXPRESS

1 37 CORBETT  
2 81 BACON  
3 23 CRESCENT  
4 29 VISITACION  
VALLEY

The above four signs replaced readings of the same number on some (if not all) Ocean Division destination signs

\* All Motor Coach Divisions (e.g., Ocean and Kirkland)



Mack  
Destination Sign  
KIRKLAND DIVISION

**MARINA  
TO 3<sup>RD</sup>**  
WEBSTER-  
JACKSON  
CASTRO  
-25<sup>TH</sup>  
THE  
PRESIDIO  
DAVIS-  
MARKET  
**TO 4<sup>TH</sup>**  
**TO 5<sup>TH</sup>**  
**TO 6<sup>TH</sup>**  
**TO 12<sup>TH</sup>**  
HYDE TO  
CHESTNUT  
**TO 33<sup>RD</sup>**  
FORT  
MILEY  
48<sup>TH</sup> PT. LOBOS  
VIA FT. MILEY  
48<sup>TH</sup> POINT  
LOBOS  
**BEACH  
FERRY**  
CLAY-  
BATTERY  
PRESIDIO  
AVE.  
**FILLMORE  
TO MARKET  
TO 2<sup>ND</sup>  
S.P. DEPOT  
33<sup>RD</sup> LEGION  
OF HONOR  
EAST BAY  
TERMINAL  
17<sup>TH</sup> - WIS.  
9<sup>TH</sup> BRANNAN  
TO MISSION  
UNION-  
POLK  
BEACH  
DIVISADERO  
JEFFERSON  
HYDE  
S.P. DEPOT  
PIER 50  
CHESTNUT  
BRODERICK  
CHESTNUT  
SAN SOME  
**BROADWAY  
FISHERMAN'S  
WHARF AREA****

Mack  
Destination Sign  
KIRKLAND DIVISION  
(Continued)

**PACIFIC  
STOCKTON-  
NORTH PT.  
EARL-  
KIRKWOOD  
NAVY YARD  
GENEVA-  
MISSION  
BUSH-  
MONTGOMERY  
ARLETA  
COW PALACE  
TO LYON**  
**CHARTER  
SPECIAL**  
NO  
PASSENGERS  
GROVE - V. NESS  
MARKET - 3<sup>RD</sup>  
GROVE - V. NESS  
MKT. - DRUMM  
GOLDEN  
GATE PK.  
**BALL PARK  
DOWNTOWN  
TO SUTTER**

Mack  
Destination Sign  
OCEAN DIVISION

WEBSTER -  
JACKSON  
17<sup>TH</sup> - MKT.  
GLEN VIEW  
DIAMOND HTS.  
17<sup>TH</sup> - MKT.  
CHESTNUT  
BRODERICK  
SANSOME -  
CHESTNUT  
**BROADWAY  
FISHERMAN'S  
WHARF AREA  
PACIFIC  
STOCKTON-  
NORTH PT.  
EARL-  
KIRKWOOD  
NAVY YARD  
GENEVA-  
MISSION  
TO 3<sup>RD</sup>  
ARLETA  
COW PALACE  
TO MARKET  
TO 2<sup>ND</sup>  
S.P. DEPOT  
22<sup>ND</sup> - MISSION  
24<sup>TH</sup> - DOUGLASS  
DALY CITY  
**FERRY**  
EAST BAY  
TERMINAL  
9<sup>TH</sup> - JUDAH  
30<sup>TH</sup> - VICENTE  
**TO 48<sup>TH</sup>**  
LAKE  
MERCED  
**TO 30<sup>TH</sup>**  
**TO MISSION  
TO 5<sup>TH</sup>  
TO 4<sup>TH</sup>**  
OCEAN AVE.  
SAN JOSE  
COMMUNITY  
SERVICE  
**CHARTER  
SPECIAL**  
NO  
PASSENGERS  
**29<sup>TH</sup> ST.**  
9 RICHLAND - 29<sup>TH</sup> ST  
29<sup>TH</sup> ST VIA 23**

Mack  
Destination Sign  
OCEAN DIVISION  
(Continued)

**12<sup>TH</sup> - CALIF.**  
COURTLAND-  
BAYSHORE  
APPAREL  
CITY  
SCOTT ST.  
1 VIA 30-47  
JUNIPERO  
SERRA-19<sup>TH</sup>  
PARK  
2- MERCED  
BROAD-  
PLYMOUTH  
3- BEACH-  
DIVISADERO  
**PHELAN  
48<sup>TH</sup> POINT  
LOBOS  
STONESTOWN**  
4 SICKLES-  
MISSION  
SEA  
CLIFF  
PERSHING  
DRIVE  
PERSHING-  
SEA CLIFF  
25<sup>TH</sup> TO  
CALIF.  
**TO SUTTER  
GOLDEN  
GATE PK.  
BALL PARK  
GENEVA-  
SAN JOSE  
GENEVA  
LOOP  
MIDTOWN  
TERRACE  
MISSION-16<sup>TH</sup>  
MISSION-ARMY**

1 **FOREST  
HILL STA.**  
2 **WEST  
PORTAL**  
3 **JUNIPERO  
SERRA-OCEAN**  
4 **SCOTT ST.  
VIA 30-47**

The four signs  
above were added  
to some Ocean  
signs--some re-  
placing other  
readings, while  
others were  
spliced onto the  
roll at the place  
indicated by →

New Look  
Line Sign  
ALL DIVISIONS

39 COIT  
59 POWELL  
MASON  
60 POWELL  
HYDE  
61 CALIF.  
  
22 FILLMORE  
24 DIVISA-  
DERO  
43 ROOSE-  
VELT  
45 VAN NESS  
SUTTER  
4 SUTTER  
3 JACKSON  
1 CALIF.  
VIA JNSN  
1 CALIF.  
2 CLEMENT  
2 CLEMENT  
LIMITED  
2 CLEMENT  
EXPRESS  
5 McALLISTER  
LIMITED  
5 McALLISTER  
21 HAYES  
55 SACRA-  
MENTO  
55 SACRAMENTO  
LIMITED  
31 BALBOA  
LIMITED  
31 BALBOA  
GEARY  
38 EXPRESS  
38 GEARY  
LIMITED  
38 GEARY  
32 EMBAR-  
CADERO  
19 POLK  
80 LEAVEN  
WORTH  
41 UNION  
41 UNION  
S. VAN NESS  
41 UNION  
EXPRESS  
30 FREEWAY  
EXPRESS  
30 STOCKTON  
EXPRESS  
30 STOCK-  
TON

New Look  
Line Sign  
ALL DIVISIONS  
(Continued)

SHOPPERS  
SHUTTLE  
SCHOOL BUS  
NOT IN SERVICE  
EXPRESS  
  
47 POTRERO  
25-47-30 OWL  
25 BRYANT  
26 VALENCIA  
26 VALENCIA  
EXPRESS  
15 3RD-KEARNY  
EXPRESS  
15 3RD-KEARNY  
42 3RD-EVANS  
40 COMMUTER  
14 FREEWAY  
EXPRESS  
LIMITED VIA  
GUERRERO  
14 MISSION  
LIMITED  
14 MISSION  
12 OCEAN  
AVE.  
11 HOFFMAN  
9 RICHLAND  
8 MARKET  
7 HAIGHT  
6 MASONIC  
  
J CHURCH  
J CHURCH  
EXPRESS  
N JUDAH  
EXPRESS  
N JUDAH  
66 QUINTARA  
66 QUINTARA  
LIMITED  
71 NORIEGA  
LIMITED  
71 HAIGHT-  
NORIEGA  
72 HAIGHT-  
SUNSET  
72 SUNSET  
LIMITED  
16 NORIEGA  
EXPRESS  
17 FREEWAY  
EXPRESS

New Look  
Line Sign  
ALL DIVISIONS  
(Continued)

17 PARK-  
MERCED  
  
10 MONTEREY  
18 SLOAT  
28 19TH AVE.  
  
23 CRESCENT  
27 NOE  
29 VISITACION  
VALLEY  
33 ASHBURY  
34 WOODSIDE  
35 EUREKA  
36 MIRALOMA  
37 CORBETT  
51 SILVER  
52 EXCELSIOR  
53 SOUTHERN  
HEIGHTS  
81 BACON  
  
M OCEAN  
VIEW  
K INGLE-  
SIDE  
L TARAVAL

New Look  
Destination Sign  
ALL DIVISIONS

GROVE-V.NESS  
MARKET-3RD  
GROVE-V.NESS  
MARKET-DRUM  
TO POTRERO  
KANSAS  
TO 17TH  
MARINA  
WEBSTER-  
JACKSON  
TO LYON  
TO STEINER  
TO 26TH  
THE  
PRESIDIO  
DAVIS-  
MARKET  
TO UNION  
S.P. DEPOT  
PIER 50  
17TH-WIS.  
9TH-BRANNAN  
  
TO VAN NESS  
BATTERY  
-PINE  
HYDE TO  
CHESTNUT  
FILLMORE  
PRESIDIO  
AVE.  
TO STANYAN  
TO 6TH  
CALIF.  
TO 8TH  
TO 12TH  
TO 25TH  
TO 33RD  
33RD LEGION  
OF HONOR  
BEACH  
FORT  
MILEY  
48TH PT. LOBOS  
VIA FT. MILEY  
40TH POINT  
40-LOBOS  
BUSH-  
MONTGOMERY  
TO SUTTER  
TO MARKET  
TO MISSION  
TO 5TH  
TO 4TH

New Look  
Destination Sign  
ALL DIVISIONS  
(Continued)

TO 3RD  
TO 2ND  
TO BEALE  
EAST BAY  
TERMINAL  
FERRY  
  
DOWNTOWN  
CHARTER  
SPECIAL  
NO  
PASSENGERS  
BALL PARK  
QUINTARA  
TO 14TH  
ORTEGA TO 10TH  
GOLDEN  
GATE PK.  
TO CASTRO  
TO 48TH  
LAKE  
MERCED  
SUNSET-  
NORIEGA  
9TH JUDAH  
30TH-VICENTE  
TO 30TH  
DALY CITY  
TO LOWELL  
TO ANDOVER  
TO RICHLAND  
22ND-MISSION  
24TH-DOUGLASS  
GLEN PARK  
STATION  
BALBOA PK.  
STATION  
  
TO FOLSOM  
TO ARMY  
VAN NESS  
NORTH PT.  
JEFFERSON  
LOOP  
BEACH-  
DIVISADERO  
CHESTNUT  
DIVISADERO  
OCEAN-  
PHELAN  
S.P. DEPOT  
SANSOME-  
CHESTNUT  
BROADWAY

New Look  
Destination Sign  
ALL DIVISIONS  
(Continued)

FISHERMAN'S  
WHARF AREA  
STOCKTON-  
NORTH PT.  
TO PACIFIC  
NAVY YARD  
EARL-  
KIRKWOOD  
ARLETA  
COW PALACE  
GENEVA-  
MISSION  
GENEVA  
LOOP  
STONES-  
TOWN  
SEA  
CLIFF  
PERSHING  
DRIVE  
PERSHING-  
SEA CLIFF  
TO CALIF.  
COURTLAND-  
BAYSHORE  
APPAREL  
CITY  
  
4TH TO  
HARRISON  
29TH ST.  
9 RICHARD-MSA  
29TH ST. VIA 23  
MIDTOWN  
TERRACE  
PARK-  
MERCED  
BROAD TO  
PLYMOUTH  
WEST  
PORTAL  
TO OCEAN AVE  
OCEAN TO  
SAN JOSE  
TO HOLLOWAY  
FOREST  
HILL STA.  
COMMUNITY  
SERVICE  
46TH-200  
TO 35TH  
TO 16TH  
TO 17TH  
17TH MKT.-  
BURNETT  
DIAMOND HTS.  
17TH MKT.  
  
LINCOLN  
WAY