

1970 News Releases

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

M-63

December 30, 1970

FOR IMMEDIATE RELEASE

The Boards of Directors of the Bay Area Rapid Transit District and AC Transit will hold a joint meeting, Wednesday, January 6, according to BART Board President William M. Reedy.

The joint meeting -- the first at the Director level between the two transit districts -- will be held at 9:30 a.m. in the Holiday Suite, Hotel Leamington, Oakland. Its purpose will be to review preliminary proposals for realignment of AC Transit bus routes with respect to BART's operations.

The agenda will include a presentation of AC Transit's proposed realignment of bus operations, including feeder service to BART stations in the East Bay. Another presentation will reflect BART's view of these realignments.

Co-chairmen of the meeting will be Mr. Reedy and AC Transit Board President William E. Berk.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

M-62

December 23, 1970

BART YEAR-END REPORT

FOR IMMEDIATE RELEASE

The year 1970 closes out the most prolific and "seeable" construction period for the Bay Area Rapid Transit District since work began on the system in 1964. The year also saw BART advances in such key areas as technical systems, operations, administration, and future transit planning for the Bay Area.

All BART contracts awarded to date total 75 percent of the system's \$1.36 billion projected cost. Completed (construction only) contracts total \$479 million, with \$392 million work-in-progress, and \$62 million still to be awarded to complete the system. Some \$70 million in construction contracts was awarded during 1970, with \$28 million scheduled for 1971, and \$34 million for 1972.

Major construction emphasis went to BART stations, with 24 contracts for station shells or architectural finishes awarded during the year. Of 34 stations on the 75-mile system, all but four are completed or well underway.

Despite the emphasis on station work, 1970 saw line construction and electrification and trackwork either completed or in progress over the entire BART system.

(more)

All Line Work Underway

Some 25 system miles of double tracks are completed, with another 45 miles under construction. This includes the Trans-Bay Tube which now is virtually complete. The only BART trackwork not in progress is at the Daly City and Concord stations. BART will also install 4½-miles of track for the new San Francisco Municipal Railway streetcar line from The Embarcadero under Market Street and out to the West Portal area.

Third-rail energizing has been accomplished for 19 miles along the Southern Alameda Line from the BART Hayward Shop to the vicinity of 14th Avenue in Oakland.

The Hayward Shop and main trainyard were completed this year, with Philco Corporation's computerized control system recently put in use for yard switching. The Richmond and Concord trainyards are also under construction.

BART General Manager B.R. Stokes commented: "We can consider 1970 a very fortunate year in terms of construction progress, and also in the manner in which this work was accomplished.

"BART contractors and their workmen have compiled an excellent safety record, with injury rates nearly half that of prevailing industry rates. A very low work stoppage rate speaks well for good-faith agreements made and kept between labor and BART engineering management.

"Also, cost overruns on the project are averaging about three percent of original contracts -- which also speaks well for both engineering management and BART contractors," said Stokes.

(more)

BART YEAR-END REPORT 3-3-3

Current construction schedules indicate a late fall 1971 opening for the Oakland and Southern Alameda Lines to south Hayward. The latter line will open all the way to Fremont shortly thereafter. The Oakland to Concord Line (temporarily to Pleasant Hill) will open up several months after the Southern Alameda Line, as will the Oakland to Richmond Line. The Trans-Bay Tube, Market Street subway, and Mission Street to Daly City (temporarily to Balboa Park) Line will open up in the fall of 1972.

Hardware Systems Advanced

The year also saw substantial progress in key technical areas. The Rohr Corporation shipped out five completed prototype BART cars, from August to December, from its plant in Chula Vista, Cal. Four vehicles are undergoing daily testing on the Southern Alameda Line prior to start-up of full-scale car production next spring. The fifth vehicle is undergoing environmental testing in a climate control chamber at the Pacific Fruit Express in Roseville, Cal. Five more prototypes are scheduled to arrive for on-line testing early in 1971.

Westinghouse Electric Corporation continued its large-scale engineering effort on the BART automatic train control (ATC) system. This work covered installation and checkout of computer, control, and communications systems at the Lake Merritt (central control) Station in Oakland. Wayside ATC controls are now installed on the Southern Alameda Line and under test in conjunction with prototype car operation. Westinghouse also completed a sophisticated diagnostic system this year for rapid vehicle checkout which will be used at the Hayward Shop.

(more)

BART YEAR-END REPORT 4-4-4

At the IBM plant in San Jose, Cal., BART's automatic fare collection system moved into the advanced development stage this year. Initial station installations of the sophisticated ticket vending machines and gate consoles will commence about mid-1971.

Meanwhile, the BART staff concentrated on detailed plans for system operations, such as train movements and scheduling, and also station operations. System-wide work advanced on station elevators for the handicapped and elderly, bicycle racks for every station where possible, BART in-plant advertising placement, and a pilot program for station vending concessions.

Stewart-Warner Electronics was awarded a major contract for a network of computer-controlled electronic station platform signs to be installed next spring.

Busy Year for Management

At the policy level, two new BART Directors were appointed from the City and County of San Francisco, and Alameda County, to fill out a year of unexpired terms. They were William H. Chester of San Francisco and Richard O. Clark of Albany. Chester is a Vice-President of the ILWU, and Clark is a realtor and Albany City Councilman.

The Directors established a new Legislative Committee to address the vital area of transit aid to the Bay Area, and a new Public Information Committee to administer public policies and communications.

Major planning policies approved by the Directors this year included "in principle" support of the ABAG Regional Plan 1970-90, similar to BART concepts of city-centered land use and balanced transportation modes. The Directors reaffirmed their intent to give first priority to funding and construction of BART extensions into the Pittsburg-Antioch, Livermore-

(more)

BART YEAR-END REPORT 5-5-5

Pleasanton, and northwest San Francisco areas of the three District counties.

A new post of Assistant General Manager -- Planning and Public Affairs was created in staff management. It brings together all external communications areas, as well as planning and research, to assure strong management response to the public's transit needs. The new post was filled by Lawrence D. Dahms, formerly BART's Director of Planning and Research.

The District's industrial relations and personnel staffs geared their operations for a doubling of BART personnel by the end of 1971. Preparations include training programs and collective bargaining machinery for hiring of operations and maintenance-of-way employees and station agents.

Transit Planning Emphasized

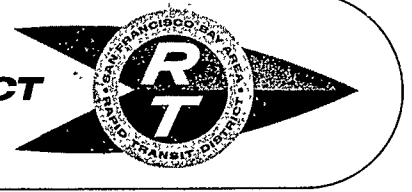
BART became a prime mover this year in the various studies attending future system extensions and station feeder bus operations. Two major studies concern transit access into the Oakland International and San Francisco International airports, with local governments participating in planning and policy.

The District staff is analyzing AC Transit's feeder bus service to its East Bay stations, and is participating in bus studies for Contra Costa County, Fremont-Union City-Newark, and Livermore-Amador Valley.

In Alameda County, where the first line is scheduled to open, BART conducted a major safety campaign to alert school children and adults to the dangers of trespassing on the transit right-of-way. Four public open houses were held during the year at the Lake Merritt, MacArthur, 24th Street Mission, and Montgomery Street stations.

At year's end, the BART Linear Parkway, which extends almost three miles between Albany and El Cerrito on the Richmond Line, was cited by the San Francisco Bay Area Council for its benefits to the Bay Area environment.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

M-61

December 23, 1970

Editor: This sidebar report details the status of
each BART line to cover your own particular area.

1970 YEAR-END REPORT ON BART SYSTEM LINES

FOR IMMEDIATE RELEASE

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

The six stations between Fruitvale and South Hayward are complete, with Lake Merritt, Union City and Fremont stations well past the halfway mark, and on schedule for line opening. The BART administration building atop the Lake Merritt Station has passed the halfway mark and will be ready for occupancy by next December. The line segment from MacArthur Station in north Oakland to South Hayward is scheduled to open in late fall of 1971, with the remainder of the line to Fremont to open up shortly thereafter.

Oakland to Concord ("C") Line

Five stations on this line are well underway and scheduled to be ready for line opening several months after the Southern Alameda Line opens. The sixth facility -- Concord Station -- gets underway in January, and is scheduled for completion by early fall of 1972.

(more)

YEAR-END SIDEBAR 2-2-2

Oakland to Richmond ("R") Line

All six stations are well underway and scheduled to be ready for line opening, which will be several months after the Southern Alameda Line opens. Automobile access to the Richmond Station could be restricted for a period after the line opens due to a current delay in reaching a parking lot agreement with Richmond.

Oakland ("K") Line

The aerial MacArthur Station - largest on the system - is complete. The two downtown subway stations at 12th and 19th Street on Broadway have completed structures and interior finish is underway. All three stations will open along with the Southern Alameda Line for initial operations north to MacArthur Station. A fourth station - Oakland west - is well along and will be ready when the line opens into San Francisco. Work on the downtown subway itself is 95 percent completed and on schedule.

Downtown San Francisco ("S") Line

Subway structures of the Montgomery Street, Powell Street, and Civic Center Stations are virtually complete, and at the interior finishing stage. They'll be ready for the scheduled opening of the line in late 1972. Among the 34 BART stations, only The Embarcadero Station remains unscheduled for start of construction. Work will proceed as soon as special funding is accomplished, but its later schedule will not interfere with opening of the Market Street subway.

Mission Street to Daly City ("M") Line

Structures of all four subway stations on this line are complete, and interior finishing is in varying stages of progress. The fifth (aerial) station at Daly City will lag line opening by about three months, according to current schedules. Although train operations will be somewhat restricted

(more)

YEAR-END SIDEBAR 3-3-3

until automatic train control is operable to Daly City, the line will open along with the Market Street subway line in late 1972.

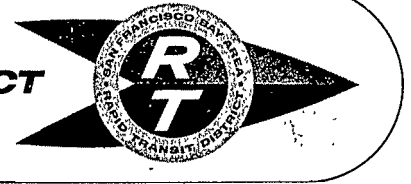
Trans-Bay Tube Line

This 4.7-mile segment will be virtually 100 percent complete -- including trackwork -- when electro-mechanical equipment installations are completed early next year.

NOTE: BART is also building the new 4½-mile streetcar line and stations for the San Francisco Municipal Railway, to run under Market Street and out to the West Portal area. Although its later construction schedules will not hold up BART train operations, this project saw substantial progress in 1970. The Van Ness streetcar station has a good start, and BART received recent authorization to proceed with the design of the Church Street and Castro Street Stations. Line construction is now complete to Duboce Avenue, with three miles to the West Portal (plus trackwork) remaining.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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G. L. McDONALD
PUBLIC RELATIONS

M-60

December 11, 1970

FOR IMMEDIATE RELEASE

A new President and Vice-President for 1971 will be elected by the Directors of the Bay Area Rapid Transit District at a special meeting, Tuesday, December 15, according to BART Board President William M. Reedy.

The meeting will be held at 10:00 a.m. at the District Headquarters, 814 Mission Street, San Francisco.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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G. L. McDONALD
PUBLIC RELATIONS

M-59

December 7, 1970

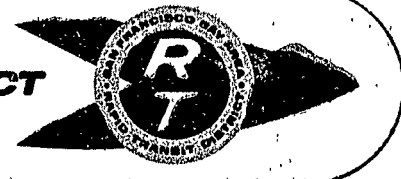
FOR IMMEDIATE RELEASE

A new President and Vice-President for 1971 will be elected by the Directors of the Bay Area Rapid Transit District at their semimonthly meeting, Thursday, December 10, according to BART Board President William M. Reedy.

The meeting will be held at 10:00 a.m. at the District Headquarters, 814 Mission Street, San Francisco.

Also, in anticipation of the California Toll Bridge Authority hearing scheduled for December 14, the Board is expected to reconsider its neutral position on the Southern Crossing bridge proposal. The neutral position was taken last year pending the development of better information as to the effect of the bridge on BART operations.

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G. L. McDONALD
PUBLIC RELATIONS

M-58

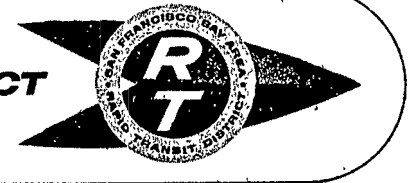
November 23, 1970

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semimonthly meeting, Monday, November 30, according to BART President William M. Reedy.

The meeting will be held at 10:00 a.m. at the District headquarters, 814 Mission Street in San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
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G. L. McDONALD
PUBLIC RELATIONS

M-57

November 17, 1970

FOR IMMEDIATE RELEASE

The California State Conciliation Service has assumed jurisdiction concerning a collective bargaining representative for BART employees, and Sam Kagel, widely known labor relations arbitrator, has been appointed as the impartial hearing officer.

This announcement was made today by BART General Manager, B. R. Stokes, following receipt of word from William C. Hern, Director of Industrial Relations for the State of California.

The State Conciliation Service assumed jurisdiction in accordance with Section 28851 of the California Public Utility Code.

In naming Kagel to act as impartial hearing officer for the conciliation service, Hern said: "We trust that all concerned will recognize the good fortune of us all in your acceptance of this undertaking in light of the fact that there are only a very limited number of people in the United States who have the training, experience and background to deal with and make decisions on matters that will be before you."

Stokes said Hern also directed Ralph F. Duncan, Supervisor of Conciliation, to provide staff assistance to Kagel.

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G. L. McDONALD
PUBLIC RELATIONS

M-56

November 16, 1970

FOR IMMEDIATE RELEASE

A new post has been created in the Bay Area Rapid Transit District to assure strong and continued top management responsiveness to the public's transit service needs, BART General Manager B.R. Stokes announced today.

The post of Assistant General Manager - Planning and Public Service will be filled by Lawrence D. Dahms, formerly BART's Director of Planning and Research. Dahms will continue to head advance planning, research, and marketing activities for the District. In his new position he will also have overall responsibility for the public relations, community relations, and advertising activities.

At the same time, the appointment of Phillip O. Ormsbee as Administrative Assistant to the General Manager was announced. Formerly managing editor of the Contra Costa Suns weekly newspaper group, Ormsbee joined BART in 1966 and has since served as an Information Officer.

With Dahms' appointment, a third major area of related District activities is brought together under an assistant general manager. Stokes said: "A strong response to the public's needs in transit service becomes increasingly important as BART evolves into an operating organization. Vital to this response is a marketing effort to match the sophistication of the system, plus close coordination of all external communications.

"Accordingly," continued Stokes, "Mr. Dahms' new post reflects the strongest outward orientation from BART management to BART patrons and is, I believe, unique in the transit industry."

David G. Hammond, Assistant General Manager -- Operations and Engineering, continues in his overall responsibilities for operations, engineering, construction and real estate activities.

L.A. "Kim" Kimball, Assistant General Manager -- Administrative, continues in his overall responsibilities for internal procedures and policies, finance, personnel and salary administration, and departmental budget development.

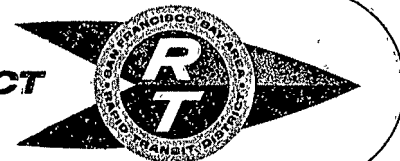
A native of Greenville, Ohio, Dahms attended high school in San Diego and received his degree in civil engineering from San Diego State College in 1958. He received his master of business administration degree at Sacramento State College, where he also taught economics.

Prior to joining BART in 1969, Dahms spent eight years on state transportation and construction programs as an associate of California Legislative Analyst A. Alan Post. This work kept him in close contact with District planning activities. He lives at 3119 Eton Avenue, Berkeley, with his wife, Lois, and their three children.

Ormsbee, a native of Ticonderoga, N. Y., received his bachelor of arts degree from Middlebury College in Vermont. He held editorial positions with the Beloit (Wis.) Daily News, and the Antioch (Cal.) Daily Ledger before joining the Contra Costa Suns group as managing editor. He lives at 1186 Ridge Park Drive, Concord, with his wife, Ann, and their two children.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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YUKON 6-1818

M-55

G. L. McDONALD
PUBLIC RELATIONS

November 9, 1970

FOR IMMEDIATE RELEASE

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

The meeting will be held at 10:00 a.m. Thursday (November 12) at the District headquarters, 814 Mission Street in San Francisco.

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G. L. McDONALD
PUBLIC RELATIONS

M-54

November 5, 1970

FOR IMMEDIATE RELEASE

To accommodate the growing number of bicycle riders in the San Francisco Bay Area, bicycle racks will be provided at all BART surface and aerial stations, as well as those subway stations equipped with plazas.

BART General Manager B. R. Stokes said that attractive and protected locations for bicycle parking have been guaranteed at virtually all stations, with additional racks to be provided as demand requires.

"Accommodation for the cyclist was one of our earliest design requirements," Stokes said. "Along with the private automobile, the feeder bus and the foot traveler, we consider the bicycle an important element in the total BART transportation picture," he added.

Various station architects have designated appropriate areas for installation of racks, in the event the rack is not an architectural feature of the station. Racks for such locations will be provided under a system-wide contract.

Twenty-seven of BART's 34 stations will provide facilities for parking bicycles, Stokes said.

Three basic bicycle rack designs have been developed by BART architects. One utilizes slots in a poured-concrete base, with the slots receiving the front wheel of the bicycle, keeping it in a standing position. A flush-mounted metal ring near the slot will allow chain and padlock attachment.

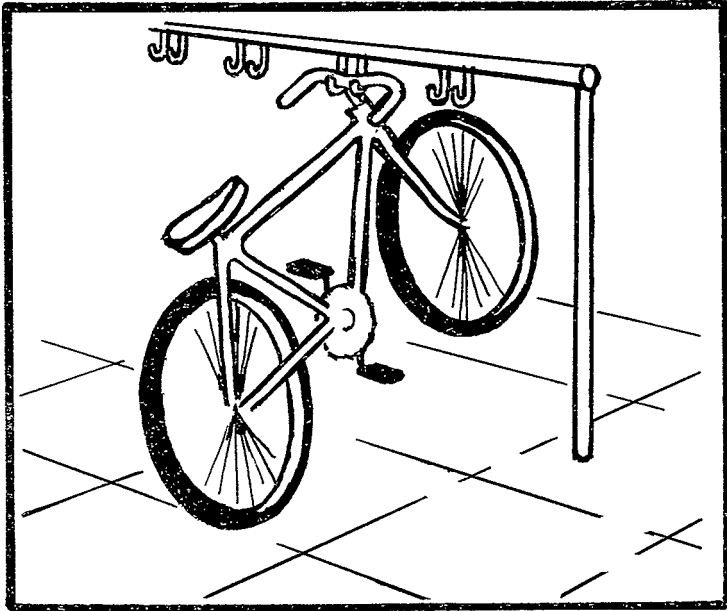
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BICYCLE RACKS 2-2-2

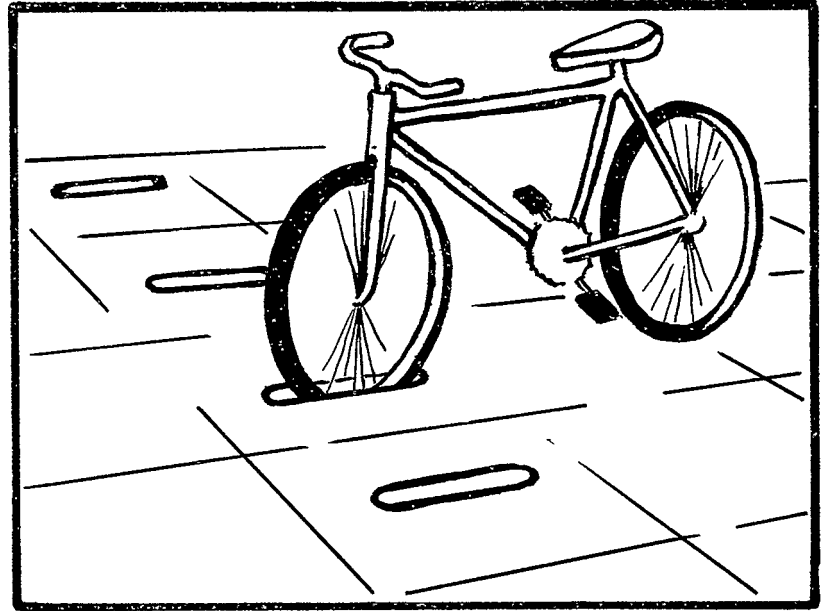
A second design is a rack consisting of metal tubes that provides two hooks per bicycle. Handle bars are attached to the hooks, keeping the bicycle in an upright position, and allowing it to be padlocked to the pipe support.

A third design utilizes two metal hoops fixed to a concrete block. The front wheel is guided between the hoops, keeping the bicycle upright and able to be locked to the hoops.

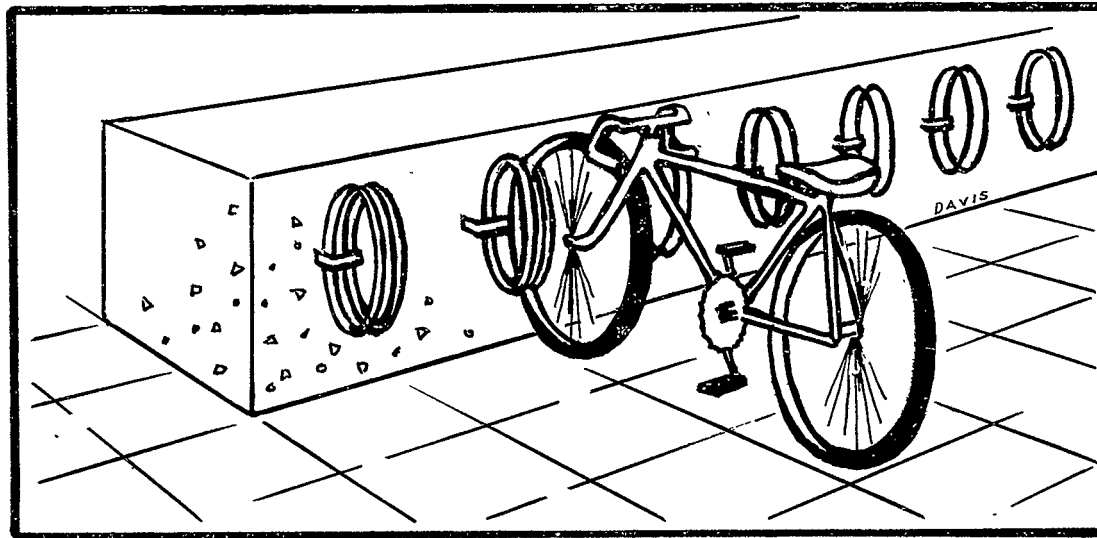
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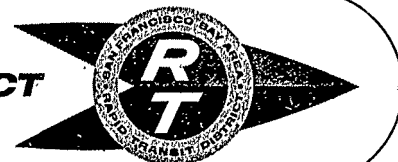
HOOK RACK



SLOT RACK



RING RACK



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

M-53

G. L. McDONALD
PUBLIC RELATIONS

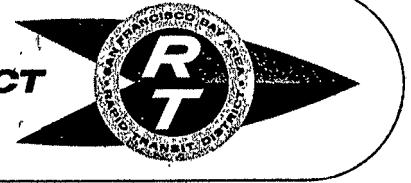
October 19, 1970

FOR IMMEDIATE RELEASE

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

The meeting will be held at 10:00 a.m. Thursday (October 22) at the District headquarters, 814 Mission Street in San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

M-52

October 19, 1970

FOR IMMEDIATE RELEASE

A constitutional amendment offering financial aid to mass rapid transit systems has been endorsed unanimously by the Board of Directors of the San Francisco Bay Area Rapid Transit District.

Proposition 18, on the November 3 ballot, would amend the State Constitution to permit use of up to 25 per cent of "highway user" revenues for mass transit purposes. The percentage of such funds would be apportioned by affected counties or local transit districts or cities, and would require approval of local voters.

A second provision of the proposition would permit use of highway use funds for control of motor vehicle air pollution.

BART General Manager B. R. Stokes said: "Proposition 18 is a vital step toward breaking a self-defeating cycle -- trying to solve our transportation problems with more freeways, more traffic congestion, more paved-over land for parking lots, and more air pollution."

Stokes continued: "This is not a question of motorist interests versus transit rider interests, because the problems besetting motorists obviously can only be solved by more and better regional and local transit systems."

Highway user revenues are mainly derived from fuel tax, plus fees from vehicle registration, driver licensing and truck weight certification.

Proposition 18 2-2-2

Use of such revenues now is restricted to highway construction and maintenance, along with all enforcement and administrative agencies related to California highways. The constitutional restriction has been in effect since 1938.

BART's directors see far-reaching benefits ahead for all Bay Area counties if some highway user revenues can be diverted to local transit needs.

"One major advantage we see in home rule of local highway user revenues is the bond leverage that BART could provide for transit improvements, including local extensions and bus feeder service," Stokes said.

He noted that if Proposition 18 had been in effect last year, more than \$17 million in such highway user funds might have been available to the District.

"We estimate that such an amount would have financed enough matching bond funds to bring up to \$200 million in federal transit aid to the Bay Area," Stokes said.

Such federal aid would be available through the Mass Transportation Act, signed into law last week by President Nixon. The Act makes a total of \$3.1 billion available to local transit districts over a five-year period, and forecasts later budgeting of another \$5 billion in transit aid. State or local matching funds are required under the Act, however, in the ratio of one dollar for every two federal dollars.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



M-51

814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

October 6, 1970

G. L. McDONALD
PUBLIC RELATIONS

FOR IMMEDIATE RELEASE

Bart Directors will ride for the first time on the rapid transit prototype vehicle following the regular Board meeting at 10:00 a.m., Thursday, October 8, according to BART President William M. Reedy.

A bus will transport Board members from their meeting at District headquarters, 814 Mission Street, San Francisco, after the meeting adjourns.

MEMORANDUM TO THE PRESS

The bus will leave at approximately 12:00 noon. We'll take as many press people as we can with us, and you can also follow in your wagons. You also can go to the South Hayward station directly to pick up the ride. Be there by 1:00 p.m. Drive down the Nimitz, turn East onto Tennyson, drive under the BART aerial, and turn right into the station.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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G. L. McDONALD
PUBLIC RELATIONS

M-50

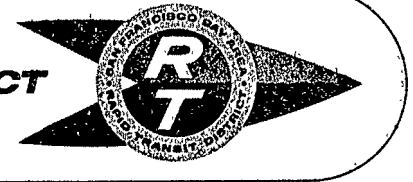
September 22, 1970

FOR IMMEDIATE RELEASE

There will be a regular meeting of the Board of Directors of the San Francisco Bay Area Rapid Transit District on Thursday, September 24, 1970, at 10:00 a.m. according to President William M. Reedy.

The meeting will be held at the District offices at 814 Mission Street, San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

September 10, 1970

The following statement was issued by General Manager B. R. Stokes after a meeting of the Administration Committee of the Board of Directors at noon today. THE STATEMENT IS FOR IMMEDIATE RELEASE.

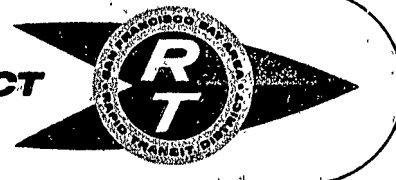
BART cannot recognize United Public Employees Local 390 or any other labor organization as the representative of its employees at this time. As I have previously notified United Public Employees Local 390, as well as other labor organizations which have requested recognition, BART does not yet have a representative work force employed and therefore it would be premature to recognize any labor organization now.

BART's enabling statute contains a specific provision establishing procedures to be followed to resolve questions of union representation. A strike for recognition ignores the statutory procedures available and is not in the best interest of BART, its employees, or the public which BART serves.

BART has been and is now willing to attend a meeting called by the governmental agency designated in the BART Act, the State Conciliation Service.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
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G. L. McDONALD
PUBLIC RELATIONS

M-49

September 8, 1970

FOR IMMEDIATE RELEASE

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

The meeting will be held at 10:00 a.m. Thursday (September 10) at the District headquarters, 814 Mission Street in San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

August 29, 1970

FOR IMMEDIATE RELEASE

BART's first prototype electric car -- focal point of a new era in rapid transit technology -- was unveiled today at the District's Southern Alameda Yard in the East Bay city of Hayward.

A gathering of press and transit industry representatives saw the long-awaited prototype roll smoothly, on tracks for the first time, through the doors of the District's huge maintenance facility. Some 24 hours earlier, the car arrived by truck transport -- wrapped like a giant surprise package -- from the Rohr Corporation's Chula Vista plant in Southern California.

Nine more production prototype cars will be arriving from Chula Vista during the next four months for extensive testing by Rohr, BART and its engineers. After six months of testing, the ten prototypes will be fully outfitted to join the first BART production cars going into revenue service next fall.

"We've been looking for this first operational car for five years," said BART's General Manager, B. R. Stokes. "To say that we're looking forward to evaluating its performance would be the understatement of the year.

(more)

FIRST PROTOTYPE CAR 2-2-2

"Shop testing will begin immediately on this and the other prototype cars as they come in. All systems and components in each car will be thoroughly tested before they are operated together as trains on the Southern Alameda Line."

Stokes emphasized that BART is not taking contract delivery of the prototype cars. "We'll be working with Rohr for about six months to complete an extremely thorough prove-out program. Some modifications in the production models may result."

The six month test program will also give BART operations and maintenance personnel an opportunity to obtain initial training with the cars, said Stokes.

The prototype is an "A" car, which designates the lead and control car in BART trains that can vary from two to ten cars. Since the trains will reverse directions at the end of the line, each train will be made up with an "A" car at both ends. The 75-foot "A" cars are readily distinguished by their forward cab which contains train control and communications equipment, plus standby manual override controls for the train attendant's use.

The 70-foot "B" cars will serve as the "rolling stock" between the "A" cars at each end. They are similar to the "A" cars except for the absence of the attendant's cab. Both "A" and "B" cars have their own electric systems for propulsion, braking and door operation, which are controlled (through the leading "A" car) by systemwide automatic train control.

(more) °

FIRST PROTOTYPE CAR 3-3-3

Although the sophisticated electro-mechanical equipment in BART cars has been thoroughly proven out in other applications, the total vehicle represents a revolutionary leap forward in rapid transit travel. It combines the latest technology in electrical propulsion and braking systems with advanced suspension and railway-type undercarriages. The car combines the extremely efficient structural and materials technology of the aircraft industry with comfort and luxury offered in large, expensive automobiles.

BART cars will run quietly at maximum speeds of 80 m.p.h. to maintain average system speeds of 45-50 m.p.m., including station stops. Propulsion and braking systems will accelerate and decelerate the cars with the smoothness of a modern elevator.

A decade of development lies behind the first prototype car from Rohr. By 1965, industrial designers had firmed up vehicle styling and configuration into a full-scale mockup. The same year, partly aided by Federal funds, BART began a \$10 million development program on both vehicle and train control systems and components. At the District's Diablo Test Track in Concord, California, three "lab" cars were used to evaluate a long list of alternate systems before final design specifications were set.

(more)

FIRST PROTOTYPE CAR 4-4-4

In 1969, the Rohr Corporation, primarily an aerospace firm, was awarded a \$66.7 million contract to build 250 BART cars with sophisticated fabrication methods. Rohr is scheduled to deliver the first production car next spring. By summer it will be producing one car per working day until all cars are delivered by mid-1972.

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YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

FACT SHEET

BART CAR PRODUCTION AND FEATURES

When service begins on the BART (Bay Area Rapid Transit) System in the fall of 1971, passengers will ride in the world's most advanced transit vehicles.

Built more like modern jet aircraft than conventional transit cars, the BART vehicles will offer riders a level of comfort and safety never before achieved on a rapid transit system in this country.

Rohr Corporation is building 250 vehicles for BART under a \$66.7 million contract awarded in July 1969. There will be 150 "A" cars, each 75 feet long, with an attendant's cab. These cars will be placed on each end of the BART trains. The 70-foot long "B" cars will be located in the middle of the trains. Rohr will build 100 of these.

BART trains will be two to ten cars long, depending on the passenger capacity required. Trains will run as often as every 90 seconds during peak traffic hours. Rohr will build ten prototype cars during 1970 for a complete operational testing program on BART tracks. The first production car will be delivered in spring 1971 and by summer, Rohr will build one car per working day through completion of the contract in June 1972.

BART CAR 2-2-2

The cars are being assembled by methods new to the rapid transit industry. Individual components are combined into sub-assemblies which are inspected and tested, then incorporated into major assemblies, such as a complete side panel with doors and windows in place. Each major assembly is then inspected and tested before going into final assembly. Finally, the completed vehicles are subjected to a series of tests for a step-by-step checkout of all systems.

Construction of the cars begins with four simultaneous operations: The walls are built by fastening together aluminum extrusions in a special 70-foot long tooling fixture; the roof is fabricated of a single sheet of aluminum and bonded to extruded stiffeners; the undercar subsystems, including the electrical, air conditioning and motor control equipment, are assembled; and the attendant's cab is molded.

In the next step, the roof is attached to the walls to form the body of the vehicle. Heavy-duty cranes then lift the body from its platform and lower it onto the undercar assembly which includes the floor of the car. The entire unit is lifted again and lowered onto the trucks. Then the control cab is attached to the front of the car, completing the exterior. In the final stages, the interior is finished. The first prototype car has only a few seats to provide sufficient room for the equipment required in the test program which will commence soon.

Rohr is employing advanced systems management, engineering and manufacturing technology in fabrication of the vehicles to provide maximum passenger comfort and safety as well as improved reliability and ease of maintenance. The cars will have wall-to-wall carpeting, reducing noise levels and providing a more comfortable atmosphere. Further, carpet is more economical to maintain than the tile floors used in conventional transit vehicles.

BART CAR 3-3-3

Temperature and humidity will be controlled by a multi-zone air conditioning system that provides a constant flow of fresh air without drafts or noise. BART passengers will ride in quieter surroundings than commuters in private automobiles.

The cars are supported on eight air cushion bellows (four per truck) which will provide a smooth, comfortable ride, even at top speeds. The air bellows absorb more vibration than mechanical springs so any roadbed irregularities go virtually unnoticed.

The foam-padded seats are more comparable to living room chairs than to the ones usually found in transit cars. Not only will they be more comfortable than other seats, they will be cantilevered; suspended from the cars' side walls without standard pedestal supports. Elimination of the pedestal increases legroom and will result in easier maintenance.

Cantilevered seats are possible because the BART cars utilize a "semi-monocoque" design in which the body is integral with the chassis and bears most of the loads. Monocoque design is used in construction of jet aircraft to achieve maximum strength at minimum weight.

The cars are built of aluminum extrusions, some of them the full length of the vehicles, resulting in a smooth, durable surface with no visible rivets or fasteners. Attendants' cabs on the "A" cars are one-piece fiberglass with no seams, similar to modern boat hulls. The windshield is made of high-impact glass such as is used on commercial aircraft.

The BART propulsion system, the most advanced ever installed on transit vehicles in this country, will operate so smoothly that passengers will have virtually no sensation of starting and stopping. The system will accelerate trains from a

standstill to 50 miles-per-hour in 20 seconds and decelerate them from the 80 miles-per-hour top speed to a station stop in 27 seconds.

The cars are among the lightest in the world, weighing about 20 percent less than most transit vehicles now in operation. The light weight will also reduce power requirements. Even the wheels are light in weight, with aluminum centers and steel rims.

Other improvements have been in the doors and electrical systems. A new mechanism will prevent "gaps" in the doors, eliminating drafts and rattling. Shielding of the electrical systems will prevent interference with television and radio reception as the cars pass.

Many of the innovations in the design of the vehicles were developed during the past year by Rohr and approved by BART officials. Among these are the cantilevered seats and improvements in the door hanger system, the windows, attendant's cab and the extruded aluminum construction.

Specifications

Height	10 feet 6 inches
Width	10 feet 6 inches
Track Guage	5 feet 6 inches
Capacity	72 seated passengers in each car
Length	75 feet (A cars) 70 feet (B cars)

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G. L. McDONALD
PUBLIC RELATIONS

August 29, 1970

THE FUNCTION OF BART PROTOTYPE CARS
A statement by David G. Hammond
Assistant General Manager-Operations & Engineering

The first production prototype of the BART vehicle has arrived at the District from the Rohr Corporation plant in Chula Vista. Nine more will arrive between now and the end of the year. Rohr will carry on about six months of very extensive testing to evaluate car design, performance, and fabrication methods used on the prototypes. The purpose of production prototype testing is to determine what modifications, if any, should be made to facilitate large-scale production of the cars.

Since the first phase of our contract with Rohr pertains to development of the ten prototype vehicles, it is more accurate to call them Rohr cars rather than BART cars.

The prototype testing and their operating performance will, of course, be closely observed by the District and its consulting engineers to assure proper contract performance. We will also be looking at the prototypes from the systems engineering viewpoint -- that is, how well they perform as cars, in trains, and in the whole BART system.

The present prototype test schedule should allow test and checkout of any necessary modifications leading to BART's acceptance of 60 revenue vehicles by fall of 1971.

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G. L. McDONALD
PUBLIC RELATIONS

M-47

MEMORANDUM TO NEWS, RADIO AND TELEVISION EDITORS

The first prototype car for the San Francisco Bay Area Rapid Transit District will be delivered by the Rohr Corporation, to BART's Southern Alameda Yard, Hayward, and will be unveiled to the news media at the yard Saturday, August 29, at 10:00 a.m.

At approximately 10:00 a.m., the car will be rolled from the maintenance building bay onto the outdoor apron. Vehicle inspection by the news media and a press conference with BART and Rohr engineers will follow. Fact Sheets and a news release will be available.

To reach the Southern Alameda Yard, take the Nimitz freeway South, exit at the Industrial Parkway East turnoff, continue East on Industrial Parkway, turn right on a small road cutting off into an open field (there is a small bridge at the beginning of this road...and you will see the blue yard buildings in the distance. There will be a guard at the turnoff). The road will lead directly to the yard parking area. Media people planning coverage should leave San Francisco no later than 8:45 a.m. in order to set up. Media people also should bring identification.

Any questions concerning the car unveiling or press arrangements should be directed to George McDonald or David Soblin, 986-1818.

August 27, 1970

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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YUKON 6-1818

M-46

G. L. McDONALD
PUBLIC RELATIONS

August 25, 1970

FOR IMMEDIATE RELEASE

There will be a regular meeting of the Board of Directors of the San Francisco Bay Area Rapid Transit District on Thursday, August 27, 1970, at 10:00 a.m. according to President William M. Reedy.

The meeting will be held at the District offices at 814 Mission Street, San Francisco.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

814 Mission Street, San Francisco, California 94103

August 20, 1970

SPECIAL TO ALL CONTRA COSTA NEWSPAPERS

FOR IMMEDIATE RELEASE

BART Director Nello J. Bianco today called upon residents of Contra Costa County to support the BART in-station advertising program.

Bianco, a resident of the City of Richmond and a supervisory appointee to the BART Board, called the program "well-conceived and worthwhile."

"I've taken the time to recently inspect transit advertising in New York, Toronto and Montreal," Bianco said, "and I can now say the BART program is an excellent one."

"In my opinion, if what we do is like Montreal, I don't see how anybody could object. I am convinced that our program will be better."

Bianco also said the advertising would provide "assured, significant revenue."

"I don't feel we can ignore the revenue, which will run into the millions of dollars," he said. "If this system should run at a deficit, I do not want to go back to the taxpayers. I know the sacrifices they make now to pay for BART."

(more)

In-Station Advertising

Bianco said that, as Chairman of the BART Engineering Committee, he intended to exercise strong control over both the quality and the quantity of BART advertising.

"Our contracts call for full control over all the advertising by the Board of Directors," he said.

Bianco said he voted for the basic BART advertising contract, and for the illuminated BART train destination sign, which also will carry limited advertising. He said he would continue to support both.

"The train destination sign will be one of the important elements of the system," he said.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



314 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

August 19, 1970

SPECIAL TO THE ORINDA SUN

When Lafayette resident Gerald Overaa's construction firm receives notice to proceed on the BART Lafayette station, August 31, 1970, it will mark the beginning of final construction efforts through the Orinda-Lafayette rapid transit area.

The architectural finish contract start-up will be preceded by completion of the relocation of westbound traffic lanes of Highway 24 and construction on the newly created freeway median. This contract, which is being administered by the California Division of Highways, should be accepted by BART within the week.

The Lafayette station and parking lot are scheduled for completion in about one year's time, with landscaping to follow shortly thereafter.

In Orinda, the station finish contract is now in the second month of activity. Contractor on the job is the San Rafael firm of Arntz Bros.

To date, the pouring of the concrete walls for the station concourse is now in progress, and the first stages of the elevator structure have begun.

Grading of the parking lot is almost complete and all underground utilities, such as drains, sewers, electrical and water lines are installed.

Parsons Brinckerhoff-Tudor-Bechtel engineer reports that the parking lot will be in the near-finish condition by the first of the year, before the heavy rains arrive.

-more-

Lafayette, Orinda Stations 1-1-1

Rail-laying activities, under the authority of the Dravo Corporation, have progressed through the Orinda station to a point about one-quarter-of-a-mile north of Acalanes Road.

The one-quarter-mile-long rail sections are being transported over the completed track line from Union City, through the Oakland subway and the Berkeley Hills tunnel, to the Orinda site. They will continue to be placed through the Lafayette station while that facility is still in construction.

BART spokesmen have suggested that Highway 24 commuters take this opportunity to observe the unique transit rail lengths on flatcars prior to their placement in the median.

When the Central Contra Costa line opens for revenue operations near the end of the year, 1971, travel time to downtown Oakland from the Orinda station will be ten minutes; with the Lafayette station only 15 minutes away from the East Bay urban core.

With the opening of the Trans-Bay Tube one year later, San Francisco will be an additional nine minutes from the two stations.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

M-45

G. L. McDONALD
PUBLIC RELATIONS

August 14, 1970

FOR IMMEDIATE RELEASE

This summer, twenty-two minority high school and college students are getting an inside view of the planning for the Bay Area's first rapid transit system. Employed temporarily by BART, they are learning the skills of clerks, secretaries, draftsmen, car repairmen and building maintenance men.

According to BART's General Manager, B. R. Stokes, "the purpose of our summer program is to improve basic skills and to teach the students new ones so they will have actual working experience."

The program is part of the President's Youth Opportunity Campaign which is sponsored by the National Alliance of Businessmen.

The students are placed and referred to the District by the Youth Opportunities Center of the California State Department of Human Resources. They are referred without any specific minimum qualifications or requirements. They are residents of the three counties served by the BART system, and most of them have no prior work experience.

All of the students are eligible for future employment with the District. From the past two summer programs, two girls have been hired as permanent employees. The girls continued to work for BART, after their summer program, on the four-four plan -- work, four hours; attend school, four hours. They became full time employees upon their graduation from high school.

(more)

Summer Program 2-2-2

Also, a measure of the success of the program is the fact that the majority of the youths participating wanted to come back the following summer. However, the District policy is to employ a totally new group each year.

The funding for the 1970 program came from a special \$10,000 appropriation of the BART Board of Directors.

Aside from the 22 youths hired by the District, BART contractors and Parsons Brinckerhoff-Tudor-Bechtel, BART's joint venture engineering company, are participating in programs of their own by hiring students to work in their own firms.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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G. L. McDONALD
PUBLIC RELATIONS

M-44

August 11, 1970

FOR IMMEDIATE RELEASE

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

The meeting will be held at 10:00 a.m. Thursday, August 13, at the District headquarters, 814 Mission Street, San Francisco.

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M-43

G. L. McDONALD
PUBLIC RELATIONS

August 10, 1970

FOR IMMEDIATE RELEASE

Merger of the Alameda-Contra Costa Transit District's bus system into BART was unanimously recommended today (August 10) by the rapid transit district's Administration Committee.

Committee chairman H. R. Lange of Oakland said the committee would "strongly recommend" the merger at the BART board's regular meeting on Thursday, August 13.

Lange said such action was favored "in order that the same operating organization for BART may be able to also operate AC Transit on a basis compatible with the total transit needs of our three counties."

The committee resolution stated that the merger would provide optimum service to the public, rather than competition between two agencies, and would go far to assure deficit-free operations for the two properties instead of possible "huge deficits in both systems if operated separately."

The committee also recommended to the full board that it tell its Legislative Committee and staff to act aggressively on the matter in Sacramento so that legislation permitting such a merger could be obtained as soon as possible.

The committee was informed of a June 5 report from AC Transit that AC proposed to continue 13 of its present 16 lines across the San Francisco Bay Bridge, in direct competition with BART trains, as well as what was termed

(more)

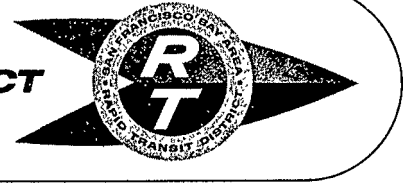
Merger 2-2-2

"near isolation" of certain East Bay communities from proper feeder bus service to BART stations. Those communities include El Sobrante, Richmond, El Cerrito, Montclair, Piedmont, Alameda, the MacArthur Boulevard area of East Oakland, Oakland International Airport and Industrial Park and South Hayward. Bypassing of a number of BART stations by certain AC lines was spelled out in the report, specifically El Cerrito del Norte, San Leandro, Berkeley, Ashby, Rockridge, MacArthur, 19th Street Broadway, Coliseum and South Hayward.

Administration Committee Vice-Chairman Garland D. Graves of San Francisco said: "In the face of AC Transit's routing plans, it is obvious that we at BART must take remedial steps. We must look at the total transportation needs of the Bay Area, and that includes those cities not now directly served by BART. We owe it to those cities to provide proper bus links to our stations, and I think this important step that we have taken today will assure them they are not forgotten."

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
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G. L. McDONALD
PUBLIC RELATIONS

M-42

August 3, 1970

FOR IMMEDIATE RELEASE

President William M. Reedy has called a special meeting of the Board of Directors of the San Francisco Bay Area Rapid Transit District for Wednesday, August 5, commencing at 10:00 a.m.

The special board meeting has been scheduled, according to Reedy, to consider the selling of \$50,000,000 Sales Tax Revenue Bonds, Series "B."

The meeting will be held at BART headquarters, 814 Mission Street, San Francisco.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

M-41

G. L. McDONALD
PUBLIC RELATIONS

July 29, 1970

FOR IMMEDIATE RELEASE

Linking BART with the San Francisco International Airport has taken another significant step forward.

The San Francisco Airport Access Project Board of Control today (July 29) approved a \$378,000 preliminary engineering contract with the joint venture of Parsons, Brinckerhoff-Tudor-Bechtel and Wilbur Smith and Associates to extend BART from its Daly City Station to the San Francisco airport. Earlier, the board had approved Kirker, Chapman and Associates as a subcontractor to the joint venture engineering team.

At today's meeting, the board also approved the following subcontractors to the joint venture: Stone and Youngberg - finance; Gardner-Piercy - real estate; and Jordan-Mathis - structures. Yet to be selected is an architectural consultant.

The year-long study will commence as soon as formal approval of the contract is received from the U.S. Department of Transportation. Total cost of the study project is \$557,000, with DOT providing two-thirds of the cost and the remainder by San Mateo and San Francisco Counties and BART.

Following approval of the contract, the board made its first requisition to DOT - in the amount of \$44,320 - to commence the program. Local funds will be applied in the amount of \$6,194 each from San Mateo and San Francisco Counties and \$2,385 from BART.

(more)

San Francisco Airport Access Project 2-2-2

The board also set the fourth Wednesday of each month as its official meeting time, and established accounting, bonding and insurance procedures. Meetings will be held in the Daly City city council chambers at 90th Street and Sullivan Avenue.

Board of Control members are Supervisor James Fitzgerald of San Mateo County and Supervisor James Mailliard of San Francisco County, co-chairmen; Mayor Joseph Alioto of San Francisco and Councilman Francis Pacelli of Daly City; and B. R. Stokes, General Manager of the Bay Area Rapid Transit District. L. D. Dahms, director of planning and research for BART, is project director.

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YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

M-40

July 27, 1970

FOR IMMEDIATE RELEASE

On October 29, 1969, workmen excavating BART's Civic Center subway station unearthed the remarkably well-preserved skeletal remains of a human at the 75-foot level beneath Market Street in San Francisco.

Today, those fragmented bones and the material surrounding them show that -- tested by today's advanced age-indicator techniques -- they belonged to a person who was perhaps one of the first humans to occupy the San Francisco Bay Area.

An investigative team, led by staff members of the Treganza Anthropology Museum of San Francisco State College and aided by the United States Geological Survey, determined that the remains were about 5,000 years old, putting them some 100 years older than any earlier archaeological discoveries in the Bay region.

After the bones were uncovered by BART workmen late last year, the Treganza Museum was notified and it dispatched a team of archaeologists to the site the next day. After a painstaking removal of the partial skeleton and samples of the surrounding clay mud, the Museum team began a detailed examination to determine the approximate age of its find.

(more)

Geological Find 2-2-2

Investigation of the skeletal material showed that it was that of a female of 24 to 26 years of age with a height of about five feet five inches. It was determined that the bones dated from at least 1853, since a map of the city at that time showed an arm of the Bay extending into the area -- and subsequently covered by some 50 to 65 feet of fill material.

Unable to determine the exact age of the skeleton, the Treganaza Museum Curator Robert Schenk called upon the services of the United States Geological Survey Department to pinpoint the skeleton's age by means of Carbon-14 tests.

Black organic material found in direct and undisturbed contact with the pelvis bone was used in tests conducted by the Geological Survey's Branch of Isotope Geology Radiocarbon Laboratory, Washington, D.C. The sample number used was W-2463.

The laboratory reported that the material was 4,900 years old, plus or minus 250 years.

The Treganaza Museum, in a report released today stated, "This is the oldest date indicating human occupation in the Bay Area."

The following table lists other archaeological finds in the Bay Area, and the approximate age of those finds. The letters BP in the table indicate the year 1950, for establishing a modern-day standard of measurement:

Civic Center BART skeleton	4,900 \pm 250 yrs. BP(1950)	3,160 BC to 2,660 BC
Alamo Site (4-CCo-308)	4,500 \pm 400 yrs. BP(1950)	2,950 BC to 2,150 BC
West Berkeley (4-Ala-307)	3,860 \pm 450 yrs. BP(1955)	2,355 BC to 1,455 BC
University Village (4-SMa-77)	3,150 \pm 300 yrs. BP(1953)	1,497 BC to 897 BC
Coyote Hills (4-Ala-328)	2,339 \pm 150 yrs. BP(1953)	536 BC to 236 BC
Thomas Site (4-Mrn-115)	720 \pm 130 yrs. BP(1950)	1,100 AD to 1,360 AD

(more)

Geological Find 3-3-3

The Treganza Museum report, authored by Curator Schenk and Winfield Henn, Chief Survey Archaeologist of San Francisco State College, states that the skeleton was found in a clay-like silt layer in what probably was a marshy area adjoining San Francisco Bay.

The site is on the east flank of an ancient stream valley that existed long before the skeleton was imbedded in the silt layer. Crossing Market Street near 10th Street, the ancient stream turned east and northeast between Rincon and Telegraph Hills and joined the ancient Sacramento River between Alcatraz and Treasure Islands. The bottom of that now-buried stream valley is more than 150 feet below present sea level.

The report goes on to state that the skeleton site is some 400 feet west of the 1853 marshland known as Mission swamp that joined San Francisco Bay south of Rincon Hill. Presence of the clay-like silt layer and the radiocarbon tests indicate that the marshland was much more extensive many thousands of years ago.

It is believed that the clay-like silt layer was the first material to be deposited in the Bay when it was re-established as the sea level rose as a result of the melting of the ice from the last ice age.

Sea level during the ice age was about 350 feet lower than it is today, with San Francisco Bay an expanse of dry land over which rivers flowed and with a shoreline more than 15 miles west of Ocean Beach. When melting started and the sea finally reached the Bay some 8,000 years ago, the resultant silting process showed that the skeleton was found in the level that was built up in about 3,000 years, with another 27 feet over the remains accumulating in some 5,800 years.

(more)

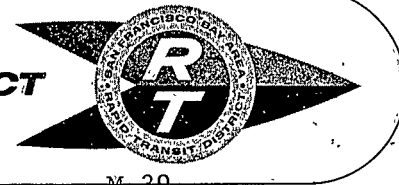
Geological Find 4-4-4

The report concluded: "We know for certain that when the young female died and was deposited or fell into the burial location, the area was a brackish or freshwater marsh, slough or creek. After deposition of the body, it was covered by many feet of Bay mud and sand.

"We can say with almost complete certainty that the young, adult female was a Native American, an ancestor of the present day California Indian."

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



M-39

814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

July 21, 1970

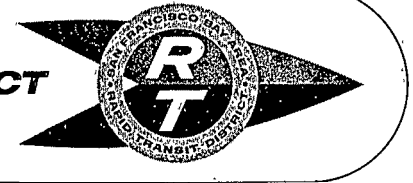
FOR IMMEDIATE RELEASE

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

The meeting will be held at 10:00 a.m. Thursday (July 23) at the District headquarters, 814 Mission Street in San Francisco.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

M-38

G. L. McDONALD
PUBLIC RELATIONS

July 14, 1970

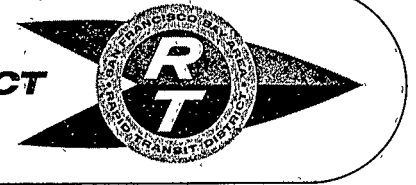
FOR IMMEDIATE RELEASE

A public inspection of the Bay Area Rapid Transit District's Montgomery Street subway station is scheduled for Sunday, July 26, from noon until 4 p.m.

Visitors to the station will enter the Crocker-Aetna Building's sunken plaza at the corner of Market and Montgomery Streets, examine all three levels of the station, and emerge in front of the Wells Fargo building.

Colored slide shows, visual displays and exhibits and musical entertainment will be provided at the various levels of the station. BART guides will be on hand to direct visitors and answer questions about the station, and informational material will be distributed. Special platforms have been built over the trackways so that visitors may view or take pictures of the station's connecting tunnels, some 75 feet below the surface of the street.

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G. L. McDONALD
PUBLIC RELATIONS

July 14, 1970

M-37

FOR IMMEDIATE RELEASE

A four-point program designed to plan for expansion of regional rapid transit to all nine Bay Area counties - and to secure the funding to do it - has been submitted to the Board of Directors of the San Francisco Bay Area Rapid Transit District.

The 40-page report, prepared by BART's Planning and Research Department, was given to the District's Administration Committee today (July 14). The committee was asked to make its recommendations on the report to the full board at its first meeting in August.

The report recommended that the board:

1. Support the Association of Bay Area Governments' 1970-90 Regional Plan, together with a transportation plan supportive of the ABAG plan.
2. Endorse the idea of joining other Bay Area transit agencies and cities in a joint powers agreement to prepare five- to 10-year transit development programs.
3. Urge the State to assure solid, long-range financial backing of regional transit plans.
4. Take a position on any major issue affecting transit, including specific financing measures, instead of deferring to the Legislature on such choices.

(more)

EXPANSION OF REGIONAL TRANSIT 2-2-2

Lawrence Dahms, BART's Director of Planning and Research, told the committee: "I consider this report a first step. It attempts to tell us where we are now in terms of transit planning, and suggests avenues for expanding such planning."

The report points out that approval by the BART board of the ABAG General Plan is needed since federal funding - either matching or two-thirds of any project - is dependent upon such a master land use and transportation plan.

The ABAG plan, to be voted on by the association's General Assembly on July 30, proposes an additional 201 miles of rapid transit throughout the nine counties by 1990.

Dahms said that by adoption of the ABAG General Plan and the launching by BART and other interested agencies of five- to 10- year transit development programs, the Bay region would have an advantage in getting a major share of future federal transit funding, as BART has in the past. He added that the transit development programs would examine service both in and outside the present 75-mile, 3-county rapid transit district. He said that as such planning evolved, priorities on line extensions to new areas could be established.

In addition to the promise of upwards of \$10 billion from the federal government over the next 12 years, Dahms' report stated that dependable, extensive financing from the State must be assured. Two possible sources were suggested: surplus bridge tolls and gasoline tax diversion.

(more)

EXPANSION OF REGIONAL TRANSIT 3-3-3

Dahms told the committee that BART currently is taking part in three bus feeder and two airport extension studies, and at the request of other agencies is examining the feasibility of extending BART lines to eastern Contra Costa County and the Livermore-Pleasanton-Amador Valley area.

He asked that funds and manpower be made available so that such studies could be conducted to determine costs and benefits.

#

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

July 9, 1970

M-36

FOR IMMEDIATE RELEASE

A computerized passenger information sign - capable of announcing train destinations, schedule changes, safety tips and even weather, news and sports messages - was adopted today (July 9) by the San Francisco Bay Area Rapid Transit District's board of directors.

BART awarded the train destination sign contract to Stewart-Warner Electronics of Chicago for an evaluated bid of \$743,400 for building and installing 276 of the signs throughout the network.

Linked to a central computer at BART's automatic train control center at the Lake Merritt Station in Oakland, the illuminated signs will announce in five-inch-high letters the arrival and destinations of a BART train, and will continue that announcement until the train leaves the station. During the time until the next trains arrival, the sign will offer public service messages, transfer and boarding information and institutional advertising messages.

BART General Manager B. R. Stokes said: "Ours is the first transit system in the world to offer this information service. This illuminated sign has almost limitless capability for passenger information. For instance, if an incoming train is full, we can tell people to board the next one, or we can tell them where to board or explain any delays in service. Furthermore, we can use more than one language for passenger information in appropriate stations."

PASSENGER INFORMATION SIGN 2-2-2

Stewart-Warner's bid was based upon corporate advertising sponsorship of the sign, with advertising message to appear for three seconds per minute during most peak commute times, and 12 seconds per minute during off-peak hours. However, during times when trains will be moving through stations every 90 seconds, there will be no advertising messages allowed on the signs.

Terms of the contract with Stewart-Warner give the BART board full control over all advertising copy that will appear on the sign.

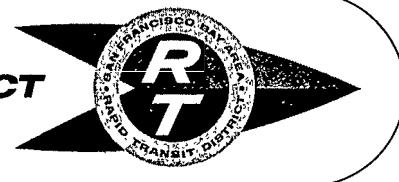
Following the contract award, Stewart-Warner announced that it has entered into advertising contracts with Crocker-Citizens National Bank, the Coca-Cola Company, and Sears-Allstate. The contracts will be in force for 10 years, at which time any future advertising will revert to BART.

Stewart-Warner's bid without advertising was \$4,452,436.

Four double-faced signs will be installed at each trackside in each of BART's stations.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

July 8, 1970

M-35

The largest workman's compensation dividend in the history of California construction has been presented to the Bay Area Rapid Transit District by Fireman's Fund American Insurance Companies and Argonaut Insurance Company, joint carriers of the BART insurance program.

The \$1,358,483 refund topped the \$1,304,420 paid to BART last year, and brought total dividends received since construction began in 1964 to \$3,297,594.

In presenting the check to the BART board of directors, Richard C. Carniglia, Fireman's Fund vice-president, praised the District for "life-saving and humanitarian achievement in continuing to compile one of the best safety records in the heavy construction business."

Carniglia, who was joined in the presentation by R. B. England, resident vice-president of Argonaut, went on to say, "In terms of disabling injuries and job-connected deaths, the safety performance of BART contractors and workmen is a new standard for the heavy construction industry."

He explained that the lost-time injury rate of 29.13 per million man-hours on all projects covered by the District's insurance program was nearly 50 per cent below normal experience for heavy construction work. There were 766 disabling injuries for the 26,295,000 man-hours worked.

"Even more spectacular is the low fatality rate," Carniglia continued. "Normally we anticipate one workman will be killed for each

(MORE)

WORKMAN'S COMPENSATION DIVIDEND 2-2-2

million man-hours on a project as complex as this one. For BART, there have been only four deaths for the 26 million man-hours we insured.

"Much credit for this outstanding record must go to BART management for foresight in giving accident prevention the highest priority. But the real heroes are the ones who benefit the most -- the workmen themselves. They practice the safety messages we preach."

Fireman's Fund and Argonaut have three loss control specialists assigned full time to BART projects under project safety director Robert E. Vergie, special accounts consultant for Fireman's Fund. Full time safety coordinator for Transit Insurance Administrators, insurance managers for BART, is Leland J. Hoagland.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

July 7, 1970

M-34

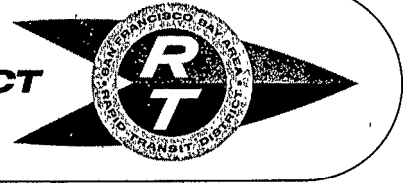
FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting at 10:00 a.m., Thursday, July 9, at the District headquarters, 814 Mission Street, San Francisco.

This is the first 10:00 a.m. session of the Board in the 1970-71 fiscal year. Directors voted to move the meeting time from 1:30 p.m. to 10:00 a.m. during the last fiscal year.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

July 1, 1970

M-33

FOR IMMEDIATE RELEASE

Award of a \$371,334 federal grant to study extension of rapid transit service to the San Francisco International Airport has been announced by U.S. Senator George Murphy and U.S. Representatives William Mailliard and Paul McCloskey.

The study will determine feasibility of extending Bay Area Rapid Transit District rail lines from BART's Daly City station to the airport, a distance of some 8 miles.

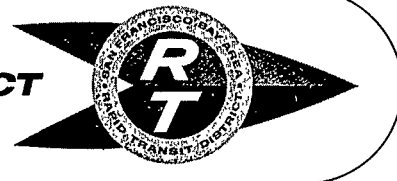
Total cost of the project is \$557,000, with two-thirds of that amount provided by the just-announced U.S. Department of Transportation grant. The remainder - \$185,666 - will be supplied by the following: San Mateo County, \$77,833 in cash; San Francisco, \$50,000 in cash and \$27,833 in services; BART, \$7,500 in cash and \$22,500 in services.

A board of control comprised of representatives from San Francisco and San Mateo Counties and BART governs the project, with BART acting as project overseer.

A similar federally-supported study in the amount of \$90,000 is underway in the East Bay to determine the best method of connecting BART with the Oakland International Airport. That study has been in force since April.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

June 30, 1970

M-32

FOR IMMEDIATE RELEASE

Approval of \$175,000 in federal funds to conduct three separate local bus and feeder studies under direction of the San Francisco Bay Area Rapid Transit District has been announced in Washington by U.S. Senator George Murphy; U.S. Representatives George Miller and Don Edwards of Alameda County and Jerome Waldie of Contra Costa County.

The three bus feeder studies cover the so-called "Tri-City" area of Fremont, Newark and Union City; the Livermore-Pleasanton-Amador Valley area; and all sections of Contra Costa County not now served by Alameda-Contra Costa Transit District buses.

BART and AC Transit are contributing \$45,000 in services toward the three studies, with the cities and counties involved providing \$40,000. The transportation engineering firm of De Leuw Cather & Co. has been retained to conduct the three projects.

Studies will commence August 1, and conclude one year later.

The three studies are considered independent but related, and are designed to develop plans for both local bus service and feeder routes to BART stations. In each area, a local board of control composed of city and county officials manages the project, which is coordinated by BART with assistance from AC Transit.

MORE

FEEDER STUDIES 2-2-2

The Tri-City area of Fremont, Newark and Union City has a population of 127,191 and is served directly by BART stations at Union City and Fremont.

The Livermore-Pleasanton-Amador Valley study area is suburban in nature with a high percentage of work trips directed toward Oakland and San Francisco. Currently, the population is in excess of 60,000, and is considered one of the fastest growing areas in the state. It is served by a BART station some seven miles away from the boundary of the study.

Nearly all of Contra Costa is involved in the third study, with five BART stations within the area and two more just outside the boundaries of the study area. Included are the cities of Antioch, Pittsburg, Concord, Martinez, Brentwood, Oakley, Walnut Creek, Pleasant Hill, Lafayette, Orinda, Alamo, Danville, Clayton, Pinole, Rodeo, Crockett, Moraga and Port Chicago.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

June 26, 1970

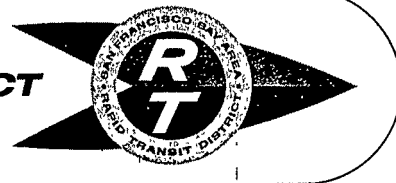
M-31

FOR IMMEDIATE RELEASE

The first Bay Area Rapid Transit subway open house in San Francisco will take place at 11:00 a.m., Saturday (June 26) at the 24th Street Mission Station. The open house, which will continue until 4:00 p.m., will feature slide shows, movies, mariachis, and City displays showing the plans for Mission Street beautification. The public may enter the station at the Southwest entrance at the corner of 24th and Mission Streets.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

June 23, 1970

M-30

FOR IMMEDIATE RELEASE

An open house of BART's 24th Street Mission Station, an address by San Francisco Mayor Joseph Alioto and the opening of Mission Street to Municipal Railway bus traffic will highlight the Mission Open House Celebration, Saturday, June 27, from 11 a.m. to 4 p.m.

It will be the first opportunity for the public to enter a San Francisco BART station.

At 11 a.m., the Mayor and dignitaries of BART, Muni and the Mission Street Merchants Association, who are co-sponsoring the event, will arrive at 24th and Mission Streets via a motorized cable car, signifying the opening of the street to Muni service.

Following brief speeches by Mayor Alioto and BART President William M. Reedy, the Mayor will cut a ribbon opening the BART subway station for public inspection.

At the concourse level of the station, visitors will be able to view artists' renderings of the finished station interior, plus displays of the actual types of materials that will be used in the architectural finish.

In another section of the station, BART representatives will present continuous shows, explaining the history, progress and future of the over-all 75-mile rapid transit system.

MORE

OPEN HOUSE 2-2-2

In addition, there will be displays and a slide presentation by the City, depicting the future beautification plans for the street areas adjacent to the 24th and 16th Street Mission Stations. The displays will include new street furniture, landscaping and street signs.

The Mission stations, which are now complete in the basic "shell" stage of construction, will see the start of station finish work in early July. This contract was won by the firm of Ralph Larsen & Sons, Inc.

Total completion for both subway facilities is set for late summer, 1971, and revenue operations will begin in late summer, 1972.

Allan B. Jacobs, San Francisco City Planning Director, sees the Mission stations and redesign for the immediate street areas as, "...the first step in rebuilding of the greater Mission residential and commercial community."

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
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G. L. McDONALD
PUBLIC RELATIONS

June 23, 1970

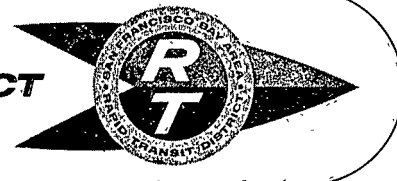
M-29

FOR IMMEDIATE RELEASE

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

The meeting will be held at 1:30 p.m. Thursday, (June 25) at the District headquarters, 814 Mission Street, San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

June 17, 1970

G. L. McDONALD
PUBLIC RELATIONS

M-28

FOR IMMEDIATE RELEASE

Richard A. Bancroft (left), former Bay Area Rapid Transit District board member, receives a resolution commending him for meritorious service with the District from BART board member William H. Chester, of San Francisco. Bancroft served as a member of the 12-man board for three years, and resigned due to the press of other business. Bancroft was appointed to the board by San Francisco Mayor Joseph Alioto, as was Chester when he replaced Bancroft.

The resolution read in part, "Director Bancroft has courageously forwarded the concept of regional rapid transit to serve all of the people of the Bay Area, and has given unselfishly of his time and wise counsel in the fields of law and human relations in furthering the progress of the District's project."

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

M-27

G. L. McDONALD
PUBLIC RELATIONS

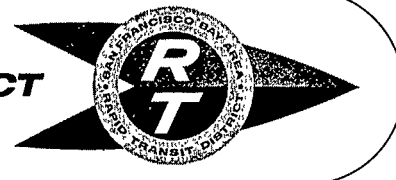
June 9, 1970

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting at 1:30 p.m., Thursday, June 11, at the District headquarters, 814 Mission Street, San Francisco.

Additionally, BART President William M. Reedy said, the board will hold a public hearing on the up-coming 1970-71 fiscal year budget at 2:00 p.m.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

M-26

G. L. McDONALD
PUBLIC RELATIONS

June 3, 1970

For Immediate Release

Receipt of the first of three contemplated Federal grants virtually assures a full-scale landscaping program for the entire Bay Area Rapid Transit network, BART General Manager, B. R. Stokes, said today.

The Federal Grant received was for \$339,500 and is the first of three grants totalling more than \$1.6 million expected from the U. S. Department of Housing and Urban Development during the next two years.

These grants, Stokes said, will permit the District to expand the scope of its landscaping plans beyond that possible with presently existing local funds.

Among other things, the expansion will allow greatly increased planting of trees and shrubbery along the BART right-of-way, and installation of automatic irrigation systems in landscaped areas.

The work will be carried out over the two-thirds of the 75-mile rail transit network that is not situated below the ground or underwater-- as well as at station parking areas and several subway entrance plazas.

The grant funds will be matched equally by BART's own construction funds, to pay for individual landscape projects throughout the three-county area.

Earlier, BART received the nation's first urban beautification grant to demonstrate the development of a linear parkway beneath its three miles of aerial transit line in the cities of Albany and El Cerrito.

(more) .

"The significant thing about the over-all program is that it represents the joint effort of BART and the local communities themselves-- and frequently other agencies, as well," Stokes said.

Not only are BART architects working closely with local planners to develop the landscape designs, but special agreements are being negotiated that will assign responsibility for maintenance of line landscaping to each community.

Other agreements have been negotiated with the California Division of Highways to provide for landscape cost-sharing in areas of San Francisco, Oakland, and central Contra Costa where BART transit lines will occupy a common right-of-way with automobile freeways.

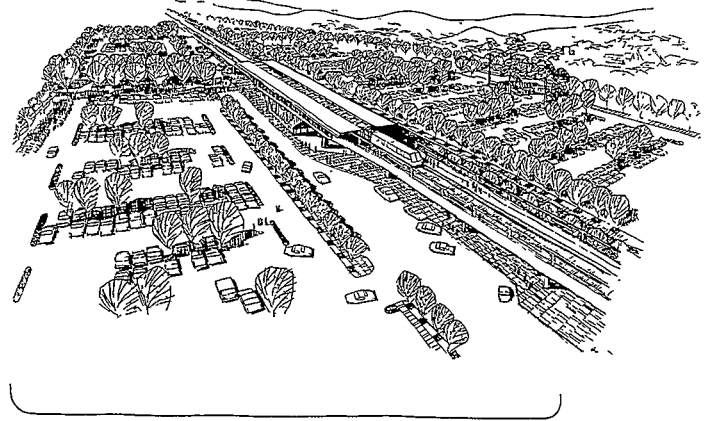
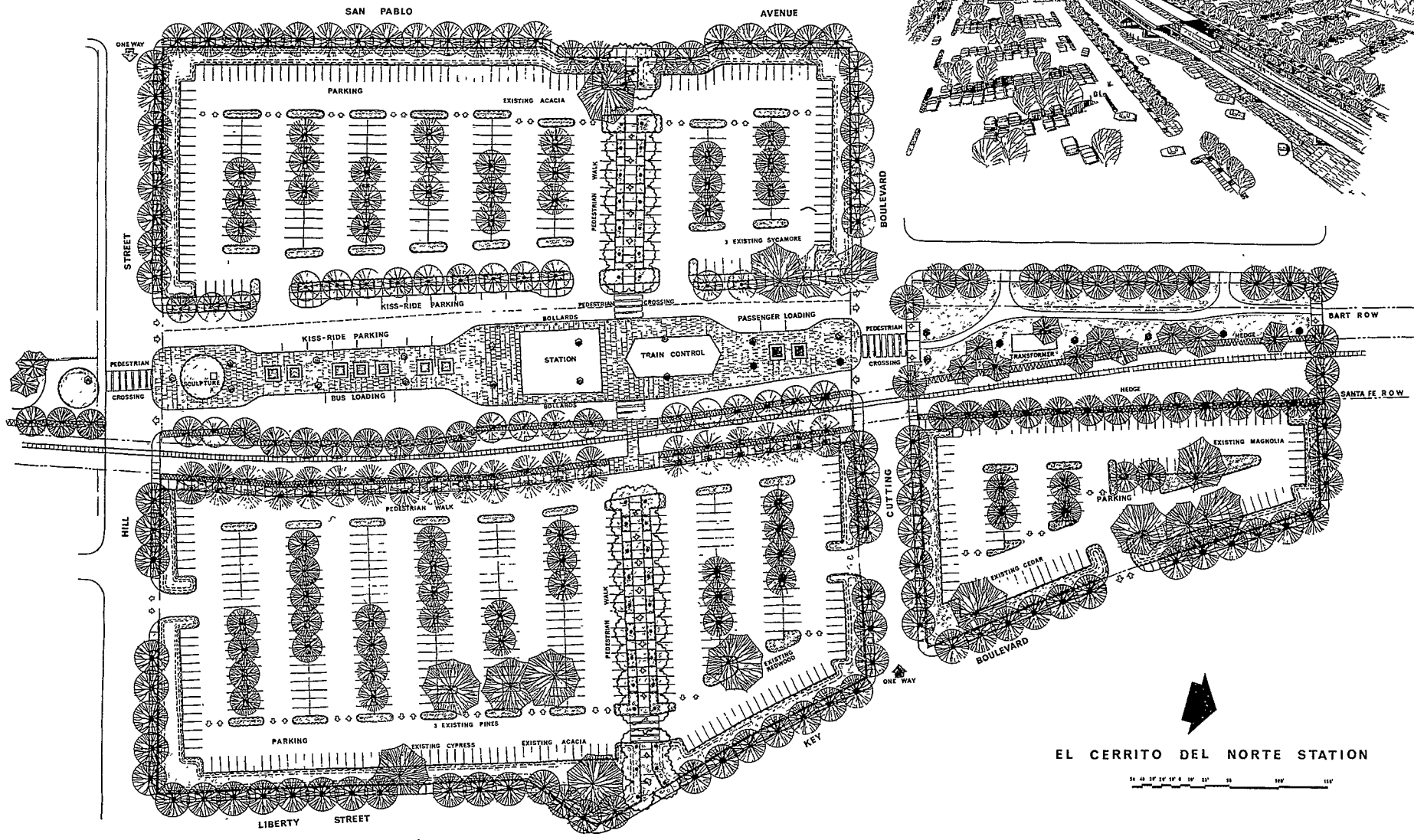
According to BART's coordinating architect, Eugene Bayol, the landscaping program is being designed to:

- * Encourage creation of "people use areas."
- * Stress simplicity--rather than a "gardenesque" appearance-- through non-linear groupings of shrubbery and trees.
- * Minimize maintenance effort, and pollen irritation.
- * Provide pleasant views for passengers traveling on BART's high-speed transit trains.

In preparing their designs, BART's eight landscape architectural firms have been allowed to choose from more than two dozen varieties of trees, 25 types of shrubbery, and 14 ground-cover vines and plants.

Stokes noted that some communities have insisted on minimal landscape plantings along the BART right-of-way to reduce the burden of regular maintenance.

Landscape and maintenance agreements are being negotiated with each of BART's three member counties, as well as 11 cities: Oakland, San Francisco, Hayward, Fremont, Union City, San Leandro, Walnut Creek, Concord, Albany, El Cerrito, and Richmond.



EL CERRITO DEL NORTE STATION



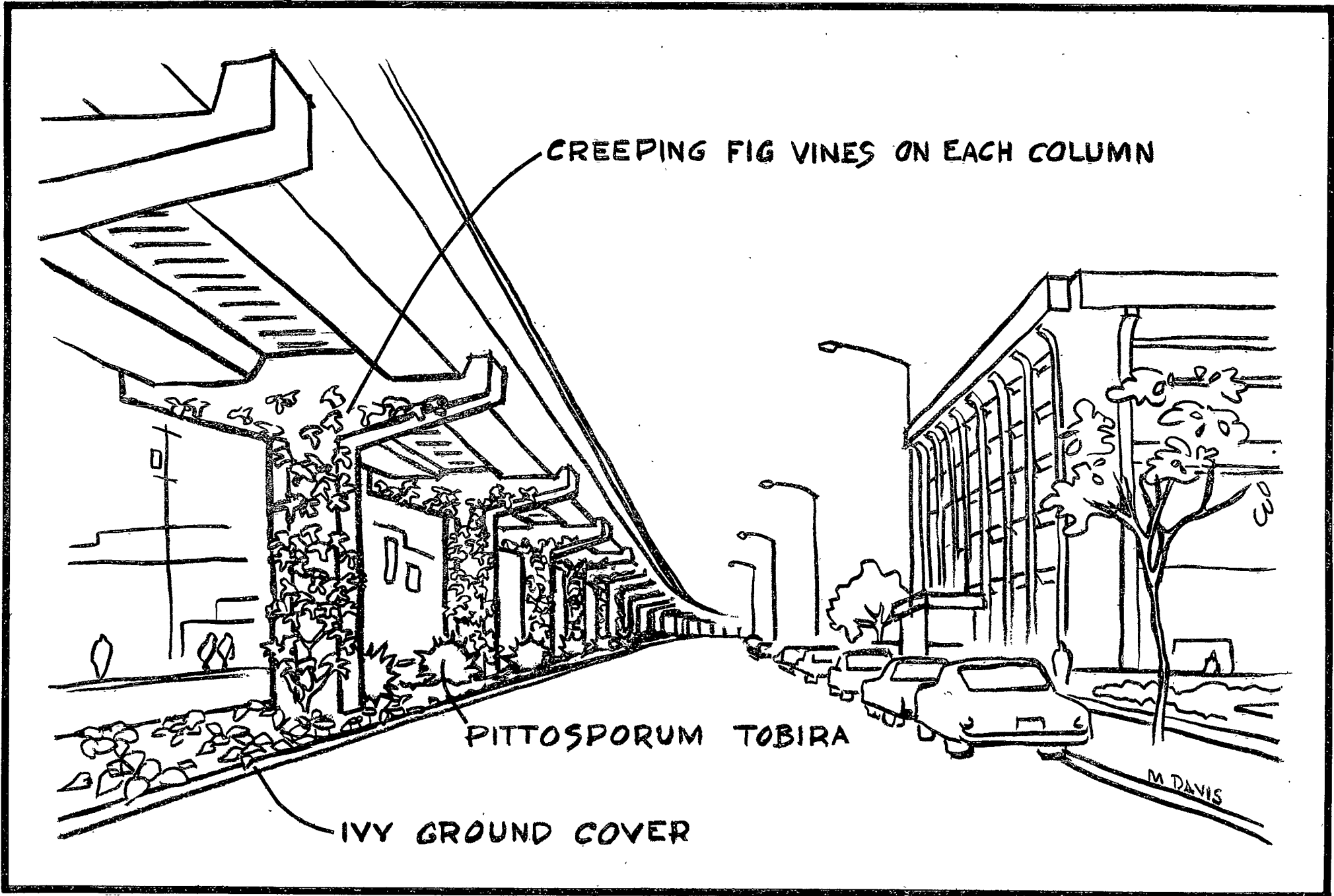
Landscaping design for El Cerrito passenger station and parking lot, typical
for all suburban stations in the BART system.

CREEPING FIG VINES ON EACH COLUMN

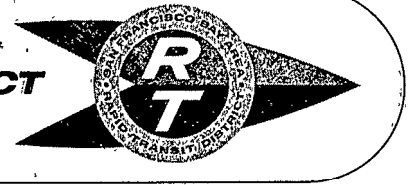
PITTOSPORUM TOBIRA

IVY GROUND COVER

M DAVIS



Typical scheme for landscaping BART aerial structure is shown in this view in the median of a city street. In this particular case, the landscaping sketch represents that which will be carried out along 7th Street in West Oakland, adjacent to the new Post Office facility.



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

M-25

G. L. McDONALD
PUBLIC RELATIONS

May 26, 1970

MISSION STREET OPEN HOUSE

FOR IMMEDIATE RELEASE

A date of June 27 has been set for celebrating the end of BART heavy construction on Mission Street and the opening of the affected section to Muni bus traffic.

With the shell construction of the 16th and 24th Street stations complete, including the linking subway tunnels, the blocked-off area of Mission between 15th and 16th Streets should be open by the end of June.

In order to celebrate the occasion, BART, the Mission Merchants Association and the Municipal Railway are planning a day of entertainment for local citizens, including an open house at the rapid transit district's 24th Street subway station. Merchants Association plans for the event, which will probably involve a transit motorcade with city and local dignitaries, will be announced at a later date.

BART construction work, to date, along the Mission Street "Miracle Mile" includes the completion of the two station shells, all tunnel work, with the exception of rail laying and electrification, and the asphalt paving of sidewalks around the station areas. These temporary sidewalks will be removed and replaced with brick pavers when the city begins its beautification program at the station sites.

In accordance with city requirements, BART has, as part of its construction, built in sidewalk tree wells and irrigation facilities for future landscaping between 15th and 17th and 23rd and 25th Streets.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

M-24

May 26, 1970

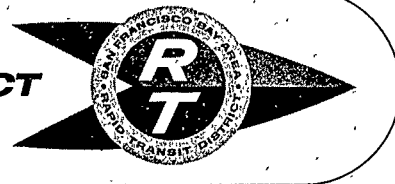
FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, BART President William M. Reedy said.

The meeting will be held at 1:30 p.m. Thursday (May 28) at the District headquarters, 814 Mission Street in San Francisco.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

May 22, 1970

G. L. McDONALD
PUBLIC RELATIONS

FIRST STEEL BEAMS for the Bay Area Rapid Transit District headquarters building at 800 Madison Street, Oakland, were swung into place this week. The steel framing of the six-story structure, which was dedicated at a January 28 groundbreaking ceremony, will be completed by the end of June. The upper five floors, which will house 300 employees, will total some 54,000 square feet. The ground floor will serve as an open concourse. BART headquarters will be one element of the Lake Merritt complex. In addition, the square block area, between 8th, 9th, Oak and Fallon Streets, will contain the Lake Merritt subway station and the \$26 million automatic train control center.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

M-22

April 21, 1970

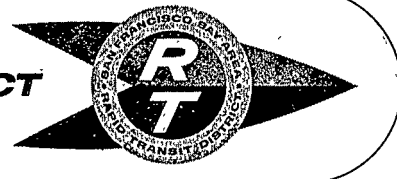
FOR IMMEDIATE RELEASE

Directors of the San Francisco Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week.

The meeting will be held at 1:30 p.m. Thursday (April 23) in the mezzanine Board Room at the District headquarters, 814 Mission Street in San Francisco.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

M-20

G. L. McDONALD
PUBLIC RELATIONS

April 16, 1970

TO THE EDITOR

The enclosed address was delivered by BART General Manager B. R. Stokes on Thursday, April 16, 1970, in Washington, D. C. It contains an up-to-date compilation of real estate and developmental activity throughout the three-county district.

G. L. McDonald
Director of Public Relations

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

M-19
April 3, 1970

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District's Board of Directors will hold two meetings next week.

A special board meeting is scheduled for 9 a.m., Monday (April 6) to consider possible action on complaints of minority truckers concerning subcontracted dirt hauling work on BART subway projects.

At the regular semi-monthly meeting at 1:30 p.m., Thursday (April 9), the directors will be asked to approve the necessary joint powers agreement for a \$150,000 Contra Costa County bus feeder study to which BART is contributing \$20,000.

Both sessions will be held at the BART headquarters, 814 Mission Street, San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

M-18

G. L. McDONALD
PUBLIC RELATIONS

April 6, 1970

FOR IMMEDIATE RELEASE

A \$9.5 million budget that will bring the Bay Area Rapid Transit District to the threshold of passenger operations was submitted to the Board of Directors this week by BART General Manager B. R. Stokes.

The 1970-71 budget figure of \$9,569,681 shows an increase of \$3,948,952 over estimated expenditures for the current fiscal year.

However, the tax rate for the upcoming fiscal year is expected to decline nearly 5 cents from the current rate levied in the three-county district.

Stokes said the budget increase is reflected in steady buildup of operating personnel as the countdown continues to the start of passenger service in the East Bay in late 1971.

Manpower requirements for the upcoming fiscal year will reach a total of 634, an increase of 229 employees, with an accompanying climb in total salaries and benefits.

Other budget items that reveal the District's change from a construction to an operational agency include funds for materials and supplies for various line sections, increased maintenance and security costs and a sharply increased level of employee recruiting and training.

Also, an intensified education program to acquaint potential BART riders with use of the system will commence in the upcoming fiscal year.

Another significant item, Stokes said, is the first allocation of funds for the purchase of third rail electrical power to run BART's trains.

In calling it the most important budget the board has had to consider, Stokes said: "The budget is, in my opinion, realistic and conservative: realistic in that it provides adequate personnel to insure that we can operate the system in a safe and efficient manner, but conservative in that it represents a rock-bottom estimate of the funds required to accomplish the jobs which we must complete to fulfill our obligations to the public."

Tax revenues needed for debt service on BART's \$792 million in general obligation bonds are estimated at \$33,235,750 for the upcoming fiscal year. This will require an estimated tax rate of 47.5 cents per \$100 of assessed valuation, a decrease of nearly 5 cents from the current rate. The figure also is some 11 cents below the 58.8 cents for the 1970-71 fiscal year projected in the District's 1962 Composite Report.

Of the total budget, \$3,826,299 will be expended from the General Fund, exceeding the District's 5-cent administrative tax limit by \$328,000. Stokes said the difference will be met from the District's accumulated reserves.

The 1970-71 budget must be approved by the District's Administration Committee, and by the full Board of Directors.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

M-17

G. L. McDONALD
PUBLIC RELATIONS

March 13, 1970

FOR IMMEDIATE RELEASE

A public open house will be held Sunday, March 22, at the Bay Area Rapid Transit District's MacArthur passenger station in north Oakland.

The nearly-completed transit station is situated at 40th Street, within the median of the new Grove-Shafter automobile freeway.

BART General Manager B. R. Stokes said the open house will be held from noon to 5 p.m. and that ample parking will be available in the station's future 800-car parking lot just off 40th Street near Telegraph Avenue.

Movie films will be shown to the public and free posters will be available; he said. The station escalators also will be in operation to carry visitors from the mezzanine to the upper train platform level.

The MacArthur transit station eventually will serve as a vital transfer point for passengers traveling between BART's connecting transit lines in central Contra Costa County and the Berkeley-Richmond area.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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G. L. McDONALD
PUBLIC RELATIONS

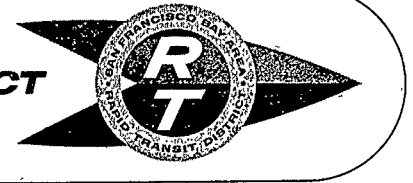
M-16

March 10, 1970

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting at 1:30 p.m., Thursday (Mar 12) at the District headquarters, 814 Mission Street, in San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

M-15
February 27, 1970

FOR IMMEDIATE RELEASE

An extension of Bay Area Rapid Transit service by means of bus feeder lines in the Fremont-Newark-Union City area will undergo a year-long study commencing in June.

BART's board of directors Thursday (Feb. 26) approved a joint exercise of powers agreement between the Alameda-Contra Costa Transit District, the cities of Fremont, Newark, and Union City, and BART for a detailed study of local and feeder bus service in the so-called Tri-City area.

The Tri-City study is the first of a three-part program which also will include the Livermore-Amador Valley area and all of Contra Costa County not now served directly by AC Transit. Total cost of the study is estimated at \$262,500, with two-thirds of the funding to be provided by the U. S. Department of Transportation.

The Tri-City portion of the study will cost \$60,000, with the federal share amounting to \$40,000.

BART and AC Transit will each contribute \$5,000 in services for the Tri-City study, BART assuming technical management and De Leuw Cather and Company retained to conduct the study.

Results of all three studies will be coordinated by BART, and will be conducted simultaneously.

BART General Manager B. R. Stokes said, "We can't stress too highly the importance of providing good feeder bus service to BART's regional stations. We benefit from increased patronage, and the communities involved benefit from a new dimension to their travel experience."

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

G. L. McDONALD
PUBLIC RELATIONS

M-14

February 24, 1970

FOR IMMEDIATE RELEASE

Directors of the San Francisco Bay Area Rapid Transit District will hold their regular semi-monthly meeting at 2 p.m., Thursday, Feb. 26.

The meeting will be held in the mezzanine Board Room of the District headquarters at 814 Mission Street, San Francisco.

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G. L. McDONALD
PUBLIC RELATIONS

M-13

February 13, 1970

FOR IMMEDIATE RELEASE

Bilingual warning signs, reading "Electric Third Rail - Danger - Keep Away," now are being posted along the Bay Area Rapid Transit District's twin-track line in Southern Alameda County.

The signs mark the start of applying 1000 volts of direct current to the power rail that supplies electricity to propel BART transit vehicles.

Touching or stepping on the third rail can cause death or severe burns.

Reading in English and Spanish, the signs are being posted every 500 feet on a seven-foot-high fence topped with barbed wire that encloses the BART right-of-way. The fencing and the sign placement are Public Utilities Commission requirements, as is a curved cover board now being installed over the third rail.

During the next few weeks, sections of the rail will be "energized"--the power turned on--to permit BART to commence vehicle testing on the Southern Alameda transit line. Area of the tests will extend from the District's Southern Alameda Yard off Whipple Road south of Hayward all the way north through the Oakland subway system to the MacArthur Station in North Oakland.

BART General Manager, B. R. Stokes, said, "We want to emphasize the danger of entering any portion of the right-of-way from this point on. Not only can the third rail prove deadly, but being struck by an 80-mile-an-hour train

Add 1-1-1

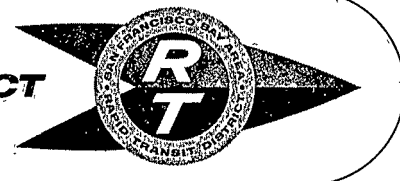
that moves as quietly as ours can prove just as deadly."

Stokes voiced his concern over several instances of adults cutting through the chain-link fence that borders the tracks and walking on the right-of-way. "Now that we've started our test program, this can prove fatal," Stokes said.

BART already has mailed 346,000 letters to parents of Alameda County school children, school superintendents, and all police and fire departments describing the dangers of entering the BART right-of-way. Members of the District's public relations department are making slide presentations on the third rail and its dangers to Alameda County schools upon request. To date, nearly 50 schools have asked for such presentations.

Stokes said, "Our entire right-of-way must be considered off limits from Monday, February 16. We are determined to provide a safe and comfortable ride for the public, and we ask their cooperation in making this possible."

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G. L. McDONALD
PUBLIC RELATIONS

M-12

February 11, 1970

FOR IMMEDIATE RELEASE

Simulation of actual train operations on the San Francisco Bay Area Rapid Transit system will be started next month at BART's underground control center in Oakland.

The electronic simulation program is an important early phase in checking out the \$26-million computer control system which will operate all trains on the 75-mile rail network.

BART's transit trains will be the first in the world to be fully automatic--a requirement specified to insure absolute safety at top speeds of 80 miles per hour and frequencies as close as every 90 seconds.

Westinghouse Electric Corporation is designing and installing the complex control and communications system whose nerve center is located at the site of the Lake Merritt subway station and future BART headquarters at Ninth and Madison Streets in Oakland.

The system will utilize more than 5,000 miles of electrical cable and control over 1,200 separate track circuits.

Heart of the system is the twin set of electronic computers--one of them providing extra back-up reliability--which will control the operation of BART trains and other facilities, including track switches, power substations, and auxiliary equipment.

CONTROL 2-2-2

At the height of the daily peak-hour period, the control system will be monitoring and controlling the performance of as many as 105 trains on the network simultaneously.

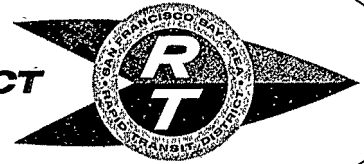
The automatic control system is designed to function in a fail-safe manner, so that accidents are virtually impossible. It will also adjust the performance of trains to improve commute service--without the assistance of the train's on-board human attendant.

Technicians are now programming the system's two electronic computers in preparation for the start of simulation program, during which they will test the system's ability to react to all foreseeable operational situations.

BART is scheduled to begin operating its first prototype trains on the Southern Alameda County transit line next fall and will inaugurate revenue passenger service in late 1971.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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G. L. McDONALD
PUBLIC RELATIONS

M-11
February 10, 1970

FOR IMMEDIATE RELEASE

Directors of the San Francisco Bay Area Rapid Transit District will hold their regular semi-monthly meeting at 2 p.m. Thursday (Feb. 12) at the BART headquarters, 814 Mission Street, San Francisco.

Included on the agenda, according to BART President William M. Reedy, will be the proposed application for a Federal urban beautification grant to landscape additional segments of the BART transit line.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



614 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
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G. L. McDONALD
PUBLIC RELATIONS

M-10

February 9, 1970

MEMORANDUM TO NEWS EDITORS

Attached letter from President Nixon to BART General Manager Stokes was received last week.

Stokes was nominated for the letter by the Director of the Ames Research Center, NASA, Mr. Hans Mark.

G. L. McDonald

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THE WHITE HOUSE
WASHINGTON

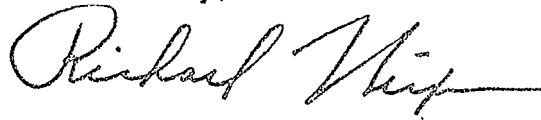
January 26, 1970

Dear Mr. Stokes:

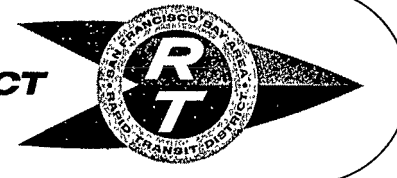
As the San Francisco Bay Area Rapid Transit Project moves toward its prototype operational phase, I want to commend you for your vital role in the realization of this exciting program. I am proud that one of the great cities of my native state will soon unveil an imaginative answer to the problems of urban congestion and transportation inadequacy in a way well suited to the seventies and the decades beyond. It is a pleasure to congratulate you on your vision and leadership and to wish you every success in the years ahead.

With best wishes,

Sincerely,



Mr. B. R. Stokes
51 Tiger Tail Court
Orinda, California 94563



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

February 5, 1970

G. L. McDONALD
PUBLIC RELATIONS

M-9

FOR IMMEDIATE RELEASE

Three basic contributions BART will make to man's life-style in the 1970's were described today (February 6) by the rapid transit district's general manager at a day-long ecological conference at the College of San Mateo.

B. R. Stokes said that in terms of land, air and noise pollution, history and events have been on BART's side, since the intensive Bay Area-wide drive for a better environment and BART's passenger service are starting at about the same time.

Speaking of land pollution, Stokes said, "Our passengers will find handsome, landscaped stations, tailored to fit each community, and these communities will find in those stations and connecting lines the tools for orderly land use and open space development.

"When we talk of reducing air pollution, let us remember that BART's passengers will enjoy air-conditioned, electric trains, free from the carbon monoxide domination of highway travel. And the community will benefit from the shift of auto traveler to transit traveler."

In terms of noise pollution, Stokes said that the BART user will find himself freed of the sounds of heavy traffic. "And the community is freed of vehicle noise which would otherwise be generated by additional cars in the absence of BART," Stokes said.

"I like to think that BART is restoring an essential, long-missing quality to our environment; and that is some measure of tranquillity," Stokes said.

Ecology-2-2-2.

February 5, 1970

"Man's travel experience need not always be nerve-jangling. Let him try a new and virtually noiseless mode, trim his travel time by half, and at the same time free his city of more freeways, and his life is at once more tranquil."

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NEWS RELEASE

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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G. L. McDONALD
PUBLIC RELATIONS

M-8

February 3, 1970

PICTURE CAPTION

A special safety award was presented to the San Francisco Bay Area Rapid Transit District today (February 3) by the California State Division of Industrial Safety for being a "Pioneer in Transportation Safety." Making the presentation--the first of its kind ever awarded by the Division--to BART President William M. Reedy (left) was Jack F. Hatton, Chief of the Division. In presenting the plaque and citation to Reedy, Hatton noted that in 23,589,384 manhours recorded by BART construction workers from January, 1965, to September 30, 1969, the number of disabling injuries shows an accident frequency rate of 27.13 per million manhours, or about 50 per cent below typical experience in heavy construction. As a result, Hatton said, BART was singled out for the special safety award.

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NEWS RELEASE

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



M-7

814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
YUKON 6-1818

January 28, 1970

G. L. McDONALD
PUBLIC RELATIONS

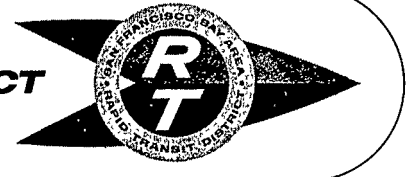
FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District will hold a public open house this Sunday (Feb. 1) at its future headquarters center at Eighth and Madison Streets in Oakland.

Hours will be from noon to 4 p.m.

Facilities on display will include the partially completed Lake Merritt subway station structure, the transit system's underground computer control center, and the full-scale model of the BART train car.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
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January 28, 1970

G. L. McDONALD
PUBLIC RELATIONS

FOR IMMEDIATE RELEASE

William B. Rumford Jr., 36, a former Berkeley city policeman, has been appointed assistant chief security officer of the Bay Area Rapid Transit District, BART General Manager B. R. Stokes announced today.

He will help direct the staff of District security officers who will protect the safety of BART's future passengers and transit facilities.

During the coming months he will assist Chief Security Officer Ralph M. Lindsey in the development of operational policies, procedures, and security controls for the regional transit network.

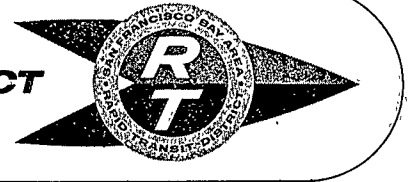
Rumford, who has served since 1967 as a BART real estate agent, was a member of the Berkeley police force from 1956 to 1962 with the exception of a two-year period when he served with the U. S. Treasury Department narcotics bureau.

Between 1962 and 1967 he was a real estate agent for the Beneficial Savings and Loan Association in Oakland.

A native of Berkeley, he attended San Francisco City College and Golden Gate College and completed courses at the Northern California Peace Officers Training Center and the University of California Technical Institute for Peace Officer Training.

Rumford is the son of former California Assemblyman Byron Rumford. He resides with his wife and two children at 1192 Kains Avenue in Berkeley.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
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G. L. McDONALD
PUBLIC RELATIONS

M-5

January 26, 1970

PICTURE CAPTION

This photo shows how the Bay Area Rapid Transit District's new six-story headquarters building will be situated above the Lake Merritt subway station complex at Eighth and Madison Streets in Oakland.

Groundbreaking ceremonies for the \$3 million structure---to be attended by Oakland government and civic officials---will be held at the site at 11 a.m. Wednesday, January 28.

The partially completed Lake Merritt subway station, together with BART's underground computer train control center and nearby mockup car model, will be held as a subsequent event to the groundbreaking ceremony next Sunday (Feb.1) between the hours of noon and 4 p.m.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103
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G. L. McDONALD
PUBLIC RELATIONS

M-4

January 23, 1970

FOR IMMEDIATE RELEASE

Groundbreaking ceremonies for the San Francisco Bay Area Rapid Transit District's future six-story headquarters building will be held next week in Oakland.

The \$3 million structure, which will house the administrative offices of the 75-mile regional transit system, will be erected above the site of BART's Lake Merritt subway station at 800 Madison Street.

The ceremonies, scheduled for 11 a.m. Wednesday (Jan. 28), are being jointly sponsored by the City of Oakland, Alameda County Board of Supervisors, and Oakland Chamber of Commerce.

Among the officials participating will be Oakland's Mayor John Reading, Board of Supervisors Chairman John D. Murphy, and BART President William M. Reedy.

A reception and luncheon will follow the groundbreaking at Goodman's Restaurant in Jack London Square.

The BART headquarters building is being built by the Rothschild & Raffin construction firm of San Francisco, the same contracting firm which recently completed work on the Lake Merritt station structure and underground train-control center at the Oakland headquarters site.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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G. L. McDONALD
PUBLIC RELATIONS

M-3

January 19, 1970

FOR IMMEDIATE RELEASE

Directors of the San Francisco Bay Area Rapid Transit District will hold two board meetings next Thursday, January 22.

The first meeting, at 10 a.m., was specially scheduled to open bids on the initial \$50 million sale of the District's recently-authorized issuance of sales tax revenue bonds.

On the agenda of the board's regularly scheduled semi-monthly meeting---at 2 p.m.---will be a request to advertise architectural finish contracts for four of BART's future East Bay transit stations: North Berkeley, Walnut Creek, Rockridge, and Union City.

Both sessions, according to BART President William M. Reedy, will be held at the District's headquarters, 814 Mission Street in San Francisco.

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G. L. McDONALD
PUBLIC RELATIONS

M-2

January 6, 1970

FOR IMMEDIATE RELEASE

Committee assignments for 1970 on the Bay Area Rapid Transit District Board of Directors were announced today by BART's new president, William M. Reedy of San Francisco.

Director H. R. Lange of Alameda County was named chairman of the board's administration committee; Nello Bianco of Contra Costa County was named chairman of the engineering committee, and George M. Silliman of Alameda County was appointed chairman of the visual design committee.

Other members of the three standing committees are:

Administration---Garland Graves of San Francisco (vice-chairman), Arnold C. Anderson of Alameda County and Joseph S. Silva of Contra Costa County.

Engineering---James P. Doherty of Contra Costa County (vice-chairman), William C. Blake of San Francisco and Wallace Johnson of Alameda County.

Visual Design---Arnold C. Anderson, Richard A. Bancroft of San Francisco and James P. Doherty.

Both President Reedy and Vice President Stanley T. Grydyk of Contra Costa County serve as ex officio members of the three committees.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



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G. L. McDONALD
PUBLIC RELATIONS

M-1

January 6, 1970

FOR IMMEDIATE RELEASE

Directors of the San Francisco Bay Area Rapid Transit District will hold their regular semi-monthly meeting at 2 p.m. Thursday, January 8.

The meeting will be held in the mezzanine Board Room of the District headquarters, 814 Mission Street in San Francisco.

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