

# 1972 News Releases

STATEMENT BY B. R. STOKES, GENERAL MANAGER  
Bay Area Rapid Transit District

November 10, 1972

BART managed to obtain a copy of the report of the Legislative Analyst's office only late last night. A quick review brings two immediate reactions: extreme disappointment and an inability at this time to respond in detail.

In the quick review possible thus far, we note that the report seems to endorse the procedures by which we are now operating on the Oakland-Fremont line and which we intend to pursue when the Richmond and Concord lines open. It is deplorable, therefore, that the wording of the report will leave an unavoidable inference in the minds of some segment of the public that BART somehow is unsafe. Nothing could be further from the truth. Safety is, has been, and always will be our primary consideration.

Our brief review of the report also reveals some apparent misinterpretations of the information we supplied to the Analyst's office. As only two immediate examples, on the one hand the report is critical of BART's ability to negotiate sufficient recoveries from contractors and other government agencies--but on the other hand the report is critical of the delay in settling such issues. In most cases, the very reason for delayed settlement is BART's taking a strong position of not settling until satisfied with an adequate recovery. As a second example, the report suggests BART should be able to retain engineers to perform research and development, design and construction management for a fee the ASCE handbook suggests as being adequate only for design and limited construction review. This results from an apparent misunderstanding

of the ASCE guidelines.

Our review to this time also reveals many "recommendations" which coincide with information we provided the Analyst's researchers, and which we are now in the process of implementing.

We are now carefully analyzing the 106-page report and will have no further comment until our review is completed.

Statement of  
John P. Buehler, Chairman  
Board of Control  
to Directors of the Bay Area Rapid Transit District

The General Manager of Bart has presented his reaction to the recently-publicized report of the State Legislative Analyst, and detailed responses to the 31 recommendations of the report. Our concurrence is reinforced by readiness to back up the responses which pertain to our areas of responsibility with any information you may require of us.

In view of the publication of the Legislative Analyst's report in advance of any notification to you or to us, we feel obligated to present certain exceptions directly to you at a public meeting.

Let us make clear at the outset that we welcomed this investigation -- in fact, we have invited objective analyses in the past as a means of offsetting misinformation publicized by critics of the project with varying qualifications and degrees of credibility.

But we expected a comprehensive audit of BART'S situation, with a detailed examination into BART'S safety record to date and its provisions for the future. We anticipated a penetrating review of contract administration, including our own functions in this area on behalf of the District. We expected comparison with similar public projects.

It was our expectation that, as your engineering consultants, we would be a party to the provision of essential information and operating philosophy to the investigation. We thought that before the report reached final form, we would have the opportunity to review material, react to allegations, and respond to charges previously publicized. In short, we



hoped to contribute facts and evidence to the Analyst's records which we believed to be pertinent to his conclusions.

We are principally concerned about two major subjects of the report. First, it implies that the system was opened for operations without due regard for public safety. Having reviewed every step we have taken in preparation for the opening of the system, and knowing the reservations imposed on equipment acceptance which are still in effect during current limited operations, you are aware that this criticism is unmerited. Neither you nor we have demonstrated anything but the greatest concern for public safety. Unfortunately, the published opinions of outside critics, interviewed by investigators who permitted no rebuttal from us, may have influenced the public's confidence, to the detriment of the District, the system, and its owners - the taxpayers.

For example, the report cites several recommendations of the Battelle Memorial Institute in the context of criticism of certain safety factors. What the report does not state is that we engaged Battelle for just such purposes in 1969 to bring objective expertise to bear on the problem of assuring safety and reliability to the system.

The manner of public presentation of the report has led to the inference that the letting of the Westinghouse contract for the automatic train control system was questionable. The point was raised that the system was untried, and that the low amount of the bid was therefore the only determining factor.

We would like to remind you of the time, not so long ago, when the members of your board, along with us, were under intense criticism for alleged failure to be innovative in plans for the system. There was expressed concern that the system would be old-fashioned -- that it wouldn't take advantage of space-age technology. Now we have evidence of progress: We are being faulted for being innovative - for employing electronics, for pioneering in transportation automation. Admittedly, bugs have cropped up in the development in this brand new system of automatic train control. But one of the world's greatest producers in the field of electronics has assured us that our stringent performance specifications can be met with this system. We will be willing to accept the system only when they are met. Meanwhile, we intend to assist the manufacturer in any way we can in making whatever improvements are necessary to make the system work reliably and safely. There has never been any question of convergence of trains until that point is reached.

Our second area of principal concern is that the report may create the inference that the consulting engineers have imposed unwarranted charges on the District. So we want to provide you with the reassurance that the charges on the project that you have received and approved over the years have been accurate, fair, and, contrary to the report, well within the professional guidelines of the American Society of Civil Engineers.

Although the matter is covered in detail in the General Manager's response to the Post report, let us add this: The subject of engineering contracts and costs has been aired repeatedly since the outset of this project. It was one of the items in dispute in the taxpayer's suit that originally impeded the development of the system. It was settled at that time,

we thought, with a thorough and fair consideration in court.

On several occasions, you have reviewed tabulated costs of engineering and construction management on other public projects, including several in California. Our costs compare very favorably with theirs, and this is not said to be critical of other public agencies. Consider the tremendous mass of ancillary problems associated with public projects -- countless public and private presentations, hearings, alternative studies, routes by the score, deep involvement in environmental considerations, public involvement -- and Bart is no exception. Such community involvement by engineers is essential - we subscribe to it wholeheartedly and believe that it was thus that BART achieved its high degree of public acceptance. However, fixed costs cannot be established for such far-reaching and complex projects in the public sector, nor can resultant costs be compared with an engineering assignment of some better-defined project, such as a bridge or section of highway.

Even the trans-bay tube, which is mentioned in the report, is a different engineering situation from the over-all BART system. Although a very difficult job of engineering and construction, it contained much repetitive work from a design standpoint and a limited range of services compared to the project as a whole, and hence a narrower range of engineering costs. So we, ourselves, proposed 6% of construction cost as a contract basis for engineering and construction management services. A review of similar projects indicated this to be a fair evaluation of costs, and the California Department of Public Works concurred. The District, however, insisted on a top limit, to which we concurred.

The Legislative Analyst's report states that the ASCE guideline suggests a median percent of 5.7; that our tube had a 6% rate, which presumably therefore would be reasonable; and that if we had been paid at a 6% rate for the whole BART job we would have received \$56 million less than we did.

This compares apples and oranges. The ASCE Manual suggests the 5.7% rate for basic engineering services alone. But our contract calls for conceptual engineering, preliminary engineering, design engineering, equipment conceptual development, construction inspection, management, resident engineering services -- complete support of BART throughout the whole spectrum of engineering and related services. This could easily double the 6% rate, and is in line with the complete ASCE manual.

It is also pertinent that while we have received reimbursement for engineering services, in many cases we are merely the vehicle through which such payments are conveyed. Hundreds of subcontractors, consultants, and others who worked on this project received their payments through us. These include engineers, architects, planners, boring contractors, surveyors, as well as certain equipment development and operation costs of the test track.

Our contract administrative procedures have been coordinated with those of the District and are always subject to BART review and approval. These procedures have been developed and changed as necessary by BART and to our knowledge, we are operating with BART personnel quite aware and directly involved. True, there have been many changes and some retro-fit construction costs. What job doesn't have these? But when you can point to a record of less than 5% in change orders on construction costs of nearly a billion dollars, its a pretty good tribute to

your engineers and staff! What is more, it is notable that in moving this project along at an expedited pace, much construction has been started and under way while design was proceeding on some follow-up work. Sometimes this caused changes in earlier work. But this often prevented greater costs through inflation, and BART benefited on balance.

In the light of all this, it is somewhat discouraging to have all the old allegations and inferences brought out and rehashed, no matter how well-meaning the intent. The Legislative Analyst's report provided nothing helpful to us. Much of it had been publicized before, at one time or another. The current problems it highlights are well known to us, and in our areas of responsibility, we are working to solve them, just as we have solved countless other problems in the past to bring this highly sophisticated system "on line." We are confident that the problems remaining likewise will be solved. Our current experience is not unique in projects of such complexity,

Even today, BART has taken its place as one of the outstanding public works achievements in the United States and with a construction safety record that is practically unparalleled in the industry. You have your accrual of continuing savings in insurance costs to prove it. We are proud of this record, and you may be assured that our contract will be fulfilled to completion with the same exacting attention to the safety of the public.

1972 NEWS RELEASES

MASTER LIST

- N-78.....Northwest SF Extension Study Board of Control Mtg.
- N-79.....Notice of Board Meeting
- O-1.....End-of-Year Status Report on BART Lines
- O-2.....First Board Meeting
- O-3.....1971 Progress Report
- O-4.....Notice of Board Meeting
- O-5.....Human Rights Commendation
- O-6.....Energizing of third rail on "C" and "R" lines.
- O-7.....Notice of Board Meeting
- O-8.....Selection of Livermore-Pleasanton technical consultants
- O-9.....Notice of Board Meeting
- O-10.....Notice of Board Meeting
- O-11.....Notice of Board Meeting
- O-12.....Hayes Appointment
- O-13.....Bicycle Rack Installation
- O-14.....Handicapped Facilities
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- O-16.....Notice of Board Meeting
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- O-18.....El Cerrito Plaza Preview & Schedule of Previews
- O-19.....Bus Service Funding from SB325 for CC & Alameda
- O-20.....Silliman Statement on Westinghouse Visit
- O-21.....El Cerrito Plaza Preview
- O-22.....South Hayward Station Preview
- O-23.....South Hayward Station Preview
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- O-27.....Transfer Machines for AC Reduced Fare
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- O-31.....Walnut Creek Station Preview
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- O-40.....Orinda Station Preview



1972 NEWS RELEASES

MASTER LIST

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- 0-73..... BART/Trails Study Begins (\$50,000)
- 0-74..... Special Board Meeting Release (Post Report)
- 0-75..... Extended Weekday Service Thanksgiving to Christmas
- 0-76..... Special Board Meeting 11-27 2PM (Post Report)
- 0-77 . . . . . Extended service for Raider-New York Jets football  
game
- 0-78 . . . . . Millionth passenger
- 0-79 . . . . . William H. Chester and Nello J. Bianco named  
President and Vice President respective of the  
BART Board
- 0-80 . . . . . Regular Board Meeting, December 21, 1972
- 0-81 . . . . . Singles Only Ski Club caroling on BART trains  
December 21, 1972
- 0-82 . . . . . Saturday service for last-minute Christmas  
Shoppers on December 23, 1972.





BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-82  
TUESDAY, DECEMBER 19, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

TO ACCOMMODATE LAST-MINUTE CHRISTMAS SHOPPERS, THE BAY AREA RAPID TRANSIT DISTRICT HAS SECURED SPECIAL PERMISSION FROM THE CALIFORNIA PUBLIC UTILITIES COMMISSION TO OPERATE ON SATURDAY, DECEMBER 23. PRIOR TO THIS, BART HAS BEEN AUTHORIZED BY THE PUC TO OPERATE MONDAY THROUGH FRIDAY ONLY.

SATURDAY WILL BE THE LAST DAY OF BART'S EXTENDED HOLIDAY SERVICE HOURS OF 6 A.M. TO 10 P.M., WHICH HAVE BEEN IN EFFECT SINCE NOVEMBER 24. UNDER THAT SCHEDULE, THE LAST NORTHBOUND TRAIN FROM FREMONT DEPARTS AT 9:15 P.M., AND THE FINAL SOUTHBOUND TRAIN FROM MAC ARTHUR STATION LEAVES AT 10 P.M.

AFTER SATURDAY, BART WILL RESUME ITS REGULAR WEEKDAY SERVICE AND NORMAL 6 A.M.-TO-8 P.M. SCHEDULE, EXCEPT FOR MONDAY, DECEMBER 25, AND MONDAY, JANUARY 1, WHEN THE SYSTEM WILL BE CLOSED.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

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Monday, December 18, 1972

## FOR IMMEDIATE RELEASE

DAVID H. KELSEY  
DIRECTOR OF PUBLIC INFORMATION

The Spirit of "Christmas Past and Present" will be riding Bay Area Rapid Transit trains Thursday December 21 when BART patrons along with employees will be treated to an evening of old fashioned Christmas caroling sung live along the system.

Beginning at 7:30 p. m. 50 members of the Singles Only (SO) ski club of the San Francisco Bay Area will gather at the MacArthur Station where they will begin their evening of caroling. Then they will split into two groups of 25 each and board a train to work their way south stopping at the 19th Street and 12th Street City Center stations. After some more caroling at these stations they will again board a train for the Lake Merritt Station where they will sing at the station's entrances and on the concourse. From Lake Merritt the group will travel south once more to Fremont, caroling along the way and then turn around to ride north to conclude the evening back at the MacArthur Station.

Traditionally the S.O. ski club, one of the largest and most active ski clubs in the Bay Area, carol on San Francisco's cable cars. However, according to S.O.'s president, John Knechel, members

- more -

of the club thought it would be appropriate to blend this "fine old tradition" with the new streamlined transit system.

BART has extended its service hours to 10:00 p. m. through Friday, December 22 in order to accommodate evening shoppers and store employees. BART trains, however, will not be operating on Christmas Day December 25.

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0-80  
Monday, December 18, 1972

DAVID H. KELSEY  
DIRECTOR OF PUBLIC INFORMATION

## FOR IMMEDIATE RELEASE

An adjourned regular meeting of the Board of Directors of the San Francisco Bay Area Rapid Transit District will be held on Thursday, December 21, 1972, at 9:00 a. m. in the Board Room, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-79

Friday, December 15, 1972

DAVID H. KELSEY  
DIRECTOR OF PUBLIC INFORMATION

## FOR IMMEDIATE RELEASE

Bay Area Rapid Transit District Directors, William H. Chester and Nello J. Bianco were named president and vice president respectively of the BART Board for 1973 it was announced by outgoing Board president George M. Silliman.

Chester, a vice president of the International Longshoremen's & Warehousemen's Union was appointed to the BART Board of Directors January 23, 1970 by San Francisco Mayor, Joseph Alioto. He served as vice president of the Board for 1972.

Born in Shreveport, Louisiana, Chester attended Western University, Quindero, Kansas and has been a member of the ILWU since 1938, and regional director since 1951. He has been vice president and assistant to the president of the ILWU since 1968.

As president of the BART Board of Directors, Chester will preside over Board meetings and appoint all committees, bringing with him a wide range of executive experience.

Presently he is chairman of the Mayor's Labor Advisory Committee, and serves on the boards of directors of the United Nations Association of San Francisco, and the San Francisco Council of Churches.

Chester makes his home with his family in San Francisco.

Nello J. Bianco was appointed to the BART Board September 23, 1969 by the Contra Costa County Board of Supervisors. A businessman Bianco currently serves on the Richmond City Council and is former chairman of the city's personnel board.

Born in Weed, California, Bianco moved to the Bay Area at the age of nine with his family and attended local schools. He makes his home with his wife and three children in Richmond.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
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0-78

Tuesday, December 12, 1972

DAVID H. KELSEY  
DIRECTOR OF PUBLIC INFORMATION

## FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District today celebrated a milestone in operations by recognizing its millionth passenger to complete a trip on the BART line since the startup of service September 11.

Mrs. Bettie DeManty of Hayward, who commutes to her job as a marketing representative at the Pacific Telephone Company in Oakland, exited the fare gate at approximately 8:30 a. m. at the 19th Street Station in downtown Oakland and became the millionth passenger carried by the BART trains. She was greeted outside the gate by BART Board President George M. Silliman, and General Manager B. R. Stokes.

At that moment photographers from the press and broadcast media moved in. In her surprise Mrs. DeManty said, "What did I do?"

"You are the millionth passenger," said Silliman.

Silliman and Stokes then presented her with a model of a BART train, a pin and a millionth-rider momento ticket.

Mrs. DeManty, who writes service orders for the installation of coin telephones, said she had been commuting on BART since the day the system opened.

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BART has travelled over 23,332,114 passenger miles since beginning revenue service September 11. Total passenger revenue to date is more than \$436,000. This does not include revenue from various concessions.

Averaged out, November total patronage amounted to 13,396 per day. The busiest day to date was the day after Thanksgiving, with 31,223 passengers.

5,614 special discount fare tickets for senior citizens and youths to age 12 have been sold through the local banks. Regular \$10 and \$20 tickets sold through the banks have totalled 1,805.

Presently BART is extending its service hours to 10:00 p. m. through Friday, December 22 in order to accommodate evening holiday shoppers and store employees.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-77

Friday, December 8, 1972

DAVID H. KELSEY  
DIRECTOR OF PUBLIC INFORMATION

## FOR IMMEDIATE RELEASE

As a special convenience to fans attending the Oakland Raiders-New York Jets football game Monday night, December 11, the Bay Area Rapid Transit District will extend its normal operating hours until one hour after the game ends, BART General Manager B. R. Stokes announced.

The game will be played at the Oakland Coliseum, one-quarter mile from BART's Coliseum Station, beginning at 6 p. m.

Stokes noted BART has substantially expanded its carrying capacity in recent weeks due to increased delivery and checkout of new cars. Trains now are generally four and five cars long, he said, compared to two- and three-car trains at the time of the World Series in mid-October. Nevertheless, he stressed that it will still be necessary for people heading South to the game to start early to avoid being caught in the normal 4:30-to-5:30 p. m. commuter rush.

Stokes also urged game-goers to avoid long lines on game day by buying their BART tickets before Monday if possible, and in an amount sufficient to cover their return trip. BART tickets, bought in advance for fare amounts more than a single-ride, can be used indefinitely again

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and again until their value is used up.

Coupled with BART's extended service, AC Transit will provide a special connecting shuttle bus service from the BART Coliseum Station to the Coliseum Complex, beginning at 4 p. m. Buses will run approximately every five minutes.

BART patrons should remember to get an AC transfer while still inside the station for a free ride to the Coliseum. Buses will pick up passengers at the edge of the Coliseum Station parking lot on Snell Street. The return fare on the shuttle bus after the game is 25¢.

On Monday, ample parking spaces will be reserved at the Coliseum Station for regular BART patrons using that station. Parking will be free for BART patrons provided they receive a no-charge parking validation from the station agent before boarding trains.

The small number of regular patrons parking at Coliseum Station will enable BART to make the majority of its parking spaces available to Raiders game-goers at a \$1.00 charge.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
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Telephone (415) 465-4100

R. D. KRAEHE  
DISTRICT PRESS OFFICER

November 22, 1972

FOR IMMEDIATE RELEASE

A special meeting of the Board of Directors of the Bay Area Rapid Transit District has been scheduled for 2 p.m., Monday, November 27, 1972, in the Board Room at 800 Madison Street, Oakland, California, for the purpose of continued consideration of matters related to the report of the Legislative Analyst.



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-75

Wednesday, November 22, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

Beginning Friday, November 24, and continuing through Friday, December 22, the Bay Area Rapid Transit District will extend its evening service by two hours to accommodate holiday shoppers and store employees.

For that period, BART trains will operate weekdays, at 10-minute intervals, from 6:00 a. m. to 10:00 p. m. The system will continue to be closed on weekends.

BART General Manager B. R. Stokes explained that in order to close the system shortly after 10:00 p. m., it will be necessary to run the last train northbound from Fremont at 9:20, while the last train southbound from MacArthur Station will leave at 10:00.

Stokes said that BART is working to encourage shopping centers along the Oakland-Fremont line to institute shuttle bus service between the complexes and BART stations during the extended service period. To date, the Fremont Hub Shopping Center, a 96-store complex eight blocks from BART's Fremont Station, has agreed to provide shuttle service from 10:00 a. m. until closing November 24, and subsequently, if patronage warrants.

Stokes said that BART intends to promote multiple-ride tickets as "the solution to the perennial problem of what to give for Christmas". Regular fare \$10 and \$20 tickets, good indefinitely until the value is used up, are available at BART stations and in local banks. Special fare tickets for children under 13 and senior citizens 65 and over, costing \$2.50 for \$10 worth of travel, are sold only through bank branches.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-74

Thursday, November 16, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold a special meeting next week, according to BART President George M. Silliman.

The meeting will be held Monday, November 20, at 8:00 a. m. at District Headquarters, 800 Madison Street, Oakland.

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800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-73

Friday, November 10, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The first step in administering a year-long, \$50,000 study of linking BART with a regional network of hiking and bicycle trails is scheduled for Wednesday, November 15; when selection of the project's planning consultant will be made from among three contenders.

The public is invited to attend the meeting and to submit its evaluations of the competing planners' presentations, which will be weighed by the project's Steering Committee in choosing the consultant. Organization of a formal Citizens Committee to participate in the study will take place in a few weeks.

Time and place of the meeting is 7:30 p.m., in the first-floor Board Room of the Bay Area Rapid Transit District headquarters at 800 Madison Street in Oakland.

Dubbed the BART/TRAILS Project, the study intends:

- to examine park and recreation potential of BART lands,
- to identify corridors linking BART with present and proposed Bay Area recreation areas,
- to weigh the importance of recreation access in selecting future rapid transit routes and station locations,
- to develop a system of bicycle commute routes to BART stations in San Francisco and the East Bay,
- to establish requirements for improved accommodation of bicycles by BART.

Sponsors of the project and members of its Steering Committee are BART, the East Bay Regional Park District, People for Open Space, San Francisco Planning and Urban

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Renewal Association (SPUR), and the San Francisco Transit Task Force. Chairman of the Steering Committee is Councilman John Sutter of Oakland and Vice Chairman is Michael Fischer of SPUR. As the one agency serving all three counties of the project area, BART will coordinate and administer the study.

Funding of the study will be by a \$40,000 grant from the U. S. Department of Transportation and \$10,000 from the East Bay Regional Park District.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-72

Wednesday, November 8, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District will extend its weekday service hours between Thanksgiving and Christmas to accommodate evening holiday shoppers and store employees, BART General Manager B. R. Stokes announced today.

Starting Friday, November 24, through Friday, December 22, BART trains will operate weekdays at 10-minute intervals from 6:00 a. m. until 10:00 p. m., Stokes said. He explained that in order to close the system soon after that hour, it will be necessary to run the last train northbound from Fremont at 9:20 p. m., while the last train south from MacArthur Station will leave at 10:00 p. m.

On Thanksgiving Day, November 23, BART will operate its standard 14-hour day, from 6:00 a. m. to 8:00 p. m., with train frequencies on a holiday schedule of about every 15 minutes, Stokes said. For now, BART continues to be closed on weekends.

Stokes said that BART is contacting retailer groups and Chambers of Commerce in Fremont, San Leandro, Hayward and Oakland to determine their interest in operating shuttle bus service between shopping complexes and BART stations during its extended service period. To date, the Fremont Hub Shopping Center, a 96-store complex eight blocks from BART's Fremont Station, has agreed to provide shuttle service from 10:00 a. m. until closing November 24, and subsequently if patronage warrants.

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Stokes said that BART intends to promote its multiple-ride tickets as "the solution to the perennial problem of what to give for Christmas." Regular fare \$10 and \$20 tickets, good indefinitely until the value is used up, are available in BART stations and at local banks. Special fare tickets for children under 13 and senior citizens 65 and over, costing \$2.50 for \$10 worth of travel, are sold only through bank branches.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-71

Monday, November 6, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, November 9, at 10:00 a. m. at District headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-70

Monday, October 30, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

"Archeology of the Metro," an exhibit of pre-Columbian artifacts uncovered during the construction of the Mexico City Metropolitan Subway system, will be on display at BART's 24th and Mission Street Station in San Francisco beginning Thursday, November 2.

The exhibit is one of many cultural events taking place during the city's Seventh Annual Raza-Hispanidad Festival, and will be on display to the public daily through November 20.

Cosponsored by the Raza-Hispanidad Festival Association and the M. H. deYoung Memorial Museum, this exhibit brings major archeological discoveries of Mexico City and the Aztec culture to the Mission District.

Prior to opening the Thursday exhibit, Manuel Ortiz, Curator of the Mexican National Museum of Anthropology, will preside over a brief ceremony at 11:30 a. m. in front of the station entrance. Also on hand will be San Francisco Mayor Joseph Alioto or his representative, and San Francisco BART Directors William Chester and William Reedy.

The public is invited to attend the opening ceremony before viewing the exhibit, which will be located on the concourse level of the BART station. The "Archeology of the Metro" exhibit will be open to the public from 10:00 a. m. to 10:00 p. m. Monday through Friday, and 11:00 a. m. to 6:00 p. m. Saturdays and Sundays.

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0-69

Friday, October 27, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Board of Directors of the Bay Area Rapid Transit District Thursday (Oct. 26) authorized the establishment of an express bus feeder line from the Danville-Alamo area of Contra Costa County into the Walnut Creek BART station.

BART is presently preparing a federal grant application for \$1.9 million to help finance this service, which is proposed as a result of Greyhound Bus Lines announced intention to discontinue its Contra Costa commute service when BART begins operation in the area.

"The purpose of this express bus route would be to provide service to these growing outlining areas not directly served by the existing BART system," said BART director of planning William F. Hein.

Hein said the Walnut Creek-Danville-Alamo bus service would be in addition to the express bus routes to BART previously announced to serve Pinole-El Sobrante, Antioch-Pittsburg, Martinez, and the Dublin-Pleasanton-Livermore area.

Beginning of service on all these routes is anticipated to coincide with the opening of BART's transbay service to San Francisco, scheduled for September 1973.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-68

Thursday, October 26, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

Bay Area Rapid Transit District trains carried more than 30,000 riders on Veterans' Day (Monday, October 23), exceeding by 6,000 riders the record daily highs set last week on World Series game days.

Holiday sightseers combined with baseball fans attending the Oakland A's victory parade to produce the record crowds.

The week before, World Series games at the Oakland Coliseum had ballooned BART's patronage from the normal 12,000 persons on Monday to more than twice that number on the succeeding four game days, according to BART General Manager B. R. Stokes.

"With our limited peak carrying capacity of about 3500 riders per hour, we expected difficulties in handling large numbers of riders in a short space of time--and we got them," he said.

Stokes said that metering the flow of customers onto the train boarding platforms was the major problem at the Coliseum Station on game days, and at stations in Oakland, San Leandro and Fremont on Veterans' Day.

"The main problem has been a shortage of B cars--cars without train attendant's cabs--which we need in order to run longer trains," said Stokes. "Now we

Page 2 of 3

are getting two to three B cars delivered per week. This means our present peak capacity will be up 50 percent by the end of November, and up 100 percent by the end of December.

"This should pretty well bring us out of the woods as far as handling unusually large crowds is concerned," he said.

BART had but two B cars available for service when it opened from Fremont to north Oakland on September 11, because production priority was for the A cars which house the attendant's car and automatic train controls. Thus, operations personnel had only two three-car trains available, with the remaining six-to-eight trains made up of back-to-back A cars.

Rohr Industries, at Chula Vista, California, has now switched to production of B cars, and BART's shop personnel estimate 22 B cars should be tested and in service by year-end to make up longer trains.

BART Superintendent of Line Operations L. W. Breiner said that "the patrons were 99 percent cooperative on those crowded days and seemed to realize we were doing our best with the amount of equipment available."

Breiner said that handling the World Series and Veterans' Day crowds was complicated by the fact that most were riding BART for the first time and were not familiar with the automated fare collection equipment.

"A frequent problem we have with first-time riders is that they buy their tickets with only enough fare value to get them to their destination, one-way, instead of saving time by depositing at least enough for the round-trip, or even future trips," Breiner said. "Or they will buy one ticket for a high fare value, thinking everyone in their party can use it."

-- more --

"Obviously, we still have an education job to do with the fare equipment. We have to get across that each person must have his own ticket for entry, and that he can store as much fare on it as he wishes, up to \$20, and that it remains good indefinitely."

The stored fare ticket is a basic concept of BART's fare collection equipment. It is intended to minimize ticket purchases and thereby eliminate ticket lines during peak hours on the system.

"Paper money also is a problem for some first-timers," said Breiner. "Our change machines don't change paper money higher than \$1 bills because machines for changing higher denominations just aren't reliable enough for our use. Some people seem to carry nothing less than \$5 bills, but I think this problem will disappear as they become accustomed to the fare equipment."

# # #



**BAY AREA RAPID TRANSIT DISTRICT**  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-67

Friday, October 20, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting next week, according to BART President George M. Silliman.

The meeting will be held Thursday, October 26, at 10:00 a.m. at District Headquarters, 800 Madison Street, Oakland.

# # #





BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-66

Friday, October 13, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

As a special convenience for fans planning to attend the World Series, the Bay Area Rapid Transit District will extend its normal operating hours until approximately one hour after the games are over, it was announced today by BART General Manager B. R. Stokes.

The World Series games, which are scheduled for Tuesday, October 17, Wednesday, October 18, and possibly Thursday, October 19, at the Oakland Coliseum, will begin at 5:15 p.m.

In making the announcement to extend BART's service hours, however, Stokes cautioned would-be riders about the line's present limited carrying capacity.

He said it must be stressed that people heading south to the games from points north of the Coliseum Station should board the trains prior to 4:00 p.m. or as close to that time as possible in order to avoid the trains' normal load of commuters.

"In this way, the southbound commuters will have ample opportunity to get home at their normal times, and by the same token, those people planning on attending the games will not be thrown behind schedule by being caught in the rush hour," Stokes said.

He added that because most of commute patronage is southbound after 4:00 p.m., northbound trains will be a little less crowded during rush hours.

-- more --

Nevertheless, he emphasized, people attending the series who plan on taking northbound trains should also leave as early as possible.

Coupled with BART's extended service, AC Transit will provide a special connecting shuttle bus service from the BART Coliseum Station to the Coliseum complex beginning at 3:15 p.m. Buses will run approximately every five minutes.

BART patrons should remember to get an AC transfer while still inside the station for a free ride to the Coliseum. The return fare after the game is 25¢. Buses will pick up passengers at the edge of the Coliseum Station parking lot on Snell Street.

On Series game days, ample parking spaces will be reserved at the Coliseum Station for regular BART patrons using that station. Parking will be free for regular patrons provided they receive a no-charge parking validation from the station agent before boarding trains.

The limited number of regular patrons parking at the Coliseum Station will enable BART to make the majority of its parking spaces available to Series game-goers at a \$1.00 charge.

# # #



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone 465-4100

0-65

Monday, October 9, 1972

MEMO TO BAY AREA NEWS EDITORS

Wednesday, October 11, United States Secretary of Transportation, the Honorable John A. Volpe, will give an address and formally dedicate the BART system. He will be accompanied by Urban Mass Transportation Agency Administrator Carlos C. Villarreal. The dedication will commence at 11:00 a.m. on the concourse level of the BART headquarters complex at Lake Merritt near the fountain.

Following is the schedule of events leading up to and through the dedication ceremonies.

- 9:00 a.m. - Secretary Volpe's motorcade leaves the Hilton Inn - Oakland Airport
- 9:20 a.m. - Arrival at Hayward Yard, followed by a tour of the Hayward Shops; meeting key shop personnel
- 9:50 a.m. - Ceremonial Train leaves Hayward Yard for Fremont Station
- 10:00 a.m. - President Silliman introduces Secretary Volpe to invited guests at Fremont
- 10:15 a.m. - Ceremonial Train, with invited guests, leaves for Lake Merritt Station
- 10:45 a.m. - Train arrives at Lake Merritt Station - Briefing for the Secretary in Central Control
- 11:00 a.m. - Lake Merritt Ceremonies commence on the concourse level near the fountain area

-- more --

11:30 a.m. - Ceremonies conclude, Secretary Volpe leaves for San Francisco

Festivities planned for the Fremont Station will commence at 9:15 a.m. and continue after Secretary Volpe's departure for Lake Merritt.

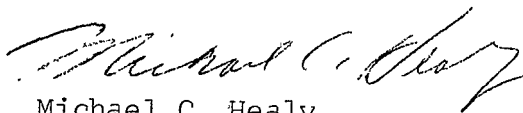
Working press assigned to cover the dedication events may pick up media badges at one of the following three places the morning of October 11.

1. Hayward Yard: Just off Industrial Parkway in Hayward, at the guard's office.
2. Fremont Station: At the entrance.
3. Press Trailer: Located in parking lot adjacent to BART headquarters complex at Lake Merritt. Members of the press wishing to pick up their media badges prior to October 11 may do so at the Public Information Office on the first floor of the BART headquarters building, or at the press trailer which will be open all day Tuesday, October 10.

NOTE: Because of the many invited guests expected, the ceremonial train will have a limited capacity. It is therefore recommended that major coverage focus on the Lake Merritt ceremonies.

If you have questions, please contact Bob Kraehe or myself for further information.

Cordially,



Michael C. Healy  
Public Information Officer

/mk



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-64

Wednesday, October 4, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Honorable John A. Volpe, United States Secretary of Transportation, will formally dedicate the Bay Area Rapid Transit system Wednesday, October 11, it was announced today at a BART Public Information & Legislation Committee meeting.

"We are very pleased and honored that Secretary Volpe will be here to tour some of the BART facilities and formally dedicate the system," said BART General Manager B. R. Stokes.

Stokes said two ceremonies are being planned at both the Fremont Station and the Lake Merritt Station, site of BART headquarters in Oakland.

Normal service will continue during the dedication proceedings, and passenger service will continue on a normal schedule throughout the day.

The Fremont Station ceremony will begin at 10:00 a.m. when Secretary Volpe will be introduced to invited guests by George M. Silliman, BART Board President, and official host. From Fremont, Secretary Volpe, Mr. Silliman and the guests will ride a ceremonial train north to the Lake Merritt Station. After a brief tour of BART's control center, a formal dedication of the system will commence at the fountain concourse area of the Lake Merritt Station.

The Lake Merritt ceremony will begin at 11:00 a.m., with the major dedication address by Secretary Volpe. Music will be provided by the United States Coast Guard Alameda Band. The ceremonies will conclude at 11:30 a.m.

at which time the Secretary will leave for San Francisco.

As an added highlight to the Fremont Station visit by Secretary Volpe, the cities of Fremont and Newark have planned an extensive program to celebrate the system dedication. Beginning at 9:15 a.m., there will be a concert performed by the Kennedy High School Band. This will be followed by a color guard, the national anthem, and pledge of allegiance with local dignitaries participating.

The Fremont program will also include the presentation of the History of Transportation as it relates to the Bay Area. The presentation will be narrated by well-known Bay Area television personalities Belva Davis and Ron Magers. As part of the program, there will be a parade of vehicles representing different eras of transportation, such as an old horse-drawn Wells Fargo stage coach, one of the first horse-drawn streetcars, carriages, several vintage automobiles, a motorized cable car, and a modern jetliner float.

# # #



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-63

Thursday, September 28, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

The Board of Directors of the Bay Area Rapid Transit District today received an award from the National Easter Seal Society for Crippled Children and Adults for BART's concern for the handicapped.

Presenting the award to BART Board Vice-President William H. Chester was Harold L. Willson, Chairman, Architectural Barriers Committee, Contra Costa County.

The award, in the form of a plaque, read in part: "Bay Area Rapid Transit District - for its deep concern for the handicapped expressed in pioneering adaptations of its facilities making them fully accessible to all." It was signed by Thomas C. Teas, National President of the Easter Seal Society for Crippled Children and Adults.

Said Willson in making the presentation, "BART's substantial breakthrough in constructing a barrier-free system serves as a model for other systems to be built or remodeled."

He said the handicapped in the BART service area will have a greater degree of independence leading to employment and an active participation in society and in the final analysis, an improved life style. Transportation is often the deciding factor between being dependent upon society and independent

within society.

In accepting the award, BART Vice-President Chester said that he was pleased to accept the award on behalf of the Board and staff and added that Mr. Willson had played a major role in bringing about the reality of the many facilities BART has incorporated for the handicapped.

Other members of the Easter Seal Society present for the award were: George F. Sauer, President, and Doris Hazlett, Executive Director, Contra Costa Chapter; Merritt G. Smalley, President, Douglas D. Toffelmier, M. D., Architectural Barriers Committee Chairman, Arthur Flanagan, Executive Director, and Tak Taketa, Associate Director, Alameda Chapter; Mrs. Timothy E. Robinson, President, and Mrs. Dorothy E. Snavely, Executive Director, San Francisco Chapter; and Arthur Lipton, State Easter Seal Society.

# # #





BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-62

Monday, September 25, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, September 28, at 10:00 a. m. at District headquarters, 800 Madison Street, Oakland.

An early item on the agenda of possible photographic interest is an award to the District from the National Easter Seal Societies of the three District counties. Harold L. Willson, chairman of the Contra Costa Architectural Barriers Committee will make the award to the District.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-61.

Monday, September 25, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District began its third week of week day revenue service today with a morning commuter count of almost 2,000--the highest since the September 11 opening of the system's initial 28-mile segment from Fremont to north Oakland.

"We take a count of both northbound and southbound riders through the Lake Merritt Station between 6:00 a. m. and 8:30 a. m., as this station gets the maximum traffic both ways," said BART General Manager B. R. Stokes. "This gives us the most important count between Oakland and stations south; but we estimate about 200 additional commuters are making shorter work trips between Fremont and Fruitvale Stations. These are not included in our count at Lake Merritt."

The Lake Merritt morning commuter count started out last week at 1,500 and reached a high of nearly 1,900 last week until today's new high just short of 2,000.

"The most significant fact," said Stokes, "is that despite our limited equipment and hours of service, the morning commuter count now represents almost 4,000 trips, or about 25 percent of the current daily ridership."

While commuter ridership is rising, the day-long crowds of sightseers riding the system fell off from more than 100,000 the first week to 83,000 last week.

"Daily ridership was between 16,500 and 17,500 each day last week," said Stokes. "We are beginning to see fewer newer sightseers and more people using the system for transportation, not only during commute hours, but the rest of the day as well."

Cash collections for the first and second week of revenue operations totaled \$100,000 as of early Friday, with an estimated \$15,000 still in the machines by the end of that day.

"Our treasury department reports some problems in keeping the money changer machines filled as the sightseer crowds are giving them unusually heavy use," said Stokes. "But they are well pleased with the general reliability of the machines to date, and IBM is doing a good job of keeping the heavily-used machines in proper working order."

Stokes again emphasized the "good and getting better" performance by the BART operations departments who run the trains, man the stations, and maintain the slim supply of two- and three-car trains at the Hayward Shop.

In-service equipment continues to be eight trains (totaling 18 cars) running on headways of 10 minutes during peak hours and up to 15 minutes during off-peak hours.

Stokes said the problem of sightseer crowds which BART commuters faced the first week again was far less serious last week.

"I think the crowd problem for commuters is past," he said, "but one

thing it did do was give the operations people invaluable experience in handling large numbers of people. Our station agents, in particular, have had a world of experience in two short weeks."

Weekday-only service continues this week from 6:00 a. m. to 8:00 p. m. , with exact departure times for the first and last trains each day posted in the 12 operating stations. Information on service is also available from BART's new telephone information center.

# # #

Tuesday, September 19, 1972

FOR YOUR INFORMATION:

The Bay Area Rapid Transit District today announced it will hold a public hearing on a capital grant project for the purchase and delivery of 100 additional rapid transit vehicles.

The hearing will take place at 3:00 p. m., Wednesday, September 20, 1972, in the Board Room, 800 Madison Street, Oakland.

###

Tuesday, September 19, 1972

FOR YOUR INFORMATION:

The Bay Area Rapid Transit District announced today that a public hearing will be held to consider a Federal grant project to furnish a protective blanket above a portion of the transbay tube.

The hearing will be held at 2:00 p. m. on Wednesday, September 20, 1972, in the Board Room, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-60

Friday, September 15, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

### BART IS ALIVE AND WELL IN THE EAST BAY

The Bay Area Rapid Transit District closed out its first five days of revenue service with a total passenger count of more than 100,000 for the opening segment of the system from Fremont to north Oakland.

BART General Manager B. R. Stokes had high words of praise for the District staff, and especially the operating personnel who run the trains, man the stations, and maintain the transit cars at the Hayward Shop.

"We opened Monday with 18 cars in service and were able to put as many as 22 cars in service to handle combined loads of commuters and excursion riders during the week," said Stokes.

"We started with eight two- and three-car trains in service, and went to nine and 10 trains which generally did well all week. What trains we did take off the line during the week were rapidly replaced by good team work between BART Central Train Control and our maintenance crews."

Stokes cited the job done by the station agents in handling the long lines of people waiting to ride the system on the first day.

"We expected a crowd problem the first day," said Stokes, "but people kept lining up outside the stations all week. In some cases, we saw the same

-- more --

faces three days in a row. Our newly-trained station agents, and our office force both did a tremendous job in a difficult crowd situation."

The large numbers of families, students and adults who made round trips on the system comprised the bulk of the week's ridership; but a headcount of riders from 6:00 AM to 9:00 AM each morning indicated an average 1400 commuters riding north from the Hayward and Fremont areas in the morning and south at night.

Stokes said a problem developed Tuesday and Wednesday afternoons when commuters had a difficult time finding room on the trains amid the excursion riders.

"We asked the excursion riders to get off the system by 3:00 PM so they would be getting off when the commute period started," he said. "They responded and Thursday and Friday commute hours went smoothly."

Stokes said the automated fare collection machines indicate good reliability on the basis of extremely heavy usage this week.

"IBM has 30 maintenance engineers in the stations to quickly adjust the machines when they get jammed by bent coins or need other adjustments. Consequently, our mechanical problems in this area have been minor," he said.

BART service will be shut down Saturday and Sunday because the number of trains is clearly not sufficient to handle large crowds of weekend riders.

Weekday service will resume Monday morning, with the first trains leaving from the 12 operating stations at various times between 5:00 AM and 6:10 AM, north or southbound. Times for first and last trains are posted in each station.





BAY AREA RAPID TRANSIT DISTRICT  
 800 Madison Street  
 Oakland, California 94607  
 Telephone (415) 465-4100

0-59

Friday, September 15, 1972

R. D. KRAEHE  
 DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District will be operating trains on the following schedule it was announced today by BART General Manager B. R. Stokes:

| <u>Station</u>                  | <u>Northbound Service</u> |                   | <u>Southbound Service</u> |                   |
|---------------------------------|---------------------------|-------------------|---------------------------|-------------------|
|                                 | <u>FIRST TRAIN</u>        | <u>LAST TRAIN</u> | <u>FIRST TRAIN</u>        | <u>LAST TRAIN</u> |
| Fremont                         | 5:00AM                    | 7:10PM            |                           |                   |
| Union City                      | 5:00AM                    | 7:15PM            | 6:10AM                    | 8:30PM            |
| South Hayward                   | 5:05AM                    | 7:20PM            | 6:05AM                    | 8:25PM            |
| Hayward                         | 5:10AM                    | 7:25PM            | 6:00AM                    | 8:20PM            |
| Bayfair                         | 5:10AM                    | 7:25PM            | 5:55AM                    | 8:15PM            |
| San Leandro                     | 5:15AM                    | 7:30PM            | 5:55AM                    | 8:15PM            |
| Coliseum                        | 5:20AM                    | 7:35PM            | 5:50AM                    | 8:10PM            |
| Fruitvale                       | 5:20AM                    | 7:35PM            | 5:45AM                    | 8:05PM            |
| Lake Merritt                    | 5:25AM                    | 7:40PM            | 5:45AM                    | 8:05PM            |
| Oakland City Center-<br>12th St | 5:25AM                    | 7:40PM            | 5:40AM                    | 8:00PM            |
| 19th Street                     | 5:30AM                    | 7:45PM            | 5:40AM                    | 8:00PM            |
| MacArthur                       |                           |                   | 5:40AM                    | 7:55PM            |

-- more --

Initially, BART trains will be running Monday through Friday only, on the 28-mile Oakland-Fremont leg of the system. It must be noted that although the basic schedule is considered to be 6:00 AM to 8:00 PM, the above schedule reflects the actual departure time for each train from the individual stations on first and last runs.

Trains are scheduled to operate 10 minutes apart during the morning and evening rush hours and 15 minutes apart during the midday hours.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-58

Saturday, September 9, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE AT WILL

## BUILDING BART STATIONS "TO LIFT THE HUMAN SPIRIT"

Architectural designs never seem to lack for controversy among architects themselves as well as the public who views their works with widely differing reactions.

The diverse designs of BART's 34 stations should provide topics for lively controversies among BART riders for years to come as they were conceived by 16 different architectural firms and eight landscape architects. This resulted from a key decision made in 1965 by the BART Directors to stress diversity in station design by drawing upon diverse design talent instead of assigning one firm to carry out systemwide uniformity of design.

Despite the lively, colorful diversity which has indeed been achieved, all BART stations are designed to handle large numbers of patrons efficiently in generally pleasant and natural surroundings. The stations are designed, not as ornate monuments and crowd-stoppers, but to complement a comfortable, natural new lifestyle that architects in other fields are striving for.

Donn Emmons, BART's first consulting architect, is credited with developing general architectural standards for the system and stations. Emmons (of Wuster,

-- more --

Bernardi and Emmons) also developed many basic designs on the system, such as the graceful concrete aerial supports acclaimed by designers.

In 1966, Emmons was succeeded by Tallie B. Maule, a widely-known architect and designer of multi-unit facilities. Maule's first sizable task was to coordinate the design efforts of all the firms commissioned for BART stations and solve specific design problems. BART's finances, depleted by rising costs, also made it necessary for Maule to revamp whole station plans to lower cost constraints. Also in his province were design of station furniture, booths, fare equipment, and the profusion of signs and graphics throughout the system.

Working with Maule on station designs was BART's longtime visual design consultant, Dr. John Burchard; he is also the "architect" of the stringent standards to assure high quality display advertising on the system. Dr. Burchard is Dean Emeritus of the Massachusetts Institute of Technology School of Humanities and formerly acting dean of the University of California's School of Environmental Design in Berkeley.

Although the first design contract was awarded in January 1965, it was not until late 1966 and 1967 that intensive design work really began. It would be February 1969 before the last of the station designs for the Oakland-Fremont line (that of the Fremont Station) was completed. Construction of the 12 stations on that route spanned five years, beginning in 1967 with the Oakland subway stations and ending with the finishing touches on the Fremont Station in the summer of 1972.

Design diversity can best be seen in the five aerial stations on the Oakland-Fremont line, the first segment of the system to be put in operation. For these

five, the controlling elements were essentially the same: comparable terrain, identical platform length and canopy height, and strong horizontal planes sliced by diagonals of the escalators. Yet within this framework quite different qualities were achieved, ranging from the strong massiveness of the San Leandro Station, to the handsomely stark functionality of the Coliseum Station, to the airy grace of the Fruitvale and Hayward Stations.

"The world's great transit systems have examples of beautiful stations difficult to excel," said Maule. "I think the important thing achieved with BART is not one or two prize-winners, but an entire system designed to lift the human spirit as one travels through it."

Structural diversity among the subway stations is limited for obvious reasons, but surprising differences have been achieved with different interior materials and spatial arrangements.

All but four miles of BART surface and aerial lines run along existing railroad or freeway rights-of-way, or within freeway medians. This represents an economical use of land for transit purposes, but frequently posed challenging problems in station design to the architects. MacArthur Station, for example, is the system's largest aerial station. It was sandwiched within the busy Grove-Shafter freeway near the Highway 580 interchange in north Oakland by utilizing the freeway structures.

Architects were given wide latitude in their choice of materials and colors.

Concrete, glass, granite, marble, ceramic tile, brick, bronze, aluminum, stainless steel - all low maintenance and vandal-resistant materials - were used.

Page 4 of 4

Colors tend toward the brighter, warmer end of the spectrum.

Each station was designed to reflect - where possible - the character of the community in which it is located, and the desires of that community. Also, insofar as possible, their locations are intended to encourage the kind of future development appropriate to that community.

# # #

## APPENDIX

The stations on the Oakland-Fremont line and their individual architects are, from north to south:

MacArthur - Maher & Martens

19th Street - Gardner A. Dailey

Oakland City Center-12th Street - McCue, Boone, Tomsick

Lake Merritt - Gardner A. Dailey

Fruitvale - Reynolds & Chamberlain (production)  
Neill Smith & Associates (design)

Coliseum - Reynolds & Chamberlain (production)  
Neill Smith & Associates (design)

San Leandro - Masten & Hurd, Inc. (production)  
Joseph Esherick & Associates (design)

Bay Fair - Masten & Hurd, Inc. (production)  
Joseph Esherick & Associates (design)

Hayward - Wurster, Bernardi and Emmons, Inc.

South Hayward - Kitchen & Hunt

Union City - Kitchen & Hunt

Fremont - Kitchen & Hunt



BAY AREA RAPID TRANSIT DISTRICT  
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Telephone (415) 465-4100

0-57

Thursday, September 7, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Starting with the Sept. 11 opening of the Bay Area Rapid Transit District's Oakland-to-Fremont service, BART patrons will be able to buy multiple-ride tickets through 80 Alameda County branches of 16 banking firms.

Initial participants in the service include selected branches of Bank of America, Wells Fargo Bank, First Western Bank & Trust Co., Crocker National Bank, Security Pacific National Bank, Bank of California, United California Bank, Alameda First National, Livermore National Bank, Hayward National Bank, Barclays Bank of California, Central Bank, The Sumitomo Bank of California, Security National Bank, First State Bank of California and Union Bank. Participation by four additional banks is still pending, but is probably at least several weeks away, BART announced.

Arrangements call for the banks to handle \$10 and \$20 denominations of regular-fare blue tickets, and a special, reduced-fare red ticket for senior citizens and youths costing \$2.50 for \$10 worth of rides. Sales will be over the counter for cash and checks, with ticket receipts credited to a BART account.

Each bank will be supplied on a consignment basis with packages of pre-encoded tickets at a central location, and will be responsible for distributing them to its participating branches.

The firms have agreed to be liable for safeguarding tickets after delivery and will compensate BART for any losses. They will not, however, handle any transactions involving damaged tickets or redemption of used tickets with remaining value, or require



proof of age of patrons requesting reduced-fare tickets. Those control and adjustment responsibilities remain with BART.

As partial compensation to the banks for their costs of providing the sales service, BART has agreed to leave ticket receipts on deposit for a minimum of 30 days, and to pay each bank one per cent (1%) of its gross ticket sales volume. In addition, the District is providing free merchandising support through point-of-sale displays on bank counter tops or check-writing desks, and advertising of the program through its own system media.

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800 Madison Street  
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Telephone (415) 465-4100

O-56

Thursday, September 7, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

Despite the much-discussed technological complexity of the Bay Area Rapid Transit system, BART's first passengers will find BART unexpectedly easy to use.

BART has taken pains not only to design easy functionality into the system, but to communicate it to its riders.

When service starts on the 28-mile Oakland-to-Fremont segment September 11, each of the 12 stations on the route will be stocked with a free, pocket-size folder which has distilled the process of riding BART into four basic steps. These illustrated, color guides will be available from tall, triangular kiosks standing just inside each station entrance, and at BART ticket sales displays located in Alameda County bank branches.

Moreover, each side of the seven-foot-high kiosks will display a poster enumerating the same four steps in using the system. More posters reiterating that information will be installed in four-foot-square wall frames near each station's ticket vending machines.

Both the pocket guide and posters are aimed at enabling passengers to ride BART without personal assistance, relying on the variety of automated equipment and informational aids built into the system. Nevertheless, almost twice

the normal complement of station agents, line supervisors, security officers, and other passenger-service personnel will staff the stations and trains initially to instruct and inform first-time riders. And BART's Phone Information Center, which went into service September 5, has English, Spanish and Chinese-speaking operators dispensing BART and AC Transit information from 6:00 a. m. to 6:00 p. m. Monday through Friday.

As explained by the folders and posters, riding BART very simply consists of:

- Planning your trip, using the BART route maps liberally dotting the walls of stations and trains, and consulting the schedule of trains, fares and travel times contained in the pocket guides and posters.
- Buying a ticket, either in advance starting September 11 at Alameda County branch banks or at BART stations, and using it to pass through the automatic entrance gates to the system.
- Getting on the proper platform and right train for your destination, following conventional and lighted electronic directional signs. And knowing when to get off, by listenening for announcements of station stops on the train public-address system, or by simply learning the sequence of stations from wall maps in the cars.
- Exiting, using your same ticket in an automatic fare gate and, if continuing your trip by bus, picking up a free AC Transit transfer and getting bus route and schedule information either from other wall maps near each station exit or by calling the BART Phone Information number shown in the pocket guide or poster.



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-55

Tuesday, September 5, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

In keeping with the advent of a brand new transit technology, the Bay Area Rapid Transit District will introduce a new breed of transit personnel to the BART rider when the first leg of the line opens September 11.

These will be highly trained people in bright modern uniforms who will operate the system and directly serve the public on a day to day basis. They include: train attendants; station agents; line supervisors; passenger service representatives and security officers.

The train attendant in a light blue uniform resembling that of an astronaut will be responsible for monitoring all input to the trains from wayside computers, communicating with central control, manually adjusting support facilities such as train doors if and when there should be a computer malfunction, and stop trains in an emergency on direction of BART central control. If such an occasion should arise, the train attendant could run the train at a maximum speed of 25 mph.

He will also be able to communicate with the passengers through an intercom system, and by the same token a passenger having a question will be able to communicate with the train attendant. Another task for the train attendant will be to blow the horn when the train approaches a station platform. In addition, he will make up the number of required cars for the train in the yard

-- more --

before the train moves out on the line for operation. His yard work also gives him the opportunity to keep his driving skills continuously honed.

The station agent, a major cornerstone of passenger service, will serve BART patrons directly and continually during operations.

Wearing stylish blue blazer jackets over tailored slacks, or skirt as the case may be, the station agent will generally see to public needs and comfort in the station area. This will include answering any questions on routes, fares or schedules, handling articles for "lost and found", overseeing automatic fare collection equipment to insure that any malfunctions might immediately be attended to, and perform emergency services when needed. Also, he can communicate with central control and other stations along the line. In essence, the station agent is the prime human link between BART and the BART rider.

Line supervisors oversee personnel engaged in train and station operations to insure a continual high degree of quality in passenger service. They act as all around trouble shooters, coordinating continually with operations control center. Among a line supervisor's many duties are seeing that established safety standards are always maintained, making sure that maintenance of facilities and vehicles within his area of responsibility are at optimum level; assisting in development of and conducting classroom instruction for training of transportation operations personnel. He wears a double-breasted navy blue blazer suit.

BART's Passenger Service Representatives are readily identifiable by their orange ensemble, which may be either an orange blazer with matching skirt or pants, or a dress. They will operate both in BART headquarters and on the trains and in the stations. At headquarters, they will conduct orien-

tation and customer relations training classes for all new employees and for all employees who will have public contact. In addition, they are responsible for developing BART's motivation and incentive programs.

Their roving assignments on the lines will include assisting the passenger with questions or problems and to monitor the efficiency of the system, checking sign operations, flow access, etc. Other duties include handling some of the tours of BART facilities, speaking engagements and other community relations work.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-55

Friday, September 1, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

A tri-lingual phone information center will be a keystone of the Bay Area Rapid Transit District's passenger services.

Bilingual clerks who speak Chinese or Spanish along with English will be on duty to serve many non-English speaking patrons. These phone information clerks will provide information regarding BART's station locations, train fares and schedules, travel times, and transfer information to local public transit systems. As an additional service they will also be able to answer questions concerning AC Transit and ultimately the San Francisco Municipal Railway schedules.

Initially, the "phone information" center will be open for business from 6:00 a. m. to 6:00 p. m. Monday through Friday with three full-time clerks on duty. A supervisor will also be on hand from 8:00 a. m. to 5:00 p. m.

When BART is in full operation, the center will be open 22 hours a day seven days a week, requiring eleven full-time and four part-time clerks.

A feature of BART's telephone information center is the Automatic Call Distribution System (ACDS) supplied by Pacific Telephone. The ACDS provides a toll-free system in the three-county District and has 12 incoming trunk lines. A caller would dial the designated prefix of the area from which he or she might be calling, and the four letters B-A-R-T. From Fremont and

-- more --

Union City, for example, the number would be 793-BART; Hayward and San Leandro, 783-BART; Oakland and Berkeley, 465-BART; Richmond and El Cerrito, 236-BART; Walnut Creek, Pleasant Hill and Concord, 933-BART. From San Francisco and Daly City the number would be 788-BART.

The new phone information center will begin initial operation September 5. Bilingual clerks will be on duty between 8:00 a. m. and 5:00 p. m. Monday through Friday only.

# # #





BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-54

Friday, September 1, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

Facilities for the handicapped and elderly will not be in full operation on the Bay Area Rapid Transit District's September 11 opening day, due to the prolonged elevator strike earlier this year, it was announced today by BART General Manager B. R. Stokes.

Installation of special elevators to all station levels, the cornerstone of BART's program to make its transit system the first in the world to be 100% usable by the handicapped, was delayed by a national strike of elevator and escalator workers which halted all work for nearly 3½ months.

Of the 12 stations to be put in service September 11, only Lake Merritt, beneath BART's headquarters, was sufficiently finished before the strike to enable full operation of its handicapped facilities on opening day.

Stokes said he expects the elevators in all but three of the stations on the Oakland-Fremont line, BART's initial operating segment, to be in operation by November. Facilities in two of the three remaining stations, Oakland City Center-12th St. and 19th St., are having to await construction in buildings next to the stations, since downtown Oakland sidewalks are too narrow to accommodate elevator installation.

For the 19th St. Station, the elevator will be in the Bank of Tokyo Building, which is planned to open in January 1973. For the Oakland City

-- more --

Center-12th St. Station, installation will be in the City Center building complex, to be open in late '73. At Coliseum, the third station where work will be delayed, the elevator is to be part of the proposed BART-to-Oakland Coliseum walkway now in the design stage.

Nearly \$10 million, earmarked for this purpose by the state legislature, has been spent to make BART stations readily usable by the handicapped. In addition to the elevators, special facilities include service gates past the stations' fare collection machinery, closed-circuit television monitoring of the elevators, special directional signs, low placement of elevator buttons and telephones so they can be reached from wheelchairs, variable-volume public telephones, and special restroom installations.

# # #

0-53

Wednesday, August 30, 1972

FOR IMMEDIATE RELEASE

The high-voltage third rails which power BART trains will be energized Tuesday (September 5) along the entire BART Berkeley-Richmond Line, including the Richmond Yard.

Although train testing will not begin immediately on Berkeley-Richmond Line, youngsters in particular should be warned that the rails will be "hot" for other test purposes prior to train operations.

The third rails, which run alongside the twin mainline tracks and all yard trackage, are readily identified by the heavy gray plastic shield that partially encloses them. Bilingual signs warning "Electric Third Rail - Danger - Keep Away" are posted every 500 feet along BART right-of-way fences.

"We are particularly concerned about youngsters in the Richmond area because of frequent trespassing reported near the Ells High School and between the Richmond Station and the Yard," said BART General Manager B. R. Stokes.

Stokes said a letter will be distributed to school children and their

Page 2 of 2

parents emphasizing that the 1000-volt dc in the third rail can be fatal on contact. Also, high-speed BART trains soon to begin testing cannot be heard above traffic noise in many areas.

"I urge parents to tell their children never to climb over the fence to retrieve balls, kites, or for any reason whatsoever," said Stokes. "If assistance is needed, our Security Office should be called at 465-4100."

All BART surface right-of-way is enclosed by steel fences, seven feet high and topped by barbed wire.

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0-52

Monday, August 28, 1972



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

R. D. KRAEHE  
DISTRICT PRESS OFFICER

MEMO TO: Editorial Personnel and Their Families - All Print, Radio and  
Television Media - BAY AREA ONLY

SUBJECT: Invitation to ride a BART train, Sunday, September 3, between  
2:00 and 4:00 p. m.

Dear Bay Area Communicators:

You are cordially invited to bring your families (please - no friends or  
neighbors) to any of four BART stations in the East Bay between 2:00 and  
4:00 p. m. this Sunday to take a round trip ride as a guest of BART. Trip  
time is about 75 minutes.

After 2:00 p. m., you can board trains from the following stations:

Lake Merritt Station - Corner of 8th & Oak Streets in downtown Oakland.  
Parking at station.

MacArthur Station - 550 40th Street, between Grove and Telegraph in  
north Oakland. Parking at station.

Hayward Station - 699 "B" Street, at BART line. Parking at station.

Fremont Station - Civic Center Drive just south of Mowry. Parking  
at station.

We'll be looking for you and your families.

Cordially,

A handwritten signature in cursive script that reads "R. D. Kraehe".

R. D. Kraehe

DISTRICT PRESS OFFICER

O-51



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

Thursday, August 24, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District today authorized substantial decreases in property tax rates for fiscal year 1972-73 to be levied within the three District counties for payments on BART construction bonds.

At their regular semi-monthly meeting, BART Directors set tax rates of 58.7¢ for Alameda County (down from 62.5¢ last fiscal year); 61.4¢ for Contra Costa County (down from 65.7¢); and 65.1¢ for San Francisco County (down from 70.4¢). The rates vary slightly in each county, reflecting different assessment practices. Included in these total tax rates is an administrative tax which adds 5¢ to the rate required to fund annual principal and interest payments on the bonds.

"The decrease reflects the fact that BART tax rates passed their peak in the 1971-72 fiscal year and will continue on the downside until redemption of the bonds," BART General Manager B. R. Stokes told the Directors.

"Indeed," said Stokes, "the actual growth of the counties has so substantially outstripped projections made when the bond issue was passed in 1962, the rate actually being levied today for debt service is almost 11¢ less than the 67.1¢ rate originally projected for 1972-73."

The Directors also authorized a new '72-73 tax rate of 25.1¢ to be

levied on Berkeley residents for interest and principal payments of bonds issued to construct a subway through that city. Last fiscal year's rate was 25.4¢.

The new tax rates will be used to fund a debt service budget of \$43.4 million for the general BART construction bonds and \$785,000 for the Berkeley bonds.

Estimated proceeds of \$3,800,000 from the 5¢ administrative tax will be used to help fund the District's \$26.3 million operating budget for fiscal '72-73.

# # #



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-51

Tuesday, August 22, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## PRESS MEMO TO BAY AREA PRINT MEDIA

The Board of Directors of the Bay Area Rapid Transit District (BART) has set Monday, September 11, as "Day One" of revenue service for the first of the four major lines to open in four successive stages. Opening on September 11 will be 12 stations along a segment from MacArthur Station in north Oakland 28 miles south to Fremont City, terminus of our Southern Alameda County ("A") line.

Target dates for opening the other three lines comprising the 75-mile 34-station system are: Richmond ("R") Line - 12 miles - November; Concord ("C") Line - 17 miles - within first quarter 1973; and the transbay tube, San Francisco to Daly City Line - around mid-1973.

"Day One" is planned as a low-key local event. Brief ribbon-cutting ceremonies will be held on the morning of September 11 at each of the 12 stations to open that day. Invited guests and media representatives will then board the trains for a round trip ride, and the public will then commence boarding the trains, probably around noon.

We expect to have a people-handling problem on Day One, but after that, we should have sufficient cars to handle the limited ridership on this 28-mile segment. We will shut down on weekends until we have sufficient cars in ser-

-- more --



vice to handle the weekend excursion riders, which will be about two months.

I am encouraging the print media outside the Bay Area to visit us after Day One, and most particularly for Dedication Day (expected to be set between October 1 and 15). This day should be much more colorful. We hope that President Nixon and many other federal, state and local officials, plus the public, will be on hand to help BART and the on-line communities between Oakland and Fremont celebrate.

Our press room will open Tuesday, September 5, and will remain open (if necessary) through Friday, September 15. It will re-open for Dedication Day in October. Personalized press service and interviews with key BART personnel may be quite limited during the week prior to Day One, but we shall do our best.

I encourage you to plan ahead for any special BART coverage before or after Day One. Our stock photos of empty BART trains and stations will be obsolete after Day One, and we shall start re-shooting stock photos of the public using the system immediately after that day.

Copy on BART construction, operations, history, passenger services, and other aspects of the project, is being generated now and will be available to you as it becomes available to us. Some material - including inputs from BART contractors - will not be available until the press room opens September 5.

The press room will be located in a trailer next to BART headquarters in downtown Oakland, 800 Madison Street. It will be stocked with ample information on BART and all photos available in quantity for the press will be displayed. Telephones and typewriters will be at hand. The press room will be open during normal District business hours before and after Day One, and on Day One as long as needed.

I strongly encourage your reporters, columnists, and editorial writers to visit our press room between September 5 and 8 to look over our background

materials and photos and pick up press badges for Day One.

Attached to this memo is our Day One schedule and a list of BART Directors and staff personnel who will host the simultaneous ceremonies at each of the 12 stations. Please advise the people you assign to cover BART on Day One to obtain press badges from the press room (preferably), or call Miss Monica Krebs at my office to request them by mail.

With the press badge, you can immediately board the "first ride" trains after the ceremony along with our guests. Also, you can ride the trains and move freely in and out of all 12 stations between September 11-15, with no need for tickets. Without a press badge, you will have to use tickets as a regular BART patron.

I assume on-line newspapers will be covering all of the station ceremonies in their circulation areas, if possible. Off-line newspapers might pick the station nearest their community, or they might want to cover the Lake Merritt Station ceremony at BART headquarters.

In any case, press representatives can board the "first ride" trains with guests leaving from all stations (except Coliseum and Oakland City Center-12th Street Stations, which will not have trains spotted there) after the ceremony. They can make the 80-minute round trip back to their boarding station, or get on and off wherever they choose and wait for another train.

The public will start boarding the trains as the invited "first ride" guests get off at their boarding stations after the 80-minute round trip. The trains will run until 8:00 p.m. that day. On Day Two, 6:00 a.m. to 8:00 p.m. service commences, weekdays only, for about two months. By then, we should have enough cars to escalate service to 20 hours a day and/or seven days a week.

Cordially,

*R.D. Kraehe*

R. D. Kraehe  
District Press Officer

SCHEDULE FOR DAY ONE CEREMONIES - MONDAY, SEPTEMBER 11

- 9:30 a.m. Brief ribbon-cutting ceremonies held simultaneously at 12 opening stations between MacArthur Station in north Oakland and Fremont Station. Invited guests include community, county and state officials.
- 10:00 a.m. Trains on system will be held at all stations except Coliseum and Oakland City Center-12th Street stations for "first ride" boarding by guests. Guests at Coliseum and 12th Street will board trains arriving from next station north on the line.
- 10:00 a.m. to 12:00 noon. Press and guests ride system on 80-minute round trip while public begins to filter through fare gates into station paid area. Press may choose to get off at other stations and return to their original boarding station as their time allows.
- 12:00 noon to 8:00 p.m. Day One revenue service for public.

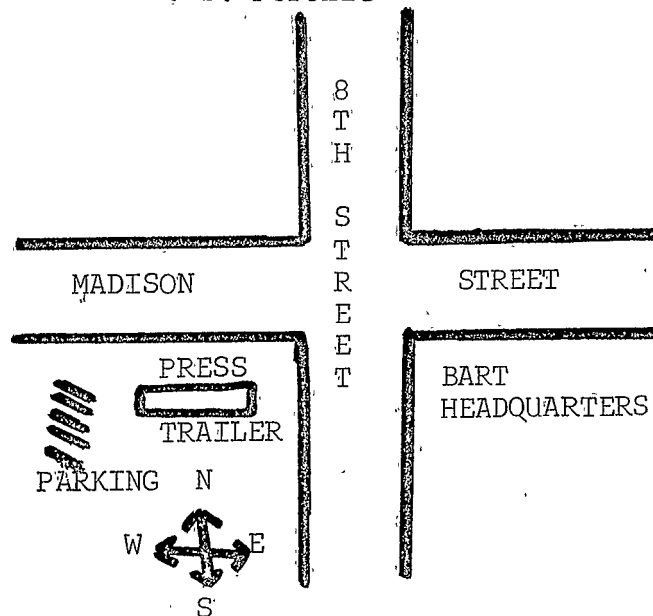
NOTE: Provisions are made for orderly crowd control at stations after Day One if sufficient numbers of patrons make it necessary.

ROSTER FOR 12 STATION CEREMONIES

| <u>BART Director<br/>(Official Host)</u> | <u>Station</u>                      | <u>Ceremony Manager<br/>(Press Contact)</u> |
|--|-------------------------------------|---|
| William C. Blake                         | MacArthur                           | P. O. Ormsbee                               |
| Richard O. Clark                         | 19th Street                         | W. E. Benedict                              |
| Harry R. Lange                           | Oakland City Center-<br>12th Street | R. J. Shephard                              |
| William H. Chester                       | Lake Merritt                        | W. D. Mersereau                             |
| Thomas F. Hayes                          | Fruitvale                           | P. H. Mattson                               |
| William M. Reedy                         | Coliseum                            | E. A. Tillman                               |
| James P. Doherty                         | San Leandro                         | E. E. Burkman                               |
| Nello J. Bianco                          | Bay Fair                            | L. Hood                                     |
| Arnold C. Anderson                       | Hayward                             | W. F. Hein                                  |
| Daniel C. Helix                          | South Hayward                       | A. G. Rogers                                |
| Joseph S. Silva                          | Union City                          | J. B. Fendel                                |
| George M. Silliman                       | Fremont                             | L. B. Ferolie                               |

PRESS PARKING:

Ample space should always be available near the press room-- except for Day One which is on first come-first served basis.





BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-50

Monday, August 21, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, August 24, at 10:00 a.m. at District Headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-51.

Thursday, August 24, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District today authorized substantial decreases in property tax rates for fiscal year 1972-73 to be levied within the three District counties for payments on BART construction bonds.

At their regular semi-monthly meeting, BART Directors set tax rates of 58.7¢ for Alameda County (down from 62.5¢ last fiscal year); 61.4¢ for Contra Costa County (down from 65.7¢); and 65.1¢ for San Francisco County (down from 70.4¢). The rates vary slightly in each county, reflecting different assessment practices. Included in these total tax rates is an administrative tax which adds 5¢ to the rate required to fund annual principal and interest payments on the bonds.

"The decrease reflects the fact that BART tax rates passed their peak in the 1971-72 fiscal year and will continue on the downside until redemption of the bonds," BART General Manager B. R. Stokes told the Directors.

"Indeed," said Stokes, "the actual growth of the counties has so substantially outstripped projections made when the bond issue was passed in 1962, the rate actually being levied today for debt service is almost 11¢ less than the 67.1¢ rate originally projected for 1972-73."

The Directors also authorized a new '72-73 tax rate of 25.1¢ to be

levied on Berkeley residents for interest and principal payments of bonds issued to construct a subway through that city. Last fiscal year's rate was 25.4¢.

The new tax rates will be used to fund a debt service budget of \$43.4 million for the general BART construction bonds and \$785,000 for the Berkeley bonds.

Estimated proceeds of \$3,800,000 from the 5¢ administrative tax will be used to help fund the District's \$26.3 million operating budget for fiscal '72-73.

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**BAY AREA RAPID TRANSIT DISTRICT**  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-50

Monday, August 21, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

Q-49

Friday, August 18, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE WEEK OF AUGUST 21

The Bay Area Rapid Transit District will hold a public preview of its 16th and Mission Street Station this Sunday, August 27, from 9:00 a.m. to 4:00 p.m.

Visitors will be able to tour the station's concourse and platform levels, hear explanations of the automatic fare collection equipment which has not yet been installed, and receive copies of BART's newest brochures.

The 16th & Mission Street Station is a 700-foot subway structure and was designed by architects Hertzka & Knowles. Cost for construction and finish of the station was \$8.4 million. This includes support facilities such as wayside control, fare collection equipment, elevators and escalators.

A few of the outstanding architectural features of the station are ceilings of acoustic pan with wood panels, and cast concrete sculptures lining the entrance walls leading from the street level plazas down to the concourse.

A feature of the preview will be a train of brand new passenger cars which will debut in revenue service on the Southern Alameda line September 11. Visitors will be able to walk through and inspect the cars which have wall to wall carpeting, air conditioning, large tinted glass windows and many other features designed for comfort, safety and beauty.



Page 2 of 2

The preview is aimed at introducing and acquainting the community with the station prior to actual operations, and give BART on-line personnel an opportunity to meet and talk with the future riders they will be serving.

Some of the BART personnel on hand to greet people will be Passenger Service Representatives, Line Supervisors, Train Attendants, and security personnel.

This is the final station preview in a series of 14 previews held at BART stations throughout the District.

# # #



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-49

Wednesday, August 16, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## MEMO TO RADIO AND TELEVISION MEDIA

The Board of Directors of the Bay Area Rapid Transit District (BART) has set Monday, September 11, as "Day One" of revenue service for the first of four major lines to open in four successive stages. Opening on September 11 will be 12 stations along a segment from MacArthur Station in north Oakland 28 miles south to Fremont City, terminus of our Southern Alameda County ("A") Line.

Target dates for opening the other three lines comprising the 75-mile 34-station system are: Richmond ("R") Line - 12 miles - November; Concord ("C") Line - 17 miles - within first quarter 1973; and the transbay tube, San Francisco to Daly City Line - around mid-1973.

"Day One" is planned as a low-key local event. Brief ribbon-cutting ceremonies will be held on the morning of September 11 at each of the 12 stations to open that day. Invited guests and media representatives will then board the trains for a round trip ride, and the public will then commence boarding the trains, probably about noon.

We expect to have a people-handling problem on Day One, but after that, we should have sufficient cars to handle the limited ridership on this 28-mile segment. We will shut down on weekends until we have sufficient cars in service to handle the weekend excursion riders, which will be about two months.

Although we expect television and radio media on hand for coverage of ceremonies and train operations, the general climate for in-depth coverage of BART will not be good. I would encourage you therefore to aim any special coverage for after Day One, and most particularly for Dedication Day (expected to be set between October 1 and 15). This should be a colorful day for television coverage, and we hope that President Nixon and many other officials will be on hand to help us celebrate.

Camermen should be able to shoot in our surface and aerial stations using available light, but filters to balance out the green cast from fluorescent lighting in our subway stations will be required. Please do not plan on close shooting inside the Train Control Center on Day One, although you may do so from the visitors' gallery which overlooks the entire room. If you want to film the Train Control Center before or after Day One, please contact me or Mike Healy in this office.

Also, please contact us prior to Day One if you wish to discuss plans for covering Day One activities, or later for Dedication Day activities.

Our press room will be open as of September 5 for those media representatives who feel their situation requires visiting BART prior to Day One. I cannot guarantee a good deal of personalized service during this week, nor interviews with key personnel, but we shall do our best.

Extensive background information on the BART project, plus a good selection of photos, will be available in the press room from BART and its major contractors. The press room will be located in a large trailer adjacent to BART headquarters atop the Lake Merritt subway station in downtown Oakland, 800 Madison Street. Telephones and typewriters will be at

Page 3 of 3

hand. The press room will be open during normal District business hours before and after Day One, and on Day One as long as needed.

*R. D. Kraeche*

R. D. Kraeche  
District Press Officer

P.S.: We are thinking in terms of a press conference, primarily for radio and television media, to be held about 11:00 a.m. on Sunday, September 10, which would build anticipation of Monday's line opening. The plans are tentative at this writing, but I will notify you during the week prior to line opening of this event.



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-48

Tuesday, August 15, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## PRESS MEMO TO GENERAL AND TRADE PRINT MEDIA OUTSIDE BAY AREA

The Board of Directors of the Bay Area Rapid Transit District (BART) has set Monday, September 11, as "Day One" of revenue service for the first of four major lines to open in four successive stages. Opening on September 11 will be 12 stations along a segment from MacArthur Station in north Oakland 28 miles south to Fremont City, terminus of our Southern Alameda County ("A") Line.

Target dates for opening the other three lines comprising the 75-mile 34-station system are: Richmond ("R") Line - 12 miles - November; Concord ("C") Line - 17 miles - within first quarter 1973; and the transbay tube, San Francisco to Daly City Line - around mid-1973.

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We expect to have a people-handling problem on Day One, but after that, we should have sufficient cars to handle the limited ridership on this 28-mile segment. We will shut down on weekends until we have sufficient cars in service to handle the weekend excursion riders, which will be about two months.

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I believe you will find it to your advantage to cover BART in operation after Day One. Photos of empty cars and stations taken prior to Day One, for example, will be obsolete after that day. The general atmosphere for interviews and photographing that day will not be good.

Therefore, I would encourage your representatives to visit us some time after Day One, and most particularly, for Dedication Day (expected to be set between October 1 and October 15). This day should be much more colorful, and we hope that President Nixon and many other officials will be on hand to help us celebrate.

The above advice notwithstanding, our press room will be open as of September 5 for those media representatives who feel their situation requires visiting BART prior to Day One. I cannot guarantee a good deal of personalized press service during this week, nor interviews with key personnel, but we shall do our best.

Extensive background information on the BART project, plus a good selection of photos, will be available in the press room from BART and its major contractors. The press room will be located in a large trailer adjacent to BART headquarters atop the Lake Merritt subway station in downtown Oakland, 800 Madison Street. Telephones and typewriters will be at hand. The press room will be open during normal District business hours before and after Day One, and on Day One as long as needed.

**R. D. Kraeche**  
R. D. Kraeche  
District Press Officer

P. S.: I'd appreciate it if you would let me know who plans to come from your organization and when - Day One or Dedication Day.

Thanks.



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-47

Friday, August 11, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

RELEASE FOR MEDIA OUTSIDE BAY AREA

FOR IMMEDIATE RELEASE AUGUST 11

The San Francisco Bay Area Rapid Transit System (BART) will open the first of its four major lines -- 28 miles and 12 stations on the 75-mile, 34-station system -- for passenger service on Monday, September 11.

BART had been aiming for a September 1 opening date. Its board of directors yesterday set September 11 as the official opening date, primarily to assure ample time for training new personnel and efficient conversion of local bus routes to feeder service into opening transit stations.

Opening of the first line will see trains running parallel to the east side of San Francisco Bay from MacArthur Station in north Oakland 28 miles south to Fremont City in southern Alameda County. The trains will run through the Oakland subway with its three stations in the downtown area, two aerial stations in Oakland, and five more aerial suburban stations before reaching Fremont.

Target dates for opening the other three lines on the system are: north Oakland to Richmond (12 miles) by late November; north Oakland to Concord (17 miles) sometime early next year; and full system operation through the transbay tube into San Francisco, and out to Daly City, by next June or July.

---- more ----

"Initial revenue service will be below normal levels for about two months on the opening line due to the limited number of cars we'll have available for service by September 11," said BART President George M. Silliman. "We consider this a break-in period for both our operating personnel and our passengers.

"We expect there will be some temporary problems before our operating staff has things running smoothly. We hope that people planning to visit BART from outside the Bay Area will wait awhile before visiting BART until we have more cars in service."

For this reason Silliman said only brief and simple opening ceremonies are planned for the 12 stations scheduled to open September 11, and "we'll hope to handle first-day riders as best we can.

"We're saving our major celebration effort for sometime in October," Silliman emphasized. "Although we don't have dates and details settled yet, we are hopeful that President Nixon, U.S. Secretary of Transportation John Volpe, other federal, state and industry officials, and the public, will join us for a big BART dedication day in October."

Limited revenue service during the break-in period will begin with 25-30 cars in two-car and three-car trains. During this two-month period, trains will operate weekdays only, from 6 a.m. to 8 p.m., shutting down on weekends to avoid inevitable crowds of excursion riders. Train service at all 12 stations will be every eight minutes during morning and evening peak hours and every 15 minutes during off-peak hours.

"Our first day of revenue service is almost certain to present a people-handling problem for us," said Silliman, "but we expect to maintain our break-in schedule after the first day and satisfactorily handle the commuters on this line."

---- more ----



As more cars and personnel are phased into train operations, service will be increased to the normal 20 hours a day, seven days a week.

BART cars are coming off the assembly line at Rohr Industries, Inc. in Chula Vista, California, at the rate of three a week. More than 25-30 cars will be on hand by September 11, but some will be going through extensive acceptance testing. Others will be needed for checkout of the train control system on succeeding lines to open.

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0-46



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

Friday, August 11, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE THE WEEK OF AUGUST 14

The Bay Area Rapid Transit District will hold a preview of its downtown Berkeley station this Saturday, August 19 from 9 a.m. to 4 p.m.

Visitors are invited to come in and tour the station's concourse and platform levels, hear explanations of the automatic fare collection equipment and receive copies of BART's newest brochures. BART personnel on hand to greet people will be uniformed Passenger Service Representatives, Line Supervisors, Security personnel, and Train Attendants.

Said BART President George Silliman, "It is important that these highly trained BART personnel have a chance to get acquainted with the human side of BART as well as its vast technology."

Silliman also said that community involvement has always been a major key in developing the BART system, and now people should have an opportunity to see the fruits of this long standing partnership.

Running under Shattuck Avenue between Addison and Allston Way, the 700 foot subway structure cost approximately \$10,000,000 to construct and finish. This includes the support facilities such as elevators, escalators, computer controls and fare collection equipment. The Central Berkeley station was designed by architects Maher & Martin under the direction of

-- more --

Parsons Brinckerhoff-Tudor-Bechtel, the joint venture engineering firm overseeing the construction phase of the BART system.

The main entrance, located at Center and Shattuck Streets is circular with a skylight dome that allows sunlight to flood into the center of the concourse level of the station, providing natural warmth and light. The rotunda entrance is constructed of bronze and glass and is an integral part of a red brick, landscaped plaza which stretches along a portion of Shattuck Avenue to another entrance.

Once inside the carefully designed station, visitors will view the concourse level's concrete arches and marbled chip walls finished in a golden terrazzo color. Down on the platform level they will be able to walk through and inspect a train of brand new passenger cars. The cars are reminiscent of a jet liner in size and luxury with wall to wall carpeting, air conditioning, large tinted glass windows and many other streamlined features. Train Attendants, in uniforms resembling those worn by astronauts, will be there to answer questions about the train, and generally how the system will work.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
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Telephone (415) 465-4100

O-45

Thursday, August 10, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Board of Directors of the Bay Area Rapid Transit District today officially declared Monday, September 11, as the opening day of passenger service on the initial leg of the BART system.

George M. Silliman, president of the BART board, stated, "Our decision to open the first segment of the system early next month is in keeping with our oft-stated policy to bring service to the people of the District at the earliest time that the operating safety of the system is assured."

Silliman emphasized "that during the first few weeks of operation, service hours and passenger capacity will be less than normal levels for an approximate two-month break-in period due to a limited number of trains. We believe that earliest possible service to the public is more important than any slight inconveniences that may result from temporarily limited scheduling," he said.

Initial passenger service will be over 28 miles<sup>1</sup> of the Southern Alameda County Line between Oakland's MacArthur Station and Fremont. Ten other stations opening along this segment of the line are (from north to south):

Oakland - 19th Street

Oakland City Center-12th Street

-- more --

Oakland, cont'd. Lake Merritt

Fruitvale

Coliseum

San Leandro--San Leandro

Bay Fair

Hayward - Hayward

South Hayward

Union City

Following brief ribbon-cutting ceremonies to be held simultaneously at each of the 12 stations, public service will officially commence at approximately 12:00 noon and end at 8:00 p.m. During the first several weeks of operation, the trains will operate Monday through Friday between 6:00 a.m. and 8:00 p.m., shutting down over the weekends. Train service at all 12 stations will be every eight minutes during morning and evening peak hours and every 15 minutes during off-peak hours. As more cars and personnel are phased into train operations, service will increase to 20 hours a day, seven days a week, and trains will run more frequently during peak hours.

General Manager B. R. Stokes said that opening day BART will be able to put about 25-30 cars into initial revenue operation, or about 10 per cent of the 250 cars on order for the initial fleet.

"The cars are beginning to come off the Rohr assembly lines at Chula Vista at the rate of three a week," said Stokes. "We will have more cars on hand, but some will be going through extensive acceptance testing, and others will be needed for checkout of the Berkeley-Richmond Line scheduled to open in November."

BART directors elected to limit first-day ceremonies to simple station

openings appropriate to the period of limited introductory service, deferring a major formal dedication day until about mid-October. It is expected that President Nixon and U. S. Secretary of Transportation John Volpe will participate in the October formal dedication ceremonies.

On opening day, the trains will run as frequently as possible to accommodate the anticipated patronage, but Stokes cautioned that "Day-One" riders may encounter some delays.

"With the tremendous interest in BART we expect a great number of people to turn out for a first day ride. Because of the temporarily limited capacity, we expect there will be some waiting to board trains. We hope that the riding and visiting public will understand the problems and not be impatient with service on the first day," he said.

Operations on the break-in 6:00 a.m. to 8:00 p.m. schedule will begin on a regular basis on Tuesday, September 12.

# # #

From Bay Area Rapid Transit District  
800 Madison St., Oakland, Ca.  
District Press Officer/R.D. Kraehe

July 28, 1972

FOR IMMEDIATE RELEASE

Exclusive to PROFESSIONAL ENGINEERS MAGAZINE  
2029 K Street NW, Wash. D.C.

By David G. Hammond

Although heavy construction on the BART subway through downtown San Francisco remains only at the Embarcadero Station, the sound of pile drivers and general construction work continues unabated. BART has touched off an era of new construction and redevelopment in downtown San Francisco-- also Oakland and Berkeley--that is estimated to exceed the system's \$1.4 billion cost.

After voter approval in 1962, the actual start of construction in 1964 on the 75-mile system through three counties triggered a wave of business optimism for the future of these three urban areas. One business after another began building urban headquarters within walking distance of BART subway stations.

As expected, the impact was greatest in San Francisco where the value of new commercial buildings, completed or planned, already exceeds \$1 billion and 500 floors in the downtown area alone. The 42-story Wells Fargo Building, for example, was not required to provide parking facilities for its 1,000 occupants who are expected to ride to work via BART. Buildings close to BART stations received permits for additional floors on the <sup>basis</sup> ~~theory~~ that more people could be accommodated if they came into the city via BART instead of automobiles.

In Oakland, a large city center redevelopment project is underway into which BART's Oakland City Center subway station at Broadway and 12th Street will provide direct access via a sizeable special entrance. Two large

-- more --

new buildings, the first in many years, have been built near the BART station in downtown Berkeley.

The 15 suburban communities which BART serves directly (it serves many more communities within reasonable driving distance from BART stations) are experiencing rapidly rising property values, based not only on proximity to BART stations, but other transit-related factors.

Mr. R. Gene Conatser, senior economist for the Bank of America, estimates this wave of commercial and residential construction in the three BART counties <sup>will</sup> ~~as~~ easily exceed~~ing~~ the system's cost by several times. This sounds impressive, but Mr. Conatser is also convinced that BART's impact on the area economy will be even greater as a people-mover. He sees large, new and highly mobile labor pools created by BART to spur the growth of Bay Area companies, growth which has been held back by over-loaded bus and auto commuter systems.

Before leaving the subject of BART's economic impact, I would be remiss as a construction engineer if I did not note briefly the sizeable impact of BART on the local economy as public works project. During the past eight years of construction, this project has provided year-round pay checks for a peak labor force of 8,000. We expect to provide many, many more manyears of work in the future as the basic system is extended.

BART was conceived from the start as a regional system which would eventually link all nine Bay Area counties with some 300-400 miles of line.

As important as BART is destined to be in the Bay Area economy, it becomes increasingly clear that its broader impact will be on helping preserve and improve the unique environment of this beautiful region. Providing a good alternative to the automobile with fast, reliable,



comfortable trains and clean, attractive transit stations...moving people fare more efficiently than the automobile and with no air pollutants generated...and moving them at an acceptable noise level through cities and communities...all of these things are important environmental factors and related to BART technology.

But BART will make itself felt along far wider and subtler dimensions than moving people from point A to point B in a pleasurable manner. It introduces an alternative to the automobile which will open up new possibilities in land use and planning relationships between cities and towns, between local and regional concerns, that did not exist before.

Since BART is both an urban and interurban system, it provides splendid opportunities to help preserve the vitality of our cities by making their economic, social and cultural life accessible to those within and outside the cities. As for the smaller communities, we have already seen encouraging evidence that BART is being looked <sup>upon</sup> at as a tool for development or redevelopment.

I regard BART as an example of excellent land use. Two-thirds of the 75-mile system runs within freeway medians, or alongside existing freeways or railroad lines. The remaining one-third runs through subways in San Francisco, Berkeley, and Oakland, the Berkeley Hills Tunnel, and the Trans-Bay Tube. The system, of course, is completely grade-separated.

Today it is obvious to the most casual observer that overloaded freeway corridors and city streets are not going to be decongested by more freeways, and the advance of urban sprawl in outlying communities is not going to be halted by total reliance on the automobile.

But these things were not so obvious in 1962. Yet sufficient voters.

Insert A

Ⓢ Let me emphasize that the concept of BART as a development tool is no accident. The ~~same~~ planners who developed the first land use plan for the Bay Area back in the early 50's were the same men who envisioned a regional rapid transit system to implement the plan.

approved BART at this time, sensing that total reliance on the automobile was creating inflexible and undesirable relationships in their environment. Indeed, San Franciscans had already staged their "freeway revolt" and halted construction of an elevated freeway at midpoint along the waterfront.

It may be of interest to note here that after BART opens the full system into San Francisco (estimated by mid-1973), the city expects that vehicles diverted from city streets by BART will result in an annual \$7 million savings in maintenance and other traffic-related costs.

Assessing the full impact of BART on the regional and various communities it serves is, of course, going to be a complex and lengthy process. We are now participating in a federally-funded study programmed to develop ongoing answers over the next ten years.

Despite BART's large-scale environmental implications, the average person is more immediately concerned with how many cars BART is going to take off the road. We estimate conservatively that BART will be carrying 191,000 riders each average weekday by 1975, but translating this into cars diverted from the highways is a tenuous job at best. The important thing is BART's capacity to move people compared with the people -- not the cars -- that freeways are moving today.

Freeways have a peak capacity of 1800-2000 cars and trucks per hour per lane, and in the Bay Area the occupancy is a dreadfully wasteful ratio of 1.1 to 1.3 passengers per car. On peak hour headways, BART can move from 7200 to 14,400 seated passengers per hour along suburban lines, and 21,600 per hour through Oakland and San Francisco. Standing passengers increase these numbers.

Our research people estimate that BART will be moving seated passengers through the Trans-Bay Tube at two and a half times the rate people can move over the San Francisco - Oakland Bay Bridge at peak hours. Operating parallel to major traffic corridors, BART will quadruple the people-capacity of I-280 freeway into San Francisco, and double the capacities of I-580 and 17 freeways into Oakland.

By no means do I mean to imply that BART has a ready-made market sufficiently large to ensure full use of our capacity. We believe it is most unwise to assume this. How fully BART is utilized will depend on how successful we and other interested parties are in getting the public to decrease its reliance on the automobile.

I am certain this can be done, just as I am absolutely certain in my own mind that we will meet and beat the automobile on its own terms of speed, comfort, and cost of interurban travel.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-25

Monday, May 22, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly board meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, May 25, at 10:00 a.m. at District Headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
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Oakland, California 94607  
Telephone (415) 465-4100

O-24

Friday, May 19, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District has scheduled a preview for its Bay Fair Station Sunday, June 4.

This will be the third in BART's scheduled series of 14 previews and will be the first time the Bay Fair Station has been opened to the general public.

The Bay Fair Station was designed by architects Gwathmey, Sellier & Crosby/Joseph Esherick and cost approximately \$1,132,255 to construct and finish. The 700-foot aerial station has parking lots on either side that are connected by a pedestrian overpass with the entrance canopy on the eastern side. The parking lots will be able to handle 1,418 cars.

The preview will be aimed at introducing the station to the community and will include a walkthrough of the concourse and platform levels, an explanation of the automatic fare collection equipment, an inspection of a brand new revenue train, and an opportunity to meet and talk with BART's uniformed on-line personnel.

Said BART President George M. Silliman, "We feel that these get-acquainted previews are most important, not only for presenting the new sophisticated stations and giving the general public an idea of how the system will work, but also to give the community an opportunity to get to know the BART people

who will be on hand when actual operations begin."

Among the BART personnel who will be there to hand out brochures and act as guides will be passenger service representatives, line supervisors, train attendants, station agents and security personnel.

The public is invited to attend the preview between 9:00 a.m. and 4:00 p.m. Sunday, June 4. The Bay Fair Station is located on Wagner and Vassar Avenue and Hesperian Boulevard adjacent to the Bay Fair Shopping Center in San Leandro.

# # #

# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-23

Monday, May 15, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

Among the many things to be seen this Sunday, May 21st, at BART's South Hayward Station preview will be a brand new revenue train.

Visitors will be able to walk through and inspect the streamlined cars, ask questions and generally get an idea of what it will be like during actual operations. The trains are almost as wide as a Boeing 707 with wall-to-wall carpeting, air conditioning, large tinted glass windows and many other features designed for comfort, safety and esthetics.

This will be the second station preview in a scheduled series of 14 station previews and will mark the first time the South Hayward Station has been open to the public.

The preview is aimed at acquainting the community with the station that will serve them prior to actual operations. The program will consist mainly of a walkthrough of the station and platform areas, dissemination of brochures on how the system will work and an explanation of automatic fare collection equipment.

BART personnel on hand to answer questions and act as guides will be uniformed train attendants, station agents, passenger service representatives, line supervisors, and security personnel.

The 700 foot South Hayward aerial station was designed by



architects Kitchen & Hunt and looks like three interlocking hexagonal structures.

The public is invited to come to the station between 9:00 a.m. and 4:00 p.m. this Sunday, May 21. The station is located at Tennyson Road and Dixon Street in South Hayward. The adjacent parking lots will be available for use during the preview.

# # #

Monday, May 8, 1972

SPECIAL TO THE ONEONTA STAR

FOR IMMEDIATE RELEASE

The eyes of transportation and government officials all over the world are turned <sup>to</sup> Northern California where the most advanced rapid transit system of modern times is about to be born.

Mrs. Jennie Silliman, of 78 Center Street and a resident of Oneonta for more than a half century, has had more than a little to do with the huge \$1.4 billion project.

The San Francisco Bay Area Rapid Transit District - better known as BART - is a high-speed, 75-mile system which connects San Francisco with Oakland, Berkeley, and other major communities in the beautiful California Bay Area. By this fall, BART's plush and revolutionary electric transit trains will be operating at speeds up to 80 m.p.h. via a fully automatic system of computerized controls. The system's sophisticated technology and beautiful station designs promise to make it the ultimate yardstick for other new transit systems in the U.S. and elsewhere.

The president of BART, and one of its most influential leaders since the huge project was created in 1957, is George Silliman, the second oldest of Jennie Silliman's seven children who are all natives of Oneonta.

Prior to 1957, Silliman played a major role in developing the state legislative act which established BART. And his continuous service as a BART Director since 1957 has made him one of leading figures in California transportation.

Silliman is also widely known in the Newark-Fremont-Union City area of the East Bay, where he has lived since coming to California from Oneonta <sup>army</sup> after service during World War II. Formerly the publisher of the area's leading daily newspaper, The Argus, he is now a vice president of the Bank of Fremont.

A former mayor of Newark and past president of its chamber of commerce, Silliman had broad civic interests which range from the local Ohlone College Foundation to bus transportation planning and other environmental causes.

But Silliman's wide reputation in the Bay Area and California is based on his record as both a savage defender and devil's advocate for BART in its long years of planning, financing, construction and technical development since 1957.

"BART has weathered many a financial and political storm in getting to this point - within months of revenue operation," said Silliman. "We still have some technical problems to solve, but we'll solve them as we have all the rest."

Silliman's fellow Directors know him as a man intent on finding the solution that works to keep the project going ahead, regardless of temporary obstacles.

"You have to be willing to defend your people...to believe in them and their ability...to get their best work," he said. "But at the same time, you must not be afraid to challenge the experts when you think it's time to do so."

Silliman said he learned what sheer persistence could accomplish from his mother, and his older brothers and sisters who helped keep the family together when their father died.

"My mother took great pains to teach us the importance of having a definite goal to work toward -- and then being able to give and take constructive criticism to achieve that goal."

Silliman has another brother in San Francisco, and his wife is the former Beverly Mowry of Binghamton. Four of Jennie Silliman's children have remained in the area, however, to keep Oneonta liberally sprinkled with Sillimans.

George Silliman's big goal will be realized this fall when BART opens with proper fanfare that befits most anything Californians do. As for all of Jennie Silliman's children, they have learned firsthand what one determined mother can accomplish in raising a family.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
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Telephone (415) 465-4100

0-22

Thursday, May 4, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District's South Hayward Station will be the second in a scheduled series of 14 station previews, and is set for Sunday, May 21.

This will mark the first time the South Hayward Station has been open to the public. The preview is aimed at acquainting the community with their station prior to actual operations. It will also give BART's on-line personnel an opportunity to meet and talk with future riders.

The South Hayward Station was designed by architects Kitchen & Hunt and looks like three inter-locking hexagonal structures, two of which are completely enclosed. The center hexagon is partially open and sheltered by wide overhangs. The parking lots have a 504-car capacity and will be available for use during the preview.

The public is invited to come to the station between 9:00 a.m. and 4:00 p.m. on the preview day. There will be a walkthrough, handout material, an explanation of fare collection equipment and an inspection of a train.

The South Hayward Station is located at Tennyson Road and Dixon Street in South Hayward.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
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Telephone (415) 465-4100

0-21

Tuesday, May 2, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

BART's El Cerrito Station preview, set for this Sunday, May 7th, will serve also to give BART on-line personnel an opportunity to meet and talk with future riders.

Said BART President George M. Silliman, "It is important that these highly trained BART personnel have a chance to get to know the public they will be serving in the near future. And by the same token, it will give the public a chance to get acquainted with the human side of BART as well as its vast technology."

The public is invited to come to the station between 9:00 a.m. and 4:00 p.m. Sunday to view the interior and platform areas and inspect a train. The uniformed BART personnel on hand will explain automatic fare collection equipment, hand out the newest brochures and act as general guides.

It must be noted that due to a strike by elevator construction workers, there is a possibility that escalators and elevators will not be in operation on the preview day.

The El Cerrito station is located at Fairmont and Richmond Streets in El Cerrito. The parking lots will be available to the public for use during the preview.

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# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-20

Tuesday, May 2, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

BART President George M. Silliman today issued the following statement:

I have just returned from a fast visit with top officials of the Westinghouse Electric Corporation. With me were General Manager B. R. Stokes, Assistant General Manager David G. Hammond, and John R. Asmus, PBTB Manager of Engineering.

We had very productive meetings with Donald Burnham, Chairman of the Board of Westinghouse; Robert Kirby, President, and Frank Spindler, executive vice president, of the firm's Industries and Defense Products Co., and Dr. Woodrow Johnson, vice president and general manager of Westinghouse Transportation division.

I gave these Westinghouse officials a deadline of September 1 -- this year -- for the initiation of revenue service. Mr. Burnham and his top executives gave us their pledge that they will do everything humanly possible to meet that deadline.

Whether the date is met will be determined largely during the next 30 days in which Westinghouse has scheduled completion of some final, critical tests on the wayside automatic train control system. The Westing-

-- more --

house schedule sets June 3 for completion of these tests and release of the "A" and "K" lines to PBTB and BART for the start of pre-revenue operational testing.

I believe it is most significant that Mr. Burnham, while we were in his office, scheduled a personal inspection trip to BART on June 6 and 7. He was assured by his experts that the automatic system would be fully functional by that time.

Start of our pre-revenue operational testing in the first week in June would permit us to start revenue service by September 1. And that is the deadline we will all strive for.

In addition to our several hours of discussions, we also sandwiched in an inspection trip to the West Mifflin production facility where Westinghouse is assembling the BART automatic system components.

I was impressed throughout our long day that Westinghouse is putting out very close to a 100 percent effort. But we asked for an additional 10 or 15 percent ... and the Westinghouse people said they would try.

# # #





BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-19

Thursday, April 27, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District today voted to seek SB 325 monies to provide express bus feeder service to BART stations from four outlying areas in Contra Costa and Alameda Counties not currently served by public transit lines.

A plan for express bus service was approved unanimously by District Directors at their regular monthly meeting today. It would link the Livermore-Amador Valley in southern Alameda County to BART's Hayward or Bay Fair Station; Pittsburg, Antioch and Brentwood in eastern Contra Costa County to BART's Concord Station; Martinez to the Concord Station; and Pinole to BART's Richmond Station.

BART General Manager B. R. Stokes pointed out that the feeder bus routes are intended to operate only until such time as the BART rail system itself can be extended to the Pittsburg-Antioch and Livermore-Pleasanton areas of both counties.

"Specific bus routes have been recommended by our technical consultants in their recently completed studies of these four areas, but adjustments may be forthcoming after our discussions with local officials," said Stokes. "We hope to have the bus lines operating by the time BART commences transbay service into San Francisco," tentatively expected around

mid-1973.

The plan calls for BART to contract for the service with a bus operator, such as AC Transit, to operate a total of 27 buses on the four feeder routes. Actual fares are to be determined with the bus operator, but the BART consultants have recommended a 25-cent fare for Pinole-Richmond, 50 cents for Martinez-Concord, and 50 cents from Pleasanton to Hayward.

The express bus routes will cost an estimated \$1.8 million to establish, and will operate at a deficit estimated between \$300,000 and \$460,000 a year, Stokes told the Directors.

The capital costs would be met by using part of BART's proceeds from SB 325 monies, so named for the recently passed Mills Bill which will extend the five per cent state sales tax to gasoline. The new law provides that gasoline sales tax revenues generated within each county remain with the county to help fund public transportation projects.

"Gasoline sales tax revenues will produce an estimated \$18 million a year between our three District counties," said Stokes. "This revenue will be shared between all transit agencies in the three counties on the basis of their claims to the Metropolitan Transportation Commission, the administering agency."

Because of the District's strong commitment to providing feeder bus service to those areas that clearly need it, Stokes said this project will be BART's top priority claim for SB 325 monies before any other claims are developed.

BART would use SB 325 monies as local matching funds needed for two-thirds federal funding of the bus service and to cover yearly deficits.

The Directors also approved a supplementary plan whereby BART

Page 3 of 3

will work individual communities to develop additional claims for starting or improving local bus service.

# # #



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-18

Thursday, April 27, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District will introduce 14 newly completed BART stations to their respective communities in a series of previews beginning with El Cerrito Plaza on Sunday, May 7.

The scheduled previews are aimed at acquainting the various communities with the stations that will serve them. The program for these get-acquainted previews will consist mainly of a walkthrough, dissemination of brochures on how the system will work, an inspection of a train and examination of automatic fare collection equipment.

Said BART President George M. Silliman, "Our primary objective in scheduling these previews is to give the communities an opportunity to see what their taxes have been paying for and to familiarize themselves with their stations prior to actual operation."

Silliman emphasized that community involvement has always been a major key in developing the BART system and now the people should have a chance to see the fruits of this long-standing partnership, and to meet some of the personnel who will be helping to run the system when it is actually in operation.

BART personnel on hand to answer questions and act as guides will be uniformed train attendants, station agents, passenger service representatives, line supervisors and security personnel.

-- more --

Following is a complete schedule of station previews:

1. Sunday, May 7 - El Cerrito Plaza Station
2. Sunday, May 21 - South Hayward Station
3. Sunday, June 4 - Bay Fair Station
4. Saturday, June 10 - Powell Street Station
5. Sunday, June 18 - Walnut Creek Station
6. Sunday, June 25 - Union City Station
7. Saturday, July 8 - Lafayette Station
8. Sunday, July 16 - Fremont Station
9. Sunday, July 30 - Orinda Station
10. Sunday, August 6 - Richmond Station
11. Sunday, August 13 - Pleasant Hill Station
12. Saturday, August 19 - Berkeley Station (Downtown)
13. Sunday, August 27 - 16th Street Mission Station
14. January, 1973 - Concord Station

The 700 foot El Cerrito Plaza aerial station was selected for national design honors by the U. S. Department of Housing and Urban Development. The station will be open from 9:00 a.m. to 4:00 p.m., and is located at Fairmont and Richmond Streets in El Cerrito. The parking lots will be available to the public for use during the station preview.

# # #



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-17

Tuesday, April 25, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly board meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, April 27, at 10:00 a.m. at District Headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-16

Monday, April 10, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly board meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, April 13, at 10:00 a.m. at District Headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-15

Tuesday, April 4, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

A \$26.3 million budget was submitted to the Bay Area Rapid Transit District's Administration Committee today which is designed to implement system-wide revenue service in three successive stages by the end of the next 1972-73 fiscal year.

The budget, the first ever submitted which assumes full 75-mile system operation, represents an increase of \$13.9 million over a \$12.3 million budget projected for the current fiscal year. It will be reviewed by the Administration Committee in special budget meetings, beginning Thursday (April 6), and is considered tentative until approval next month by the full BART Board of Directors.

"A great deal of staff effort has been devoted to developing a full system operating budget which would provide required levels of service, safety and maintenance, yet enable BART to support itself through the fare box as required by law," BART's General Manager told the committee.

Although the fiscal emphasis is on operations, Stokes said the budget also reflects the ongoing and essential work of completing system construction - including the Embarcadero Station and the San Francisco Municipal Railway system - plus priority extension studies and other transit planning projects.

-- more --



The new budget provides for 636 new hires during the next fiscal year, which will bring the staff to a peak of 1558 employees. This number is subsequently expected to decline to 1515 employees after a full year of stabilized operations.

Projected operating revenues of \$5 million for next fiscal year are based on assumed start-up months for revenue service as follows: Fremont to north Oakland, September 1972; north Oakland to Richmond and to Concord, November 1972; and the transbay tube and San Francisco to Daly City line, June 1973.

"Until we have more assurance that our contractors can meet their respective schedules regarding BART car deliveries and train control system checkout," Stokes emphasized, "these dates can only be considered as necessary assumptions for budgeting. They are by no means set target dates at this time."

If the actual line opening dates differ sufficiently from the budget assumptions, Stokes said that budget expenditures would be deferred accordingly as was the case this year. The current budget was approved for \$17.2 million but actual expenditures are projected for \$12.3 million.

The new budget will be funded from system start-up funds, revenues from the District's five-cent administrative tax, and accumulated reserves.

Also included in the budget is the next fiscal year's requirement of \$43.4 million in property tax revenues to service the District's \$792 million general obligation (construction) bonds. A tax rate of 58.3 cents is projected, slightly down from this year's 60.9 cents (before equalization).

Special Service District No. 1 (Berkeley) Bonds will require a \$785,208 debt service at a projected tax rate of 25 cents, compared to this year's 25.4 cents rate.



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-14

March 31, 1972 - Friday

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Two men are taking a particular personal interest in the installation of special facilities for the handicapped and elderly now progressing throughout the Bay Area Rapid Transit District's 75-mile system.

One is Harold L. Willson of Alamo, a committee chairman of the Easter Seal Society and a long time consultant on BART's \$10 million program of equipping the system for persons of severely restricted mobility. Willson himself has been confined to a wheel chair for 24 years as a result of a crippling mining accident. Today he is an executive with the Kaiser Foundation Health Plan.

The other man is Earl W. Staley of San Anselmo, a safety and training analyst on the BART operations staff. He happens to be the father of seven-year-old Eric Staley, who by now is familiar to all Californians as this year's poster boy for the statewide campaign of the Easter Seal Society.

Eric is the victim of a congenital neurological condition which has crippled his legs. He is one of the four percent of the population who do not take transportation for granted; who are often left in the wake of society's fast paced mobility. But soon he will receive the gift of easy mobility, anytime and anywhere a BART train can take him. And Eric will be ready to go, because he has any boy's lively curiosity of the world about him.

--- more ---

"BART is the first rapid transit system in the world to offer 100% usability -- every station -- for the handicapped," says Harold Willson. "By the time Eric is a little older, he will be taking this fantastic gift of mobility for granted just like everyone else does today."

BART's 34 stations will contain a total of 55 special elevators for the severely handicapped, as well as 124 escalators for general use. The elevators will operate from sidewalk level to station mezzanine and subway train platforms.

Other facilities include special ramps, easily reached telephones, special hand bars and lowered mirrors in rest rooms, non-slip floors, widened doors, low drinking fountains, and closed circuit television for surveillance where needed. In addition, braille symbols on elevator door frames will indicate street, mezzanine and train platform levels.

According to Willson, "Accessible transportation is often the deciding factor between being dependent on society, friends or family and being independent within society. I'll never forget that sense of freedom I experienced boarding a BART test train for the first time."

Systemwide installation of most of BART's facilities for the handicapped is complete, with only some elevator and escalator construction remaining.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

Q-13

March 23, 1972 - Thursday

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District (BART) will install bicycle racks in the parking lots and plaza areas of 27 of its 34 stations.

Recognizing the need to accomodate the ever-increasing number of bicycle users in the Bay Area, BART Directors today approved a contract to be let which calls for the manufacture of an initial 600 bike racks.

These racks will be made of heavy galvanized iron and are designed to secure both the back and front wheel of the bicycle and its frame, using a case-hardened 3/8" steel alloy chain.

BART engineer Jack Culp, who designed the rack, said this chain is the Cadillac of security chains.

Said Culp, "It weighs ten pounds and will be coated with a heavy vinyl covering so as not to scratch the bikes."

Culp went on to say that each rack will be an individual unit, clean and simple, and will fit easily into the architectural integrity of the BART stations. "Another feature," Culp said, "is that the rack will hold a bike vertically as well as horizontally."

All the bicycle user need supply is the padlock - and of course the bike.

Coupled with the bicycle rack project will be a pilot program to

Page 2 of 2

install 94 bicycle storage lockers in six of the East Bay stations just prior to line opening. These lockers are large enough to enclose the entire bike on the same principle as a parcel locker. These lockers are coin-operated and will cost 25¢ a day or \$5.00 a month on a straight rental basis. They will be owned, installed and maintained by Bike Lockers, Inc. Since the lockers are on a trial basis, it will be determined after a year of operation whether the lockers are practical or not.

As an added note, bicycles will not be allowed on trains. However, if someone invents a folding bike that will fit under the seat, this policy could conceivably be changed.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-12

Thursday, March 23, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District welcomed a new member to the Board of Directors today with the seating of Thomas F. Hayes of San Francisco.

Hayes was appointed to the BART Board by San Francisco Mayor Joseph L. Alioto and sworn in at a ceremony in the mayor's office last week. He replaces Frank N. Alioto who will now serve as a dollar-a-year special assistant to the mayor.

Born in County Limerick, Ireland in 1925, the seventh oldest of 14 children, Hayes has been a resident of San Francisco since immigrating to the United States in 1949. He is a plastering contractor by trade and also secretary for the Glen Park Development Company. He is also a former officer of Plastering Union Local 66, and presently vice-president and member of the Board of Directors of The United Irish Cultural Center.

Hayes resides with his wife and four children in San Francisco.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-11

Monday, March 20, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly board meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, March 23, at 10:00 a.m. at District headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-10

Monday, March 6, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly board meeting this week, according to BART President George M. Silliman.

The meeting will be held on Thursday, March 9, at 10:00 a.m. at District Headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-9

Friday, February 18, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly board meeting next week, according to BART President George M. Silliman.

The meeting will be held on Thursday, February 24, at 10:00 a.m. at District headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-8

Friday, February 11, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Board of Control for the Bay Area Rapid Transit District's Livermore-Pleasanton extension study yesterday, after extensive screening, selected the firm of Livingston and Blayney as technical consultants for the project. A fixed amount of \$263,800 will be paid to the consultants in stages as the work is completed.

A San Francisco based firm, Livingston and Blayney will head up a team of six other firms associated specifically for this project. The other firms are DeLeuw, Cather & Company; R. T. Freebairn-Smith; Larry Smith & Associates; William Goldner; Robert Twiss; and Woodward-Lundgren & Associates.

The study will develop alternatives for fixed rail route alignment between existing BART lines and the Livermore-Pleasanton area, and station locations as they relate to area development and environment. Operating costs, patronage, revenues, and funding methods will also be developed.

The overall \$533,000 study will be two-thirds funded through the U. S. Urban Mass Transportation Administration (UMTA). BART and the cities of Livermore and Pleasanton will contribute the remaining one-third.

The Board of Control for the project was created in November of 1971 and consists of four representatives from BART, three members of the Metropolitan Transportation Commission and two representatives from Livermore-Pleasanton. Representing BART are: BART Directors Arnold C. Anderson of Castro Valley,

Chairman of the Board of Control; BART President George M. Silliman of Newark; Frank N. Alioto of San Francisco; and Daniel Helix of Concord. MTC members are Alameda County Supervisor Joseph Bort of Berkeley; Donald Dillon of Fremont, and Raymond Ollila of Concord. Representing Livermore and Pleasanton respectively are Livermore City Manager, William Parness, and Pleasanton City Manager, William Edgar.

The consultants will report their findings to the Board of Control on a continuing basis as the study progresses. Coordinator for the overall project is Howard Goode. He may be contacted for project information care of BART, 800 Madison Street, Oakland, California 94607. (Telephone 465-4100).

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-7

Monday, February 7, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly board meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, February 10, at 10:00 a.m. at District headquarters, 800 Madison Street, Oakland.

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0-6



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

Friday, February 4, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The switches will be pulled this week to energize third rails on segments of the Bay Area Rapid Transit District's Contra Costa and Berkeley-Richmond lines.

Youngsters are warned to keep out of the fenced-in BART right-of-way as contact with the third rail could prove fatal. As power source for the BART trains, the third rails will be charged with 1,000 volts of dc (direct current).

The segments involved are the "C" Line stretching from the Orinda Station, which rests in the center of Highway 24, through Lafayette, Walnut Creek, Pleasant Hill and ending at Concord; and the "R" Line which runs from MacArthur Station, in the center of the Grove-Shafter Freeway, through Berkeley, Albany, El Cerrito and ending at the northern most point of the line at Richmond.

Bilingual warning signs which read "Electric Third Rail - Danger - Keep Away" are posted every 500 feet to call attention to the energized rails. Although partially enclosed by a heavy plastic shield, this does not offer complete protection and consequently the activated rails are a threat to youngsters who trespass onto the BART right-of-way.

Schools in all on-line communities will distribute a letter this week to students and their parents from BART General Manager B. R. Stokes. In the letter Stokes emphasizes dangers, not only from the third rail, but also soon to follow high-speed trains which will be continually testing.

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"If the children stay outside the fences," Stokes said, "there is no danger. If they loose a ball or kite, or some other object over the fence, they should make no attempt to retrieve it. They should instead call the BART Passenger Services Officer for assistance." (465-4100)

The segments to be energized include subways aerial structures and ground-level sections which are enclosed by seven-foot-high steel fences topped by barbed wire. However, as part of BART's continuing safety campaign, the hazards inside the fenced in right-of-way are brought to the attention of the public at large and especially to parents with children in the effected areas.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-5

Friday, February 4, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The San Francisco Human Rights Commission presented the Bay Area Rapid Transit District Board of Directors with a commendation January 27 for its positive policy on fair employment practices.

Making the presentation to BART president George M. Silliman were The Very Reverend C. Julian Bartlett, DD of Grace Cathedral and Grant S. Mickins, coordinator of employment for the San Francisco Human Rights Commission. The presentation was made at BART's new administration building in downtown Oakland.

The commendation said in part: "We are gratified that BART has publicly committed itself to achieving a proportional staff representative of minority and disadvantage citizens of the three effected counties of San Francisco, Alameda, and Contra Costa."

The commendation further stated that BART has insured the continuence of this policy and that it is "evidence of exercising a high degree of public trust and social responsibility."

The commendation was made after the Board of Directors again reaffirmed its policy recently to build and maintain a staff representative of all the residents of the three counties without regards to race, creed, sex, national origin or age.

Over the last five and a half years minority employment at BART increased five times and early in 1971 had reached 25 per cent of the total work force.

-- more --

During 1971 the minority representation increased another five per cent bringing the number to a present 30 per cent.

BART's hiring policy now includes a strong program to bring disadvantaged persons into distinct jobs whenever possible. To help implement this program BART revised minimum requirements to insure that they are not unnecessarily high for specific jobs. BART also developed "trainee" classifications which have few limiting qualification requirements and will be fully effected by the time full revenue operations begin.

Dean Bartlett, who is one of the 14 commissioners for the San Francisco Human Rights Commission and chairman of the commission's employment committee, said:

"We have worked closely with BART for some time now and feel that their good faith has resulted in a very satisfactory mutual agreement and will serve as an example to the whole community."

Dean Bartlett further stated that "such productive negotiations as we've experienced with BART serve to illustrate that people can arrive at good equitable solutions to extremely difficult problems."

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-4

Tuesday, January 25, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly board meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, January 27th, at 10:00 a.m. at District headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-3

Friday, January 14, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## END-OF-YEAR REPORT SURVEYS BART IN 1971

### RELEASE AT WILL

1971 closed out on a year of progress and problems for the Bay Area Rapid Transit District.

It was a busy year on the 75-mile system. More construction suddenly turned into clean, finished stations and right-of-way than in any previous period. New faces and skills were added to the District staff in preparation for line opening and revenue service. The District continued its role of prime mover in transit planning and coordination for the Bay Area.

But progress was interrupted by a series of labor strikes last summer which adversely affected construction schedules. The year's labor troubles climaxed when, after delivery of its first revenue transit car to BART, the Rohr Corporation suffered a major work stoppage at its Chula Vista (Ca.) plant on November 29.

The strike is now in its seventh week. Until it is settled, a new target date for start-up of initial revenue service between Fremont and north Oakland cannot be assessed. The target date for this 28-mile segment had been this coming March, with the rest of the system to open by this fall.

BART General Manager B. R. Stokes said the Rohr strike is not only holding up delivery of 60 cars needed for initial start-up of revenue service, but lack of cars is holding up testing on the train control system.

"Ironically, Rohr was forced to stop work just when they had successfully concluded '15-months' intensive testing of 10 prototype cars and were ready to begin pro-

ducing them in quantity," said Stokes. "The prototypes came through some tough performance and reliability tests, and got quite a few improvements along the way."

#### CONSTRUCTION IN FINAL PHASE

Total cost to complete the system remains forecasted at \$1.4 billion, a figure which includes all funds administered by BART relating to the train system or its Outer Market Line for San Francisco Municipal Railway streetcars. Some 77 per cent of all project contracts are completed, with both work-in-progress and remaining contracts valued at approximately \$300 million (less reserve funds).

Largest work-in-progress contracts are the transit cars and train control system, totalling more than \$100 million. Work-in-progress on fare collection equipment for 34 BART stations is valued at \$5 million. Current construction contracts on the Muni Outer Market Line total \$22 million with \$30 million remaining for line and stations.

"Two major contract areas -- the cars and control system -- are matters of equipment production and installation once labor and technical problems are resolved," said Stokes. "This means we'll take a big step forward in contract completions this year. Also, it means 90 per cent of our technical problems will be solved with opening of the first line. Opening the other lines is largely a repetitive process."

All but three of the 34 BART stations were completed last year, or will be by April. All station parking lots will be completed by June. Design of the Muni Church Street and Castro Street stations is 75 per cent complete.

Construction on Concord and Daly City stations -- both late starters -- began early in 1971. They are scheduled for completion this December and next February respectively. Design work was completed on the Embarcadero Station -- a late addition to the system -- and excellent progress was made on the shell and trainways during the year. Structural work and interior finishing remain, and the station should be in service by late 1974. The completed trainways will enable BART trains to run through the station

when service to San Francisco commences.

#### YEAR OF MILESTONES

Construction highlight of the year was completion of the BART headquarters building which rises six stories above the Lake Merritt Subway Station and Train Control Center in downtown Oakland. Moving of 334 employees from the former District headquarters in San Francisco and other locations to the new headquarters was accomplished in successive stages during December. On December 16 it was formally dedicated and opened for business.

Last year began with an historic milestone on January 26 when a 14-man crew made the last "hole-through" to open up the last BART tunnel on the system. The hole-through was made 75 feet below Market Street into the Montgomery Street Station, completing 33 tunnel bores and 32 subway track miles under Berkeley, Oakland and San Francisco.

Construction started during the year on mezzanine extensions below Market Street to Montgomery Street, Powell Street, and Civic Center stations. Work also began on BART's over-water platform adjoining the Ferry Building to protect the trans-bay tube landing and ventilator housing from navigation. Protective measures are being planned for the tube at its Oakland landing.

City designers started on the United Nations Plaza at the Civic Center Station, and construction of the Hallidie Plaza at the Powell Street Station begins this month.

All trackage (160 rail miles) is down on the system, including 15 rail miles in the Hayward, Concord and Richmond train yards. Minor exceptions are the Concord and Daly City station trainways. Laying of the final quarter-mile length of rail near west Lafayette was accomplished on July 23 as the closing link to almost all mainline trackage. The occasion was observed by use of four gold-painted rail fasteners, formally ending four years of precision rail-laying to obtain the smoothest ride in the industry.

#### BART TECHNOLOGY VERIFIED

By June, BART contractors will begin laying streetcar tracks on the Muni Line,

between the Embarcadero Station and Duboce Portal. The trackwork is scheduled for completion by late 1973, and work will then continue on out to the West Portal Station.

By last fall, the system was energized from Fremont to the MacArthur Station in north Oakland. Electrification will be completed on the Richmond, Concord and San Francisco-Daly City lines during the summer.

Last January 11, Westinghouse Corporation engineers ran the first train on automatic train controls between the Hayward and Coliseum stations -- the first of a series of tests to verify the control system logic.

"Verifying the basic logic of the control system ranks with successful prove-out of the BART prototype cars in importance," said Stokes. "To our engineers, 1971 stands as the year we verified BART technology with working hardware."

"By year's end, Westinghouse had completed installation of equipment in 12 station control rooms and at wayside. Also, computer programming for the train control system was more than 90 per cent complete by year's end.

Also verified last year was prototype equipment in the automatic fare collection system being manufactured by IBM Corporation in San Jose. The first installation was made last fall for training purposes, and the first 12 stations to open for service will soon be receiving the equipment.

#### HEAVY ADMINISTRATIVE WORKLOAD

An increase of District personnel during the year from 438 to 604 reflected start-up of new operations activities in preparation for revenue service. Minority representation rose to 30 per cent of the staff and 35 per cent of the contractor work force. Training programs were developed for operations personnel; and the District participated in hearings toward determining collective bargaining representation on the system.

A far-reaching data processing system was activated during the year for rapid

daily acquisition and analysis of operating and financial data. Equipment and facilities for collecting and counting cash from the fare machines was planned and procured.

A comprehensive economic analysis of the District's projected operating revenues, expenses, and patronage into the year 1975 underlaid the setting of official fares by BART Directors. Interstation fares will range from a minimum of 30 cents to a maximum of \$1.25 for the longest and fastest trips on the system.

A financial forecast was submitted to the Directors last May, indicating that sufficient funds were on hand to complete systemwide construction and cover start-up costs prior to full revenue operation.

#### BROAD PLANNING ACTIVITIES

Major federal grants received during the year included \$40 million to complete financing of the District's 250 transit cars on order, \$521,000 for system landscaping, and \$20 million to complete the Embarcadero Station, approximately \$1½ million for transit studies, including extended service in the three BART counties. A state grant of \$147,000 was received to study law enforcement coordination between BART and on-line communities.

BART planners got two of the federally-assisted studies underway last fall, aimed at extending service to the areas of Livermore-Pleasanton in Alameda County and Pittsburg-Antioch in Contra Costa County. A third study, started January 11, is for a BART extension through northwest San Francisco (along the Geary Street corridor), and connecting to the system at the Montgomery Street Station. All three studies have been declared top priority projects by the District Directors, for which BART has pledged \$½ million.

BART planners participated in a 14-month study to extend BART from Daly City to the San Francisco International Airport, which was completed in November. Another study to provide transit between BART's Coliseum Station and the Oakland International Airport is still in progress.

#### BOARD OF DIRECTORS

Richard O. Clark of Albany and William H. Chester of San Francisco were reappointed

Page 6 of 6

to four-year terms in October. Frank N. Alioto of San Francisco was appointed to his first four-year term, succeeding Garland D. Graves of San Francisco. Daniel C. Helix of Concord was appointed to his first four-year term in October, succeeding Stanley T. Grydyk.

George M. Silliman of Newark, the senior-tenured Director, was elected president of the District for 1972, and Chester was elected vice-president.

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# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-2

Thursday, January 13, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

The first meeting of the Bay Area Rapid Transit District (BART) Board of Directors in 1972 was also the first meeting presided over by the Board's new president, George M. Silliman of Newark. The new vice-president is William H. Chester of San Francisco.

A former Mayor of Newark, Silliman is the senior member of the BART Board, having been a director since 1957, and was instrumental in getting the District started as chairman of the Alameda County Mayor's Committee on rapid transit. This organization played a key role in drafting legislation for the creation of the Bay Area Rapid Transit District.

Said Silliman, "The committee recognized the traffic congestion problem, then and for the future, and looked to rapid transit for the solution."

With regard to his first meeting as president of the Board, he said that he was particularly pleased with the atmosphere of openness and the energetic discussion on each and every item.

"We have a very active board," he said, "an inquiring type of board."

Silliman was a vice-president of the Board in 1962, 1966, and again in 1971.

Chester began serving his term on the BART Board of Directors January 20, 1970, after being named to the Board by the Mayor of San Francisco. He is vice-president of the International Longshoremen's and Warehousemen's Union and chairman of the San Francisco Mayor's Labor Advisory Committee. This is his first term as vice-president

-- more --



Page 2 of 2

of the BART Board of Directors.

One of Silliman's first acts in taking over the reins of the Board was to appoint organization committees. The committees are as follows: The Administration Committee with Richard O. Clark chairman, James P. Doherty vice-chairman, Frank N. Alioto, and H. R. Lange; the Engineering Committee with William M. Reedy chairman, Daniel C. Helix vice-chairman, Arnold C. Anderson, and Joseph S. Silva; the Public Information & Legislation Committee with Nello J. Bianco chairman, Arnold C. Anderson vice-chairman, William C. Blake and Daniel C. Helix; and the Special A/C-BART Committee with Arnold C. Anderson chairman, Nello J. Bianco and Richard O. Clark.

Silliman succeeds James P. Doherty of El Cerrito and Chester succeeds Silliman.

###



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-1

January 13, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

RELEASE AT WILL

EDITOR: This report contains more details  
on BART lines of special interest  
to you.

END-OF-YEAR STATUS OF BART LINES

Southern Alameda County ("A") Line (Lake Merritt to Fremont):

The "A" line is virtually complete, including its eight stations between Lake Merritt and Fremont. Parking lots are 92-100% complete, with landscaping and general clean-up underway. The Southern Alameda County Line is now ready for line opening. This line has been energized all year for testing of BART prototype cars.

The BART administration building, atop the Lake Merritt station, went from the halfway mark to completion during 1971, including landscaping. The modern six-story building was officially dedicated on December 16, 1971, and is now occupied by the staff.

Oakland to Concord ("C") Line:

This line consists of six stations. Three of these, Pleasant Hill, Rockridge and Walnut Creek, are complete while two, Orinda and Lafayette, are 98% complete. The remaining station, Concord, is over 60% finished. Trackwork is complete (except for the Concord Station trainway), and electrification 76% complete.

Oakland to Richmond ("R") Line:

Five of the six stations on this line were completed during 1971 with the Ashby Station being the sixth near completion. This line along with the "C" Line is scheduled

to open a few months after the Southern Alameda "A" Line opens. Trackwork is complete. Landscaping and parking lots are underway or completed. The District finally acquired a key land parcel in December needed to complete parking facilities at the Richmond Station.

Oakland ("K") Line:

This line includes the Oakland City Center-12th Street and 19th Street stations and the aerial MacArthur Station. It is now complete and will open with the "A" line to provide initial revenue service between the Fremont Station and north Oakland's MacArthur Station (28 miles). (The Oakland West Station is part of this line, but will not open until service through the trans-bay tube to San Francisco commences.) The line was energized last fall to extend train testing operations.

Downtown San Francisco ("S") Line:

The shells of Powell Street, Montgomery Street and Civic Center stations on this line were completed during 1971, and station finishings are at 92%, 95% and 64% completion respectively. Construction began on mezzanine extensions to these stations to increase entrances from Market Street and other points. BART is building these extensions at the city's request with federal funds. This includes the Powell Street Hallidie Plaza which will constitute a major entrance to the Powell Street Station. The Embarcadero Station shell and trainways saw substantial construction, with the entire station to be completed during 1974. Future work on the Embarcadero Station will not interfere with the operation of trains into San Francisco as the trainways are complete. Trackwork was completed on the BART level with electrification 52% complete.

Mission Street to Daly City ("M") Line:

Interior finishing of the 16th Street Station and the 24th Street Station is complete while the Glen Park and Balboa Park stations are very near completion. The Daly City Station, which is an aerial station, is well underway with regard to the construction

of the shell. Landscaping for the four subway stations on this line has begun and completed for one segment between Wilder Street and Modoc Avenue. Trackwork is complete (except within Daly City Station), and electrification 52% complete.

Trans-Bay Tube Line:

The 3.6-mile tube is complete in all respects except for remaining installations of some power substations. Construction of the BART platform, above the tube and around the ventilator shaft near the Ferry Building, began last June. A tentative proposal to build a restaurant on top of the building is being considered by the San Francisco Port Commission.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

N-79

Monday, January 10, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular board meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday at 10:00 a.m. at District headquarters, 800 Madison Street, Oakland.

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SPECIAL TO PASADENA STAR NEWS

for January 1972 edition of

OUTLOOK

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BART'S COMING IMPACT ON THE BAY AREA  
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By B. R. Stokes

General Manager, Bay Area Rapid Transit District

"Quality of Life - 1972."

I like OUTLOOK'S theme for the New Year very much, indeed. It reminds that we have some catching up to do on our highly-touted standard of living...some restructuring of values and reordering of priorities.

A top priority problem is how to reverse the rapid deterioration - both physical and aesthetic - taking place in our city and greater metropolitan area environments. Today it takes no unusual amount of foresight to visualize these environments in the next decade if we continue to use up "breathing space", foul our air and water, and generally make an ecological shambles of our heavily populated areas in the name of progress.

Back in 1962, however, it did take foresight - and fortitude - by the residents of the three counties comprising the Bay Area Rapid Transit District to approve a \$792 million bond issue for construction of a first-stage regional high-speed rail system.

Air pollution was not then a problem. The Bay Area was, however, becoming aware of its population...of its automobiles increasing nearly twice as fast as the people...of its proliferating freeways changing the unique topography of this beautiful region.

One major factor cited for the passage of the BART bond proposal in 1962 was the famous "freeway revolt" in San Francisco, which stopped

the elevated Embarcadero Freeway at midpoint along the waterfront. This ill-conceived project, which cut off their treasured view of the north Bay, was the final straw to many San Franciscans.

And now, after eight years of construction, the year of BART has arrived in the Bay Area. During 1972, the 75-mile system will open in three stages: first, the 28-mile segment from North Oakland to Fremont; second, from North Oakland to Richmond and to Concord; and third, will be the transbay tube and the San Francisco to Daly City line.

What will BART's impact be - directly and indirectly - on the 4½ million people who live in the District counties of San Francisco, Contra Costa and Alameda? Certainly its total impact on the region's economy, environment, and lifestyle will be a complex interaction of factors affected by a totally new regional transportation system. The precise nature of this interaction is impossible to project; but we can separate its aspects with a good deal of confidence.

#### ECONOMIC IMPACT

First, let's look at the economic impact BART has already made on the area, which is a good gauge for the future. We have stopped trying to keep track of the total increase of property values around BART's 34 stations. Parcels are frequently changing hands and increasing substantially with each turnover.

In San Francisco, for example, construction on new buildings within five minutes of BART stations has already exceeded \$1 billion, according to the Bank of America's senior economist, Mr. R. Gene Conatser. He estimates the total wave of commercial and residential construction in the three District counties will easily exceed by several times the total \$1.4 billion cost of the system.

However, Mr. Conatser feels, as do other economists and planners, that BART's importance as a new transportation system will far overshadow its impact on property values and new construction. BART's major importance to the area economy is seen as increasing the mobility of vast numbers of people, to create new labor pools for East Bay and West Bay companies.

In turn, this three-county work force mobility will spur growth of corporation and government centers - a process which heretofore has been held back by our overloaded bus and automobile transportation systems.

#### MOVING MORE PEOPLE

BART expects to be transporting 191,000 people per day by 1975, with morning and evening commuters comprising half of this ridership. These commuters will come from the substantial numbers now using bus transit as well as from automobile users. These estimates are conservative, and BART's capacity is far higher, if needed. Indeed, the system can easily handle 84 ten-car trains, which represent a moving capacity of nearly 60,000 seated passengers per hour (30,000 each way).

This number of people could be moved by 10,000 automobiles filled to capacity with six people. The actual used capacity of vehicles in the Bay Area and elsewhere, however, is a dreadfully wasteful rate of 1.5 persons per car. This raises the figure to 40,000 cars (20,000 each way). To move the same number of people BART could move past a given point in one hour would require 30-40 freeway lanes filled to capacity.

These equivalents between BART and cars and freeways are even more startling when applied to a specific traffic situation. A major transit study completed in 1967, for example, calculated that by 1975



ridership through BART's transbay tube will be the equivalent of seven extra lanes on the San Francisco-Oakland Bay Bridge during critical peak hours. "In other words," the report summed up, "BART will be equal to another Bay Bridge in delivering East Bay residents to downtown San Francisco every morning."

Energy is another important measure of efficiency. Assuming average cars of 200 horsepower, BART will transport people using four times less horsepower than fully-loaded automobiles, and 16 times less horsepower than those with the average 1.5 passenger load.

The commuter will cut his transportation costs considerably in direct proportion to the distance of his commute. BART will cost him a maximum of 7 cents per mile on very short trips to a minimum of 2 cents per mile for the longest trip on the system. (BART fares are tentatively set from 30 cents minimum to \$1.05 maximum on a decreasing cost-per-mile scale.)

By contrast, the AAA Club says the typical car now costs 4.25 cents per mile in operating costs, plus \$3.08 per day in fixed costs, or \$1125 per year. Add to this bridge tolls and parking fees. The auto commuters who will benefit most from BART obviously are those who own a second or third car for commuting. On this basis, auto commuters will easily save an average of \$1500 per year by using BART.

#### FASTER TRAVEL TIME

The longer the trip, and more congested the route, the more time BART riders are likely to save over the automobile, and, if available, bus transit. On a town-to-town basis, BART travel times are anywhere from 30% to 130% faster than bus or auto times. Admittedly, the complexities of portal-to-portal travel will decrease BART's strong time advantage for some individuals, but hardly ever eliminate it.

We are hopeful that our coordination with bus transit will improve local bus service, as well as feeder bus service to BART stations.

#### A SMOOTH, RELAXING RIDE

BART's revolutionary electric transit cars will operate with exceptional smoothness up to speeds of 80 mph, with average system speeds of 45-50 mph, including station stops. The cars compare to luxury automobiles and jetliners in comfort and quietness. The car interiors are fully climate-controlled for all temperature ranges. Equally as important, our fully automatic fare collection system - the first ever developed - enables patrons to use BART with a great degree of ease and personal freedom.

#### CLEANER AIR

BART's impact on Bay Area air pollution was the subject of renewed interest when the Bay Area experienced its first smog alert during an intense hot spell last September. The brownish-yellow pall, so familiar to the Los Angeles area, settled over the Bay Area for several days. It couldn't happen here - but it did. BART will obviously reduce vehicle pollutants in direct proportion to such factors as lower car mileages, less second and third car ownership, and so on.

#### LOW NOISE LEVELS

The noise factor heretofore associated with steel wheel on steel rail transit systems was carefully considered by BART engineers in the conceptual stage of the project. It was concluded that railroad technology could be sufficiently improved to offset the noise factor of steel-on-steel. This judgment has definitely been borne out by the BART prototype test cars which have been running on the system for 15 months.

The noise level of a BART train, from two to ten cars, is in the range of 85-89 decibels (A-weighted) at 50 feet from the right-of-way traveling at 70 mph. A well-muffled passenger car, traveling at 65 mph, registers 75-82 decibels on a sound meter 50 feet from the street. Normal truck and car traffic on an average community street registers 80-90 decibels - the same as BART trains.

Even if BART trains were not so quiet, noise would not be a problem on 39 of the 75 miles of right-of-way. The system runs for 19 miles within the median of freeways, plus 20 miles underground in subways, tunnels, and the transbay tube.

A key factor in low noise is a BART car, lighter (per lineal foot) than any transit car ever developed. New anti-skid brakes prevent screech from skidding or locked-up wheels, and side skirts on the car baffle motor noise.

Another major factor is BART's roadbed, which employs continuously-welded rail and rubber pads under rail fasteners to minimize noise and vibration.

#### OTHER ENVIRONMENTAL FACTORS

Almost the entire 75-mile system is underground, within the median of freeways, or runs adjacent to existing railroad right-of-way. Thus, BART has taken up minimal new land for right-of-way purposes.

BART's 34 stations were designed individually by 15 architectural firms to fit the spirit, fabric and scale of the respective communities in which they were located. Prominent artists have created sculpturing, mosaics, and other art forms to enliven the spirit of these stations.

BART's \$7.5 million landscaping program includes the open right-of-way at stations and parking lots, and design of community parks

under certain sections of aerial structures. Vital to this program are agreements by on-line communities to maintain the expensive landscaping installed by BART.

BART has been fortunate in receiving numerous awards for environmental design from industry, government, architectural and engineering groups. It has also received citations from Bay Area organizations for preserving the beauty of the environment along its right-of-way.

#### BART'S BASIC PURPOSE

Outside the Bay Area, BART is primarily seen as a national demonstration project of the first real updating of rapid transit technology in nearly half a century. This technology, I am proud to say, is probably the nation's leading example of "spin-off" benefits from California's aerospace-electronics industry.

Despite this demonstration role, we are always mindful that the basic reason BART exists is to protect and improve the quality of life in the Bay Area. I am absolutely certain that this transit system will stimulate the kind of regional development we must have to preserve a uniquely beautiful environment...and thereby justify the foresight of the citizens who gave birth to it.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-1

January 13, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

RELEASE AT WILL

EDITOR: This report contains more details  
on BART lines of special interest  
to you.

END-OF-YEAR STATUS OF BART LINES

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to open a few months after the Southern Alameda "A" Line opens. Trackwork is complete. Landscaping and parking lots are underway or completed. The District finally acquired a key land parcel in December needed to complete parking facilities at the Richmond Station.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

N-78

Monday, January 10, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Officials who will direct a two-year study for extending rapid transit into northwest San Francisco will hold their first meeting tomorrow (January 11) to get the project underway.

The meeting will be held at 2:00 p.m. in the offices of the San Francisco Transit Task Force at 1182 Market Street, Room 422.

Principal agenda items for the newly-established Board of Control of the Northwest San Francisco Rapid Transit Extension Project include selection of a chairman, vice-chairman, legal counsel and project director. Advisory committees, recruiting of technical consultants, and budget matters will also be discussed.

"The Control Board and planning staff will be working closely with all appropriate city agencies and interested citizens' groups in developing guidelines for the technical consultants," said BART Planning Director William Hein, who is assisting in the project.

The extension route to be studied is now seen, as connecting with the BART system at the Montgomery Street Station, and going west generally along the Geary Street corridor to the outer Richmond district. The specific route, station locations and terminal points will be determined during the study.

"The corridor this extension would serve has a high priority for transit improvements in the city's proposed transportation plan," said Hein.

He said the study will, among other things, assess whether BART or a San Francisco



Municipal Railway streetcar line would be more desirable for the corridor.

"The \$540,000 study has been two-thirds funded by the U.S. Urban Mass Transportation Administration, with BART the primary funding agency for the remaining one-third.

"BART is strongly committed to developing detailed planning for this extension within two years, as well as for other extensions to the Livermore-Pleasanton and Pittsburg-Antioch areas," said Hein.

BART and the Metropolitan Transportation Commission - the two agencies who established the project under a joint powers agreement - are both represented on the new Board of Control.

BART Directors on the Board include William C. Blake and William H. Chester of San Francisco; Richard O. Clark, Albany; and Joseph S. Silva, Brentwood.

MTC members include John E. Dearman and Thomas J. Mellon of San Francisco; and A. W. Gatov, Kentfield.

Coordinator for the study project is John M. Torrey, who may be contacted for project information care of BART, 800 Madison Street, Oakland 94607. Telephone 465-4100.

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O-44.



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

Monday, August 7, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, August 10, at 10:00 a.m. at District Headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-43

Friday, August 4, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE WEEK OF AUGUST 7

The Bay Area Rapid Transit District will hold a preview at its Pleasant Hill Station Sunday, August 13, between 9:00 a.m. and 4:00 p.m.

This is the twelfth in a series of 14 station previews throughout the BART system and marks the first time this particular station will be open to the public.

As a special complement to the station preview, the City of Pleasant Hill will be providing a free shuttle service for senior citizens from the Hookston Square senior citizens home and several Pleasant Hill convalescent hospitals.

The preview is aimed at acquainting the community with the station prior to actual operations, and giving BART on-line personnel an opportunity to meet and talk with future riders they will be serving.

The Pleasant Hill Station, a 700-foot aerial structure, is located at Geary Road and Wildwood Lane just off Highway 24. Designed by the architectural firm of Gwathmey, Sellier, Crosby/Joseph Esherick & Associates, the station cost \$1,518,826 to construct and finish.

Among the many attractions of the station preview will be a train of brand new cars which are scheduled to commence service between Fremont and

Page 2 of 2

North Oakland this September. Visitors will be able to walk through and inspect the train, ask questions and get a good idea of what it will be like during actual operations. Visitors will also have an opportunity to tour the station, hear explanations of the automatic fare collection equipment and receive copies of BART's newest brochures.

The station's parking lot, accomodating 1337 cars, will be available for use during the preview.

# # #



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-42

Wednesday, August 2, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District has scheduled this Sunday, August 6, between the hours of 9:00 a.m. and 4:00 p.m. for its Richmond Station preview.

Visitors will be invited to tour the station's concourse and platform levels, hear explanations of the automatic fare collection equipment and receive copies of BART's newest brochures.

The Richmond Station, which is the northern terminus for the east bay segment of the line, was designed by the architectural firm of Maher & Martens under the direction of Parsons-Brinckerhoff-Tudor-Bechtel, the joint venture firm overseeing the construction phase of the system. The cost for construction and finish of the station was slightly more than \$2,000,000.

An outstanding feature of the Richmond Station is a fiberglass wall sculpture with a marine theme designed and executed by artist William Mitchell.

The Richmond Station preview is aimed at acquainting the community with the station prior to actual operations.

Said BART President George M. Silliman, "Our primary objective in

-- more --

scheduling these previews is to give the communities an opportunity to see what their taxes have been paying for and to be able to meet and talk with many of the BART personnel who will be there to serve them when the line opens."

Silliman emphasized that community involvement has always been a major key in developing the BART system and now the people should have a chance to see the fruits of this longstanding partnership.

BART personnel on hand to answer questions and act as guides will be uniformed train attendants, passenger service representatives, line supervisors, and security personnel.

Another major feature of the preview will be a train made up of brand new cars. The cars are reminiscent of a jetliner in size and luxury, and have wall to wall carpeting, air conditioning, large tinted glass windows, and many other features designed for comfort, safety and beauty.

The parking lot, which accomodates 750 cars, will be available to visitors during the preview.

# # #

# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-41

Monday, July 24, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, July 27, at 10:00 a.m. at District Headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-40

Thursday, July 20, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE WEEK OF JULY 24, 1972

The Bay Area Rapid Transit District will hold a station preview to introduce to the public its completed Orinda Station Sunday, July 30, from 9:00 a.m. to 4:00 p.m.

The Orinda Station preview is the ninth in a series of 14 station previews being held throughout the system and is aimed at acquainting the community with the station prior to actual operations. This will mark the first time the station has been opened to the public.

Another important facet of these station previews is to give BART's uniformed on-line personnel an opportunity to meet and talk with future riders.

The Orinda Station, which is located on the Highway 24 median at Camino Pablo Street in Orinda, is a 700-foot aerial structure. It was designed by Gwathmey, Sellier, Crosby/Joseph Esherick & Associates under the direction of Parsons-Brinckerhoff-Tudor-Bechtel, the joint venture engineering firm overseeing the construction phase of the BART system.

An outstanding feature of the station is a 100-foot long 10-foot high mural by San Francisco artist Win Ng. The mural, stretching along one



wall of the concourse level, is an abstract geometric design done in gray and yellow ochre, and is somehow integral to and reflective of the architectural values of the station itself.

Among the many attractions of the station preview will be a train of brand new cars which are scheduled to commence service between Fremont and North Oakland this September. Visitors will be able to walk through and inspect the train, ask questions and get a good idea of what it will be like during actual operations. Visitors also will have an opportunity to tour the station, hear explanations of the automatic fare collection equipment and receive copies of BART's newest brochures.

The station's parking lot, accomodating 876 cars, will be available for use during the preview.

# # #

BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street, Oakland, California

July 14, 1972

MEMORANDUM

To: Board of Directors  
From: General Manager  
Subject: System Status Report

CAR DELIVERIES

As of July 14 with deliveries of 20 service A-Cars and two B-Cars, Rohr is slightly ahead of its schedule. Thirteen cars have been provisionally accepted, with the remaining cars in various stages of acceptance testing and correction of minor problems in the air conditioning and friction braking systems. Sufficient cars are available for pre-revenue testing and support of Westinghouse quality control and clean up operations on the A-K line.

AUTOMATIC TRAIN CONTROL TESTING

Westinghouse has completed conversion of track circuit frequencies from MacArthur to Coliseum stations and from the south end of the yard to Fremont. Frequency conversion for the entire A-K line, previously scheduled for July 7, is now scheduled for completion by July 14.

Prerevenue testing continues in its sixth week between Coliseum and MacArthur Stations and the south end of the yard to Fremont. This work is proceeding on schedule. Two-train operation between MacArthur to Coliseum Stations, was carried out by BART personnel July 1-4 with minimal support from Westinghouse. The results indicate a definite improvement in system reliability and personnel capability for revenue operations.

Concerning the problems of "spillover," "crosstalk" and "hiccups" which generally relate to electrical interference and equipment calibration problems in the control system, Westinghouse's proposed fixes to these problems are currently under review by PBTB in light of the prerevenue train protection testing thus far. If these proposed fixes are accepted, multiple train circulation testing could begin by July 20. The assessment of the fixes underway continues to be that they can be carried out concurrently with

the scheduled prerevenue train testing and thus are not seen as adversely affecting the September target date for A-K line revenue service.

Conversion of on-board train control equipment to read the new frequencies continues by Westinghouse as the new cars are needed. Other on-board equipment modifications are being made to bring the A-cars up to the latest configurations and this work is expected to be completed by mid-July.

#### CENTRAL CONTROL

Westinghouse has completed simulation testing of the corrective strategy programs required for operation of the trains in revenue service. Data now being analyzed indicates that a few minor programming corrections may be required (see June 21 report). The additional P2000 DTS buffers have been delivered and are being installed at Central Control as scheduled. Thus far, there is no indication that this additional work will adversely affect Central's availability for September revenue service.

#### OTHER PREREVENUE TESTING

Westinghouse continues to experience delays in checkout of the yard departure testing equipment, which automatically runs an operational checkout of all on-board equipment prior to dispatching trains onto the main line. This work, previously scheduled for completion by July 1, is now scheduled for completion by mid-July. Delays were generally caused by unsatisfactory quality control of equipment components and late delivery of new track circuit frequency components for the yard departure zones. No further delays in checkouts of this equipment is expected.

Between station, within station, and support facility communications is now essentially complete for the A-K line stations between MacArthur and Fremont. Minor punch list items are undergoing corrections by BART and the contractors.

The International Union of Elevator and Escalator Construction Workers recently settled its nationwide strike, and work has resumed on A-K line facilities. A strike at the Ohio Brass Company, a BART vendor, was also settled recently. The local cement truck drivers strike continues, however, and is seriously affecting work at the Concord and Daly City station sites, the Muni subway, and extensions to several Market Street subway stations in San Francisco.

#### BATTELLE SAFETY STUDY

This month Battelle Memorial Institute was authorized to resume work on the study of safety features of the train control and vehicle traction systems. Since completion of the initial phase of this work by Battelle in 1971 there has been a number of modifications

July 14, 1972

to the train protection and vehicle braking systems made by Westinghouse and Rohr. Battelle will now investigate the latest configuration of the train protection and traction systems for fail-safety performance. We expect Battelle to provide a preliminary report on this final phase of their work prior to placing the system into revenue operation.

#### IMPACT OF LABOR RELATIONS RULINGS

The recent partial ruling by arbitrator Sam Kagel resulted in a hiring freeze on all non-professional and non-supervisory personnel from June 18 to July 15 for the purpose of developing job preference employee lists under UMTA's 13 (c) provision. The impact on manning up for A-K line revenue service by September is yet to be assessed, as much depends on the procedures and time involved to comply with further rulings by Mr. Kagel. The procedures should begin to get underway July 15, and the District staff will expedite hiring procedures as much as possible. One major impact we can report thus far is that the hiring situation appears to preclude the possibility of activating the Richmond Yard for A-K line initial service, which means that vehicle maintenance will temporarily be limited to the capacity of the Hayward Shop.

#### CONCLUSION

September continues as a feasible and attainable time target for A-K line initial revenue service.



B. R. Stokes  
General Manager

BRS: dl



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-39

Monday, July 17, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Hiring machinery of the Bay Area Rapid Transit District moved into high gear today to process some 1200 applicants from other local transportation lines who have elected to exercise preference rights for BART jobs in train operations, maintenance and clerical areas.

With his submittal of the 1200 applicants to BART last Saturday (July 15), labor arbitrator Sam Kagel lifted a four-week hiring freeze imposed on the District June 18 in order to poll employees of five other transportation lines he ruled were eligible for BART job preference. The freeze applied only to non-supervisory and non-professional jobs.

The applicants are from Peerless Stages, Greyhound Bus Lines (West), AC Transit, San Francisco Municipal Railway, and the Southern Pacific Railroad's commuter line. In this order BART must contact the applicants on a company-by-company basis.

"The four-week freeze on hiring will be difficult to absorb in light of our September target date for initial revenue service," said BART General Manager B. R. Stokes. "However, we are determined to comply in spirit and to the letter with Mr. Kagel's rulings and

--more--

process all 1200 applicants as quickly as it can be done. Our personnel and labor relations people have been working steadily over the weekend going over the applications and are now contacting the applicants."

As a condition for receiving federal grants thus far totaling \$180 million, BART became obligated in 1968 to Section 13(c) of the Urban Mass Transportation Act which guarantees employees of other transportation lines some form of job priority. Kagel was the choice of BART and the transportation labor unions to arbitrate the conditions for complying with 13(c).

"It is clear that Mr. Kagel's ruling will not adversely affect the basic interests of our current employees, and that they need not worry about being bumped or replaced by our incoming 13(c) hires," emphasized Stokes.

Kagel has also ruled that 13(c) hires will come into BART at the hourly wage rate of the job left. They will bring seniority from their respective companies for such things as shifts, train runs, vacations and pensions, but not for promotions or layoffs.

Kagel's next order of business will be to determine the appropriate collective bargaining unit for BART in accordance with the BART Act, and also procedures for an election by BART employees to verify the representation. In these matters he will be acting on behalf of the State Conciliation Service.

When this is accomplished, all future wages and working conditions for non-supervisory and non-professional BART employees will be negotiated between the District and its collective bargaining unit.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
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Telephone (415) 465-4100

N-38

Monday, July 10, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, July 13, at 10:00 a.m. at District Headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

N-37

Friday, July 7, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE WEEK OF JULY 10, 1972

The Bay Area Rapid Transit District will have a public preview of its Fremont station this Sunday, July 16, from 9 a.m. to 4 p.m.

Located at Civic Center Drive (adjacent to the Washington Hospital Complex) the Fremont station is a 700 foot aerial structure and is the terminus for the Southern Alameda "A" line. Some of the architectural features of the station include a large sunken rectangular plaza with porcelain enamel steel panels, and giant glass windows for natural light and warmth. The Fremont station was designed by architects Kitchn & Hunt under the direction of Parsons-Brinkerhoff-Tudor-Bechtel, the joint venture engineering firm overseeing the construction phase of the BART system. Cost for construction and finish of this station, including elevators and escalators, was slightly more than \$2,000,000.

The preview is aimed at acquainting the community with the station prior to actual operations and to give BART on-line personnel an opportunity to meet and talk with the future riders they will be serving.

Said BART president George M. Silliman, "Community involvement has always been a major key in developing the BART system and now the people should have a chance to see the fruits of this long-standing

-- more --



partnership."

Among the many attractions of the preview will be a train of the brand new cars that will debut in passenger service this fall. Visitors will be invited to walk through and inspect the stream-lined cars, ask questions and generally become familiar with the BART system, and how it will work in actual operation. The trains are reminiscent of a jetliner in size and luxury, and have wall-to-wall carpeting, air conditioning, large tinted glass windows and many other features designed for comfort, safety, and beauty.

Visitors also will be able to tour the station's concourse and platform levels, hear explanations of the automatic fare collection equipment and receive copies of BART's newest brochures. The station's parking lot, accommodating 564 cars, will be available to visitors during the preview.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
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N-36

Friday, June 30, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Seven distinguished members of the arts, humanities and visual design professions were formally vested yesterday (June 29) with a major role in maintaining high aesthetic standards throughout the 75-mile BART system.

At their first meeting in the District headquarters in Oakland yesterday, members of the newly-appointed BART Art Council received a "welcome aboard" and expressions of appreciation from Board President George M. Silliman and General Manager B. R. Stokes for acceptance of their appointments by the BART Board of Directors.

Dr. John Burchard, council chairman and BART's visual design consultant since 1966, then discussed the past efforts of BART's consulting architects and station design engineers to bring high standards of "diverse, lively and comfortable" design to all of the system's 34 stations.

Dr. Burchard is Dean Emeritus of the Massachusetts Institute of Technology School of Humanities and formerly was acting dean of the School of Environmental Design, University of California at Berkeley. The other Art Council members appointed from the three BART counties are: Alameda County - John E. Peetz, Oakland Museum Director, and Dr. Peter

-- more --

Selz, Director of the University Art Museum in Berkeley. Contra Costa County - Dick Stockwell, Concord Director of Planning, and Donald Hardison, a principal of the Hardison & Komatsu architectural firm. San Francisco City & County - Dr. Alfred Frankenstein, San Francisco Chronicle art critic, and Gerald Nordland, Director of the San Francisco Museum of Art.

BART's chief consulting architect Tallie B. Maule described the process whereby BART was able to commission outstanding examples of artwork in 14 stations thus far for mosaics, sculptures, and eye-catching color decor called "supergraphics". After viewing slides of the system's major architectural elements, the council determined to tour the system for themselves at an early date to get a feel for the present status and future potential of all stations for additional artworks and other design elements.

"While the new transit systems in Mexico City, Stockholm, and Montreal have certain stations impossible to excel, the general level of design achieved among all 34 BART stations could well rank it first as a system," said Dr. Burchard. "If BART must continue to depend solely on fares to support itself, questions of what is proper and desirable in maintaining quality station environments could come up against economic pressures.

"Acting not only as professional appraisers of quality visual environment, but a conscience to help BART maintain this quality are two roles for us I look upon as terribly important," he told the council.

Dr. Burchard said the council would lend expert guidance in implementation of BART's donor art program for its remaining 20 stations, whose

cost range is estimated between \$250,000 and \$400,000.

Through its art donor program, BART is seeking both private and federal funds for commissioning of artists for a wide range of artworks desired for remaining stations. The council will review proposed works and recommend selection of artists to the BART Directors.

Another important role for the council, said Dr. Burchard, will be general monitoring of the quality of advertising displayed on the system, plus any proposed changes in existing advertising policies, for recommendations to the BART Directors.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
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0-35

Wednesday, June 28, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Two new cooperative projects undertaken by the Bay Area Rapid Transit District include a study to improve bus service for Berkeley residents and students, and a BART-to-Oakland Coliseum walkway for the use of patrons throughout the Bay Area.

Design is expected to begin shortly on a 1,000-foot walkway between the Oakland Coliseum and BART's Coliseum Station that will substantially reduce traffic congestion at year-round sports and recreational events.

BART also will participate in a six-month study to improve existing local bus service, and BART feeder service, for Berkeley residents, non-resident workers, school children and University of California students, faculty, and employees.

BART's involvement in the Coliseum project will be to put up \$125,000 of the total \$1.5 million cost, generally to administer and supervise the project, and to retain the architectural firm of Skidmore, Owings & Merrill to design the walkway and manage its construction.

The Coliseum corporation is to contribute \$375,000 to the project, with the balance of the cost to be met by a \$1 million DOT grant. Included in the overall project are an elevator for the handicapped, an escalator and additional

BART fare collection gates to facilitate entry of walkway users to the BART system.

Besides linking the two facilities with a legal and safe pedestrian route over busy San Leandro Street, the walkway is seen as beneficial to both BART and Coliseum patronage, as well as reducing traffic congestion.

Design work and the awarding of contracts is expected to take about 9 months. Actual construction of the project is estimated to require a year, after final approval of designs by BART, Alameda County and the City of Oakland.

The Berkeley transit study will be financed with \$30,000 of local funds provided by the city, its Unified School District, the University, BART and AC Transit, and \$60,000 in a grant from the U.S. Department of Transportation.

BART's share of the local funds will be \$3,500. In addition, the District will provide technical assistance and consultation, and will contribute one representative to the study's 7-man Coordination Board.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
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Telephone (415) 465-4100

O-34

Tuesday, June 27, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE WEDNESDAY, JULY 5, 1972

The Bay Area Rapid Transit District has scheduled this Saturday (July 8) for its preview of the Lafayette Station.

This is the seventh in a series of 14 BART station previews which extend through August.

The Lafayette Station, which is in the median of Highway 24 between Happy Valley and Oak Hill Roads, was designed and built by the architectural firm of Gwathmey, Sellier & Crosby/Joseph Esherick & Associates at a cost of \$1,012,975.

Among the outstanding architectural features of the Lafayette Station are a 100-foot long open air sunken garden and commissioned art works in the form of three circular columns clad in mosaic tile.

Visitors will be able to tour the station's concourse and aerial platform levels, hear an explanation of the automatic fare collection equipment, and walk through a train of brand new cars that will debut in revenue service this fall.

Uniformed BART Passenger Service Representatives, Line Supervisors, Train Attendants and Security Officers will be on hand to greet visitors, answer questions and hand out the latest brochures on the system.

Also on Saturday, the City of Lafayette will begin its annual

week-long Horse and Carriage Days, this year celebrating the city's fourth anniversary. Saturday's activities begin at 10:00 a.m. with a parade past the BART station of antique cars, horse drawn carts, floats and drill teams, and continue with a jumping frog contest at 12:30 p.m. in the La Fiesta Shopping Center, a few blocks from the station.

The station will be open to the public between 9:00 a.m. and 4:00 p.m., and its parking lot, with a capacity of 654 cars, will be available for use during the preview. The station is located off Highway 24 and Happy Valley Road in Lafayette.

# # #



June 26, 1972

FOR RELEASE JUNE 27, 1972

Metro Mobility - "A challenge to Government, Industry and the Public" will be the theme of the annual conference of the Institute for Rapid Transit which opens tomorrow at the St. Francis Hotel in San Francisco.

Over 500 delegates from the United States, Canada and Mexico will participate in the three-day conference which will include talks and panel discussions on every aspect of urban mass transit.

Dr. William J. Ronan, president of the Institute for Rapid Transit and chairman of the New York Metropolitan Transit Authority, stated in a pre-conference interview that the Americas have "embarked on a new transit consciousness. Urban areas throughout the country have recognized the need to provide new and expanded rapid transit facilities if our cities are to remain vital and prosperous.

"An indication of the 'transit renaissance'", he said, "is the proliferation of transit construction programs already underway in this country and the even greater number of cities that have projects in planning or under design. As an example, gathering here this week will be representatives of Atlanta, Baltimore, Washington, Pittsburgh, Honolulu, Los Angeles, the Twin Cities, Miami and Buffalo-- all of whom are actively moving forward rapid transit systems to keep pace with their burgeoning metropolitan centers.

"The challenge of planning, building, financing and operating transit systems

-- more --

in urban centers throughout the North American continent will be the subject of intensive review at this conference. Our efforts to find new means to finance these vital projects and creative new approaches to transit technology should prove invaluable as we step across the threshold of America's new 'transit era'."

Delegates to the three day meet will hear outstanding transportation experts discuss transit problems and will participate in a series of workshops and panels.

On Wednesday morning the opening session, following welcoming remarks by San Francisco Mayor Joseph Alioto and Ronan's presidential address, will be devoted to a panel discussion by government and transit authority officials on "Federal Responsibility in Financing Rapid Transit".

George Silliman, president of the Board of Directors, and Bill Stokes, General Manager of the Bay Area Rapid Transit District, the host organization, will describe the BART system. During the afternoon, delegates will be given a general tour of the 75-mile billion dollar BART system which is scheduled to begin partial operation this September.

On both Thursday and Friday, the general conference sessions will be preceded by workshop breakfasts where participants can exchange ideas and information at informal discussions of various technical and operational fields.

The Thursday general session will include panel discussions on "Building New Cars--Manufacturers, Operators and Government Face the Issues" and "Plans for New Rapid Transit Systems."

Carlos Villareal, administrator, Urban Mass Transportation Administration, U. S. Department of Transportation, will be the featured speaker of the day. Also included on the program are progress reports on the transit systems in Mexico City and Montreal.

On Friday, Sam Massell, Mayor of Atlanta and president of the National League

of Cities will address the delegates. Following a progress report on the Washington D.C. transit system, there will be a seminar on the Federal transit role, consisting of three concurrent discussions on consumer transit priorities, research, development and demonstration priorities, and implementing capital grant applications.

Although the conference will formally adjourn after the Friday luncheon session, there will be specialized technical tours of various BART facilities during the afternoon.

# # #



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
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GEORGE M. SILLIMAN  
PRESIDENT

June 23, 1972

WILLIAM H. CHESTER  
VICE PRESIDENT

B. R. STOKES  
GENERAL MANAGER

MEMO TO BAY AREA NEWS EDITORS

DIRECTORS

ALAMEDA COUNTY

ARNOLD C ANDERSON  
RICHARD O CLARK  
H R LANGE  
GEORGE M SILLIMAN

The attached report prepared for the BART Directors is a follow-up to the one sent to you on May 22. It contains the latest available information from our engineering consultants and contractors on the status of important work areas which bear upon our approximate target date of September 1 for start-up of initial revenue service on the 28-mile segment between Fremont and MacArthur stations.

CONTRA COSTA COUNTY

NELLO J BIANCO  
JAMES P DOHERTY  
DANIEL C HELIX  
JOSEPH S SILVA

The last report described "fixes" underway by Westinghouse for electrical interference problems in the train control system track circuits and the necessity to conduct train circulation testing around the fix work on the wayside equipment. These two vital activities have proceeded on schedule; consequently, Westinghouse did make its important milestone objective on June 7 of demonstrating automatic train control capability along the entire Fremont-MacArthur segment.

SAN FRANCISCO COUNTY

FRANK N ALIOTO  
WILLIAM C BLAKE  
WILLIAM H CHESTER  
WILLIAM M REEDY

Another electrical interference problem described in the report is not seen at this time as hampering train circulation testing. The result is that we appear to be at least holding our own on the complex mix of testing and checkout which must be completed for revenue service.

Also mentioned in the report is a freeze on hiring the operations and maintenance personnel until July 15. The full impact on BART is not known at this time, but extensive delays in hiring and other labor relations issues pose serious problems in gearing up for revenue operations.

Cordially,

R. D. Kraehe  
District Press Officer

RDK/mk  
enc.

BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street, Oakland, California

June 21, 1972

MEMORANDUM

To: Board of Directors  
From: General Manager  
Subject: System Status Report

CAR DELIVERIES

As of June 19, Rohr had delivered 17 revenue A cars, as per schedule, with 13 provisionally accepted (i.e., pending testing in automatic operation and minor item corrections by Rohr). The overall quality of the cars coming in has been good with some additional work needed at the Hayward Shop. As of next week, Rohr's schedule calls for a step-up from one to two cars per working week. The Rohr delivery schedule will provide sufficient cars for initial revenue service on the A-K line by early September, and pre-revenue testing on the R line.

AUTOMATIC TRAIN CONTROL TESTING

Pre-revenue testing began the week of May 13. A two-car train circulation between the four-station Hayward-Coliseum stations "loop" was satisfactorily completed on schedule. Also, Westinghouse was able to meet its milestone objective the week of June 4 by demonstrating automatic circulation of a two-car train over the entire 12-station loop comprising the A-K lines.

Westinghouse started conversion of track circuit frequencies on the A-K lines on June 8. Frequency conversion (plus circuit tuning) has been completed on the Hayward Yard to Fremont segment.

Pre-revenue testing underway between Coliseum and MacArthur Stations this week will be continued next week between the Hayward Yard to Fremont Station to permit Westinghouse to complete frequency conversion for the entire A-K line -- projected for July 7.

On-board train control equipment is being changed to read the new frequencies as the cars are needed. As soon as frequency conversion is complete along the entire 12-station segment, BART and PB-T-B will be able to phase into multiple train testing along the entire A-K line loop.

TRACK CIRCUIT "CROSSTALK"

When the track circuit levels were adjusted to assure minimum track circuit power levels consistent with vehicle receiver threshold setting, adequate signal strength to assure track circuit receiver operation and minimum spillover into the adjacent block, it was discovered that in a particular set of circumstances there was a possibility of magnetic induction of a track circuit signal from the adjacent track (crosstalk). The circumstances which must exist for this situation are:

- (1) Track circuit transmitters on adjacent tracks must be essentially opposite each other.
- (2) The track circuit transmitter in one track must be off due to a failure in that system.
- (3) There must be no train on the adjacent track in the vicinity of the track circuits involved.

In this situation the track circuit transmitter on the adjacent track may, through magnetic linkage, induce a false signal into the track where the transmitter is out of service. If a train were to enter this track circuit with the transmitter out of service, the train normally would not receive a valid speed command and it would stop. However, if the decelerating train approaches the near vicinity of the transmitter, the strength of the induced signal from the adjacent track may be adequate to cause the train to respond to this false signal and resume moving in that block. This would be a hazardous situation only if the block with the transmitter out was required to provide a zero speed limit due to a train occupying the next block ahead. Then the train in the failed block might be moved forward by the false signal and into the occupied block.

Westinghouse is investigating this problem in detail, both by making a track survey of every track circuit to determine the magnitude of cross-talk which may exist and by running a computer program to simulate the combination of circumstances required to make this a hazardous condition, to pinpoint the locations that corrective action may be required. They are also intensively investigating several alternative corrections to this condition. They anticipate having hardware in the field next week for test. It is not expected that corrective work will have an impact on initial revenue service as the corrective action can be carried out quickly, once the method of correction has been determined. If necessary, this work could be done on a not-to-interfere-with operations basis. Pre-operational testing can proceed under the present conditions as the combination of circumstances described above, which must exist for this to be a hazardous situation, can be guarded against during the testing and training period.

CENTRAL TRAIN CONTROL

Westinghouse continues to dry run the control program simulation (2000 series) tests preparatory to the witness runs scheduled to begin June 23. In addition, they are completing the System Freeze Procedure required for witnessing these tests.

Westinghouse has found that they must make considerable programming corrections and hardware modifications at Central Control to provide the total system capability specified in the contract. Hardware has been ordered by Westinghouse and is en route. There will be a one week shut-down approximately the week of August 7 to tie in the additional P2000 computers which will be used to buffer the DTS. Every effort is being made to incorporate this additional work concurrent with the other programming, program debugging, and testing of Central Control. At the present time this additional work is not expected to affect availability of Central Control for initial revenue service. However, it is anticipated that the total time to complete all work at Central will be increased.

After running the witnessed simulation tests, the remaining tasks, programming, addition of hardware, and central control of pre-revenue testing will continue to make available computer time critical.

OTHER PRE-REVENUE TESTING

Westinghouse continues to experience problems in the checkout of the Yard Departure testing equipment which will automatically run a daily safety and reliability check of all cars before they depart the yard. Yard departure test equipment checkout is now scheduled to be completed July 1. Acceptance testing of the train control data transmission system has not yet been completed due to minor leaks found in the pressurized cables. Corrections will be made this weekend and tests will resume next Monday. Acceptance testing of within-station communications continues to be delayed, pending completion of minor corrections found necessary during initial testing.

Installation and acceptance testing of all platform train destination signs from MacArthur to South Hayward Stations was completed this week; and the remaining Union City and Fremont Station signs should be completed next week on the A-K line.

A substantial completion inspection was held this week at the San Francisco stations for closed circuit television system.

The International Union of Elevator (and escalator) Construction nationwide strike continues this week, as does the local Cement Truck Drivers strike.

PERSONNEL HIRING FREEZE

Mr. Sam Kagel, the State-appointed representative handling arbitration between BART and the labor unions, ruled this week that the District could not hire nor even interview any new employees (hourly or salaried) prior to July 16. This ruling was made pending Mr. Kagel's application of the 13(c) agreement to preference for BART jobs among employees of other transit agencies adversely affected by rail rapid transit. This will seriously disrupt our schedule for obtaining and training required train and station attendants, electronics technicians, and other required operating personnel.

TRAIN OPERATIONS INCIDENTS

At 3:50 a.m. on June 3, 1972, one car of a two-car train derailed on the crossover north of Fremont Station. The train was moving in manual operating at a speed of approximately 14 miles per hour and stopped within 100 feet. There were no injuries to the train crew. The derailed car was re-railed at 9:20 a.m. and taken to Hayward Shops.

Investigation revealed that the switch was aligned but not locked. As the first car of the train ran over the switch, the switch "floated," causing the second car to leave the rails. Remedial instructions have been issued to insure switch lock is verified.

INTENSIFIED TRAININGVehicles

Our shop crews have been doing actual inspection and repairs on vehicles since the first prototype was received. They continue to receive on-the-job training in addition to formal and informal training furnished by Rohr and Westinghouse at the Hayward Shops, as work is required on cars in use.

Acceptance checking of cars is proceeding smoothly under a task force established several months ago composed of PB-T-B, Rohr, Westinghouse, and BART under which BART shop personnel performs any remedial or repair work required.

They are supported by a Rohr Technical Support Group (includes Rohr suppliers -- e.g., Westinghouse, etc.) which will continue to be available after revenue service commences.

ATO

The emphasis has shifted from participation by BART people with Westinghouse to actual work being done primarily by BART employees. Our Power and Way people, who have been involved in maintenance of



June 21, 1972

wayside equipment for some time, are now performing major maintenance and repair work as being primarily responsible, with assistance from Westinghouse technicians as training and in support.

A similar program to intensify actual operating experience in the Central Control area is being made by having our people, in addition to running the simulator programs which they have done, get into actual Central operations with Westinghouse again providing assistance and technical support. This support in all ATO areas will continue after revenue operations commence, from both Westinghouse and PB-T-B.

In addition, we are entering into a contract for consultant services to bolster our early capability in computer programming, establishment of standard operating procedures, and aid in recruiting staff.

Further, we anticipate early hiring of persons with experience on this Westinghouse ATO system as permanent staff.

Specific work slippages may or may not directly bear upon critical path activities for start-up of revenue service. However, the schedule continues to be tight and, to put it mildly, is not helped by the recent freeze on hiring personnel.



B. R. Stokes

BRS-DGH:dmt



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O-33

Monday, June 19, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, June 22, at 10:00 a.m. at District Headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
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O-32

Friday, June 16, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE WEEK OF JUNE 19, 1972

A public preview of the BART station in Union City is set for this Sunday (June 25) from 9:00 a.m. to 4:00 p.m.

This is the fifth in a series of 14 BART station previews extending through August, and marks the first time this Southern Alameda County station will be open to the public.

Located south of Decoto Road on Union Square, adjacent to the Western Pacific right-of-way, the Union City Station is an aerial-type facility with a 700-foot train platform standard for all BART stations. It was designed by the architectural firm of Kitchen & Hunt and built at a total cost of \$1.2 million.

The feature attraction at Sunday's preview will be a BART train of the latest transit cars which will commence revenue service from Fremont to North Oakland this fall. Visitors will be able to make a walk-through inspection of the train, and BART personnel will be on hand to familiarize them with system operations. The cars, not unlike jetliners in size and luxury, have wall-to-wall carpeting, air conditioning, large tinted panoramic windows and many other features new to the transit industry.

Visitors will be able to tour the station concourse and aerial platform levels, see the first completely automatic fare collection machines being demonstrated, and receive the latest information brochures

on the system.

BART personnel on hand to greet people and answer questions will be uniformed passenger service representatives, line supervisors, train attendants, and security officers.

According to BART President George M. Silliman, "These station previews are most important, we feel, because they not only give the community a chance to see what their taxes have been paying for, but also give future passengers an opportunity to get acquainted with the BART personnel who will be on the line during actual operations."

The station parking lot, which accomodates 600 cars, will be available for public parking during the 9:00 a.m. to 4:00 p.m. station preview hours. The Union City Station is expected to be serving some 4,000 passengers daily by 1975.

# # #

# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT  
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Telephone (415) 465-4100

O-31

Thursday, June 8, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE WEEK OF JUNE 12, 1972

The Bay Area Rapid Transit District has set this Sunday, June 18, for a preview of its Walnut Creek Station.

This is the fifth in BART's continuing series of station previews, and marks the first time that particular station has been open to the public.

The Walnut Creek Station is a 700-foot aerial structure located adjacent to Highway 24. It was designed by Gwathmey, Sellier, Crosby/Joseph Esherick & Associates and cost \$1,500,000 to construct and finish.

Among the attractions of the preview will be a brand new revenue train. Visitors will be invited to walk through and inspect the streamlined cars, ask questions and generally become familiar with the BART system and how it will work in actual operation. The trains, reminiscent of a jetliner in size and luxury, have wall-to-wall carpeting, air conditioning, large tinted glass windows and many other features designed for comfort, safety and beauty.

Visitors also will be able to tour the station's concourse and platform levels, hear explanations of the automatic fare collection equipment, and receive copies of BART's newest brochures.

-- more --

BART personnel on hand to greet people and answer questions will be uniformed passenger service representatives, line supervisors, train attendants, and security officers.

According to BART President George M. Silliman, "These station previews are most important, we feel, because they not only give the community a chance to see what their taxes have been paying for, but also give future passengers an opportunity to get acquainted with the BART personnel who will be on the line during actual operations."

The station will be open to the public between 9:00 a.m. and 4:00 p.m. this Sunday, June 18. The parking lots, with a capacity of 1,030 cars, will be available for use during the preview. The Walnut Creek Station is located on North California Boulevard at Ygnacio Valley Road.

# # #

# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-30

Monday, June 5, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

## FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President George M. Silliman.

The meeting will be held Thursday, June 8, at 10:00 a.m. at District Headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone 465-4100

GEORGE M. SILLIMAN  
PRESIDENT

June 2, 1972

WILLIAM H. CHESTER  
VICE PRESIDENT

B. R. STOKES  
GENERAL MANAGER

MEMO TO BAY AREA NEWS EDITORS

DIRECTORS

ALAMEDA COUNTY

ARNOLD C. ANDERSON  
RICHARD O. CLARK  
H. R. LANGE  
GEORGE M. SILLIMAN

An event aimed at introducing some of BART's uniformed on-line personnel as a prelude to the Powell Street Station preview is scheduled for June 8 at 11:30 a.m.

CONTRA COSTA COUNTY

NELLO J. BIANCO  
JAMES P. DOHERTY  
DANIEL C. HELIX  
JOSEPH S. SILVA

The event will consist of eight or nine BART personnel boarding the ancient "Iron Monster" streetcar at 11th and Market Streets and riding down Market to the Powell Street station entrance just west of the Emporium. Included in the ride will be Passenger Service Representatives, line supervisors, train attendants, and security personnel. Also, Thomas J. Mellon will be aboard to represent Mayor Alioto.

SAN FRANCISCO COUNTY

FRANK W. ALIOTO  
WILLIAM C. BLAKE  
WILLIAM H. CHESTER  
WILLIAM M. REEDY

Large banners will mark the streetcar and the station entrance. Once they arrive at the station entrance, they will get off the streetcar and make an inspection of the station. Newsmen on hand will have an opportunity to see the various uniforms of these men and women and interview them regarding the previews and their individual functions. An important facet of the scheduled previews is the opportunity it affords these on-line personnel to come into direct contact with the public prior to actual operations, and gain some insight into many of the problems they will be facing.

This event will be sponsored by the San Francisco Transit Task Force and the Market Street Redevelopment Project in conjunction with BART.

Please contact me for any further details.

Cordially,

Michael C. Healy  
Public Information Officer





BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-29

Friday, June 2, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE WEDNESDAY, JUNE 7, 1972

The Bay Area Rapid Transit District's Powell Street Station preview set for this Saturday, June 10, will also mark the first time a BART train has passed through the trans-bay tube to San Francisco.

Because the third rail from Oakland through San Francisco has not yet been energized the train will be pushed by a special vehicle through the trans-bay tube to the Powell Street Station platform. During the course of the preview, the public will have an opportunity to walk through and inspect the new streamlined revenue cars and talk with uniformed personnel about the train, and how the system will work.

Among the many things to be featured at the preview, along with the train, will be the display of exhibits and a continuous slide film presentation on the future of Market Street.

The Powell Street Station was perhaps one of the most ambitious of the BART stations to construct. Digging more than 70 feet below Market Street, this 700-foot long three-level station cost \$28,700,000 to construct and finish. Included in the cost were the federally funded mezzanine extension for the San Francisco Municipal Railway and the Hallidie Plaza entrance.

On hand to greet people, answer questions and hand out brochures will be uniformed passenger service representatives, line supervisors, train

-- more --

attendants, and security officers.

The public is invited to attend the Powell Street Station preview this Saturday, June 10, between the hours of 9:00 a.m. and 5:00 p.m. The station is located on Market and Powell Streets, running underground between 4th and 5th Streets. The preview entrance, which will be marked by a large banner, is located just west of the Emporium across the street from the cable car turntable.

# # #

# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-28

Friday, May 26, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE MAY 31, 1972

Saturday, June 10, is the date set for the Bay Area Rapid Transit District's Powell Street Station preview.

This will be the fourth in BART's scheduled series of 14 previews throughout the system and will be the first time the Powell Street Station has been open to the public.

The Powell Street Station was designed by architects Skidmore, Owings & Merrill and cost \$28,700,000 to construct and finish. Included in the cost of this three-level, 70-foot deep subway station were the federally funded mezzanine extension for the San Francisco Municipal Railway and the Hallidie Plaza entrance.

The interior of the station gives the feeling of great space and blends a rich texture of colorful supergraphics with a basic black and white motif. There are ten escalators, and two elevators installed for use by the handicapped and the generally disabled. Due to a strike, however, the escalators and elevators may not be operational for the station preview.

The preview is aimed at acquainting the public with the station prior to actual revenue operations. The day's program will consist mainly of a walk through the concourse and platform levels and an inspection of a new revenue train.

-- more --

Page 2 of 2

On hand to greet people, answer questions, and hand out brochures will be uniformed passenger service representatives, line supervisors, train attendants, and security officers.

The public is invited to attend the Powell Street Station preview between the hours of 9:00 a.m. and 5:00 p.m., Saturday, June 10. The station is located on Market and Powell, running underground between 4th and 5th Streets.

# # #



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

0-27

Friday, May 26, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District is making plans to acquire 28 machines for issuing transfers which will entitle BART patrons to one-half fare feeder bus service from its 17 East Bay rapid transit stations served by AC Transit.

BART Directors yesterday authorized procurement of the machines at an estimated cost of \$54,000 to \$58,000 to be shared by BART and AC Transit. Contract bids will be advertised on June 6.

The transfer machines result from joint BART-AC Transit planning to generally improve feeder bus service to and from rapid transit stations and make it more attractive price-wise.

BART patrons will pay regular bus fare to East Bay stations served by AC Transit. On their return trip via BART, patrons will obtain from the machines located inside the stations a transfer good for a ride on AC feeder busses at no charge. The resulting loss of bus fares to AC Transit from the "free return" arrangement will be shared equally by both transit agencies.

"The concept of convenient bus-BART transfers and discounts on feeder bus fares is one we'll continue to work on for the best permanent solution," said BART Planning Director William F. Hein.

"We consider the use of the transfer machines the best interim solution at present, and one we hope will be ready for patrons by the time their

respective BART East Bay lines open."

Hein said he thinks a better solution will eventually be found pending completion of a broad BART-AC study of feeder bus operations and transfers.

The following BART stations served by AC Transit feeder busses will be equipped with one or more machines:

|                               |  |
|-------------------------------|--|
| Southern Alameda County Line: | Lake Merritt, Fruitvale,<br>Coliseum, San Leandro, Bay Fair,<br>Hayward, and South Hayward.          |
| Oakland Line:                 | Oakland City Center-12th Street,<br>19th Street, MacArthur.  |
| Richmond Line:                | Ashby, Central Berkeley, North<br>Berkeley, El Cerrito Plaza, El<br>Cerrito Del Norte, and Richmond. |
| Concord Line:                 | Rockridge only.  |

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

O-26

Friday, May 26, 1972

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

BART's Bay Fair Station preview which is set for this Sunday, June 4, will be complemented by a special convenience.

A motorized cable car sponsored by the Bay Fair Merchants Association will run a free passenger shuttle from the Bay Fair Shopping Center to the BART station. The cable car will run between the hours of 11:00 a.m. and 4:00 p.m.

Also during the preview hours, San Leandro city officials headed by San Leandro Mayor Jack D. Maltester will ride an old-fashioned double-decker London bus from downtown San Leandro to the Bay Fair Station. They will be followed by a small caravan of antique cars.

BART personnel on hand to greet the public and hand out brochures will be uniformed passenger service representatives, line supervisors, train attendants, and security officers. They will answer questions and act as general guides.

The preview will consist of walk through the station's concourse and platform levels, an explanation of how the fare collection equipment will work and an inspection of a new revenue train.

The 700-foot aerial station has parking lots on both sides and will accommodate 1,418 cars. The parking lots will be available to the public

Page 2 of 2

during the preview.

The public is invited to attend the preview between 9:00 a.m. and 4:00 p.m. on Sunday, June 4. The Bay Fair Station is located on Wagner and Vassar Avenue and Hesperian Boulevard adjacent to the Bay Fair Shopping Center in San Leandro.

# # #





BAY AREA RAPID TRANSIT DISTRICT  
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JOSEPH S SILVA

SAN FRANCISCO  
COUNTY

FRANK N. ALIOTO

WILLIAM C BLAKE

WILLIAM H. CHESTER

WILLIAM M. REEDY

May 22, 1972

MEMO TO BAY AREA NEWS EDITORS

As you know, BART is aiming its efforts toward an early September startup of revenue service which will see 12 stations along the 28-mile segment between Fremont and north Oakland open for business.

I'm sure you know also that BART's ability to meet its initial target date--and subsequent dates for opening of the other lines--continues to depend heavily on two factors: (1) the ability of Rohr Industries, Inc. to meet its current car delivery schedules; and (2) the ability of Westinghouse Electric Corporation to bring the train control system into readiness for extensive running of BART trains in the automatic mode prior to revenue service.

As we move into the final months preceding revenue operation, the progress and problems of these two contractors are of particular interest to the District Directors and might also be of particular interest to you.

The attached report from the General Manager to the Directors contains the latest available information from our engineering consultants and contractors. All subsequent ones will be transmitted to you as soon as possible.

The reports should generally speak for themselves; if you need more information, please contact Mike Healy or me.

Cordially,

R. D. Kraehe  
District Press Officer

RDK/mk  
enc.

# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

## INTER-OFFICE COMMUNICATION

To: BOARD OF DIRECTORS  
From: GENERAL MANAGER  
Subject: SYSTEM STATUS REPORT

Date: May 19, 1972

### CAR DELIVERIES

Rohr Industries, Inc., is adhering to its post-strike schedule which calls for delivery of one revenue service car every four to five working days through May. Ten cars have been delivered since the strike, with the last car, #117, delivered a day ahead of schedule on May 16. One car was delivered prior to the strike, making a total of 11 revenue service cars on hand at this date. Two more cars are expected this month, which will put Rohr one car ahead of its schedule of 12 cars total by May 31.

In addition to its production and delivery of new cars, Rohr is scheduled to complete retrofitting of prototype test vehicles for revenue service sometime in September. The first prototype vehicle was shipped back to the Rohr plant at Chula Vista this week, and the remainder will be shipped back on a one-per-week basis.

Rohr's improved quality control is evidenced by our progressively faster acceptance of the vehicle after delivery and checkout. We are assured of having sufficient revenue vehicles on hand for use by Westinghouse in its two-car circulation tests.

### TRAIN CONTROL SYSTEM

Circulation tests with a two-car train in the automatic mode is scheduled for completion next week on the initial four-station "loop" between Coliseum and Hayward Stations. Westinghouse plans to expand its circulation tests into the Union City-Fremont and Fruitvale-MacArthur segments on May 23, and then expand testing along the entire 12-station loop between Fremont and MacArthur on May 30. Trackage from the Hayward Yard to MacArthur Station was turned over to Westinghouse exclusively last week for checkout of wayside and station control equipment prior to the expanded circulation tests.

Westinghouse is exerting increasingly effective effort to complete checkout of all station and wayside equipment on the 12-station

loop by June 3. As of this date, the train control system is scheduled to be ready for three months of preoperational testing by PBTB and BART. Testing during this period will include acceptance tests to assure safety and dependability of the system, and train operation to simulate revenue service.

The electrical interference problems Westinghouse is encountering still pose a question mark at this time as to whether the train control system will be fully released to PBTB and BART by June 3 for the start of preoperational testing. Electrical interference between on-board train control components is causing problems, not in safety, but in service or scheduled performance modes.

As presently identified, this problem is one of rewiring on-board equipment. Westinghouse considers it correctable by June 3, but preoperational testing cannot effectively begin until the problem is corrected.

Another problem, previously reported, concerns electrical interference between third rail power circuits and several of the track circuits which transmit signals to on-board train control equipment. A temporary modification recently has been made at wayside which minimizes interference sufficiently to permit circulation tests with a single two-car train. Since higher power levels aggravate the interference problem, testing with multiple two-car trains and longer trains cannot commence until Westinghouse is able to make the fix permanent by changing several track circuit frequencies. Needed components are now being manufactured, and Westinghouse is scheduled to complete frequency conversion of all station, wayside and on-board equipment for A and K line (Fremont-MacArthur) operation by early August. A detailed schedule has been prepared to coordinate this with the testing and pre-revenue program.

Fortunately, most of the time-consuming series in the acceptance tests called for in the contract, which PBTB will conduct after June 3, only call for single two-car train operation. All possible testing will be conducted in this mode; but multiple and longer trains will be phased into preoperational testing before the system is released for revenue service.

Final acceptance testing of intra-station communications and support facilities (primarily controlled from the station agent's booth) began May 17 and continues on schedule. No problem is seen. Certain reliability problems still remain with system communications (station-to-station, train-to-station, train-to-Central Control, etc.), but a scheduling problem is not identified at this time.

The computer for Central Train Control is now operational or "on line" and its various computer programs are undergoing a final debugging. Central Control should be ready for integration into preoperational testing by June 3.

To sum up the train control situation, Westinghouse still is scheduled to have the A-K line (Fremont-MacArthur) ready for preoperational testing by June 3. Fixes are well underway for both on-board and wayside-station problems in electrical interference. The start of preoperational testing--and possibly of A-K line revenue service--continues to depend on Westinghouse completing its modifications, plus system tuning and adjustment, within the current schedule.

*W. J. Hammond*  
for B. R. STOKES  
GENERAL MANAGER

BRS:mk