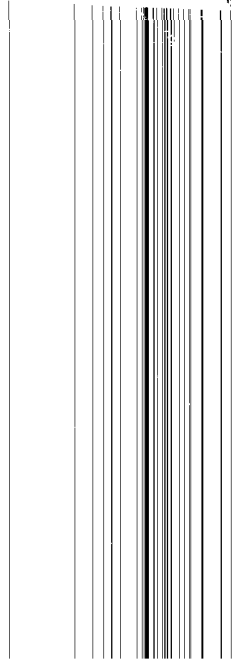


1973 News Releases



1973 NEWS RELEASES

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- P-22 Mar. 23, BART minority employment Advisory Panel

- P-23 AIA Collaborative Award, March 26, 1973
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- P-30 "C" Line Press Tour - Memo to Editor - May 3, 1973
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NEWS RELEASE



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

0-1
MONDAY, JANUARY 8, 1973

R. D. KRAEHE
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

DIRECTORS OF THE BAY AREA RAPID TRANSIT DISTRICT WILL HOLD THEIR REGULAR SEMI-MONTHLY MEETING ON THURSDAY, JANUARY 11, 1973, AT 10:00 A.M. AT THE DISTRICT HEADQUARTERS, 800 MADISON STREET, OAKLAND.

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

P-2

Thursday, January 11, 1973

R. D. KRAEHE
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Committee assignments for 1973 on the Bay Area Rapid Transit District Board of Directors were made effective today, it was announced by BART's new president William H. Chester.

Chairmen named for the various committees were:

Director Harry R. Lange of Alameda County - Administration Committee;
William M. Reedy of San Francisco - Engineering Committee; James P.
Doherty of El Cerrito - Public Information and Legislation Committee;
and Richard O. Clark of Albany - Special A/C-BART Committee.

Other members of the four standing committees are:

Administration - Thomas F. Hayes of San Francisco (vice chairman);

Richard O. Clark of Alameda County and James P. Doherty of Contra Costa County.

Engineering - George M. Silliman of Alameda (vice chairman); Arnold C. Anderson of Alameda County and Joseph S. Silva of Contra Costa County.

Public Information and Legislation - Daniel C. Helix of Contra Costa County (vice chairman); Arnold C. Anderson and Quentin L. Kopp of San Francisco.

Special A/C-BART Committee - Arnold C. Anderson and Thomas F. Hayes.

The president and vice-president of the Board of Directors, William H. Chester and Nello J. Bianco respectively are ex officio members of all standing committees.

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

P-4
Monday January 15, 1973

R. D. KRAEHE
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

YEAR-END REPORT

1972 is destined to fascinate future historians of the Bay Area Rapid Transit District.

It was a year in which the District surmounted delays in transit car deliveries, debugging of its automatic train control system, and hiring of operations personnel to begin revenue service on September 11 between Fremont and north Oakland.

The availability of only 28 cars for start-up revenue service made it necessary to limit operating hours to 14 hours a day, five days a week, until normal 20 hours a day, seven days a week service could be supported.

Despite this, BART trains were "off and running" smoothly - - to become an instant attraction to standing-room-only crowds of sightseers. More importantly, they quickly became a new lifestyle for a new generation of rapid transit commuters. From President Nixon, Secretary of Transportation John Volpe, and all the people anxious to exchange a traffic jam on the Nimitz Freeway for a fast, luxurious BART train, the system brought accolades beyond the most optimistic hopes.

But on October 2 - - at the crest of euphoria over BART's instant public acceptance - - a two-car train with 25 passengers failed to make its programmed stop at the terminus Fremont Station. The train, though slowed by emergency braking and a restraining sand pit, nevertheless came to rest inclined down a dirt embankment to the station parking lot.

None of the passengers was any more than shaken up. Nor did the cars sustain any serious structural damage. And BART engineers quickly tracked down the cause of the run-through: a tiny frequency crystal in the lead car's train control circuitry that, in a freak failure, had translated a correct slow-down command from the wayside equipment into an incorrect speed-up command to the train's propulsion system.

But in its indirect repercussions, the Fremont accident far surpassed its minor direct consequences. How and why this tiny crystal survived the long test and inspection process for all electronic train control components catalyzed a storm of criticism of the District, Parsons Brinckerhoff-Tudor-Bechtol (consulting engineers responsible for overseeing work on the train-control system), Westinghouse Electric Corporation (prime contractor for the system), and the Bulova Watch Company (who supplied the crystal).

"The October 2 run-through at Fremont Station gave BART's career critics a golden opportunity to rehash old issues that had nothing whatever to do with a purely technical malfunction," said BART General Manager B.R. Stokes. "We haven't been insensitive to the lesson learned at Fremont. We are

installing extra circuitry as well as additional quality control procedures to prevent a recurrence, despite agreement by most electronic engineers that a similar malfunction is an extremely remote possibility. But it's a long and unwarranted jump from the fact of a component failure to the conclusion that BART is overautomated, undermanaged, and unsafe."

Stokes said that the report on BART safety and contract administration issued last November 9 by State Legislative Analyst A. Alan Post was "just such an example of A to Z critical overkill and skewed perspective."

For example, though correctly reporting occasional unreliability in BART's automatic train detection circuitry, the Analyst's report failed to note that such failures occurred only three times in 10 under the most rigorous test conditions ever imposed on a transit operation, and never under actual operating circumstances. Moreover, the report also failed to note that such unreliability as existed under those test conditions was openly acknowledged by BART, that remedial work was well advanced, and that BART had repeatedly stated it would attempt no more exacting operation of its system until full reliability was achieved.

The report contained a series of subjective, open-ended judgments about past District policies which brought expressions of alarm from BART critics - - and also expressions of firm support from many BART patrons.

BART closed out the year with technical problems still to be solved in 1973 before achieving full system operation, but it was able to show a steady improvement in revenue service operations.

One problem to be resolved was reliable detection of trains anywhere on the system under the most stringent test conditions. The New Year began, however, with BART and Westinghouse engineers announcing that at least one practical solution was at hand.

A simple, off-the-shelf cast-iron "scrubber," which cleans moving train wheels for better electrical contact with the rails, has apparently solved the detection problem.

"This is a good example of an over-publicized problem which proves to be just as correctable as other technical problems we faced before opening the system," said Stokes. "It's inescapable that BART be more than a showcase for modern rapid transit; like it or not, we are a laboratory for solving unforeseen problems with a new technology that will be employed by the whole transit industry."

Another issue raised during 1972 were the fees paid to BART's engineers, Parsons Brinckerhoff-Tudor-Bechtel.

"We have been asked every year since construction started about our percentage of engineering costs to the overall project cost," said Stokes, "At 12.73%, they are not only below guidelines established by the American Society of Civil Engineers, but are lower than comparable costs for the Bureau of Public Roads, the cities of Los Angeles and San Francisco, the Corps of Engineers, the California Department of Water Resources and the State Division of Highways."

A major task facing BART in 1973 is to get more troublefree operating hours from its sleek new cars.

"When they work, they're beautiful, and the public loves them. But many of them are in and out of the shop too much. Our operating people are inheriting problems in reliability that, by now, should have been eliminated by Rohr Industries on their assembly line in Chula Vista.. We are in the process of improving this situation now," Stokes said. The newly-activated Richmond Shop has now taken some of the maintenance and car-checkout workload off the Hayward Shop, Stokes said, and Rohr has strengthened its engineering forces assigned to both facilities.

1973 will see the opening of the remainder of the basic 75-mile BART system, starting with inauguration of service on the 11 miles and 6 stations of the Richmond line January 29. Next to open this May will be the 17-mile line to Concord from MacArthur Station, which will put 56 miles of the 75-mile system into operation. The final segment of the system - - the Oakland West Station, transbay tube, and San Francisco-Daly City line - - is scheduled to open this coming September.

Overshadowed by the buffeting winds of controversy in the closing months of 1972 was the simple fact that BART trains did go into revenue service on September 11 after negotiating a tight schedule of car and train control system testing that never lacked for suspense.

After a costly nine-week strike ended last January 30, Rohr managed to get its production line restarted in time to supply 13 cars critical to testing the train control system on the 12-station segment between north Oakland and Fremont.

In early June, BART began three months of multiple train test runs to assure revenue-type operating experience prior to actual revenue service. At the same time, Westinghouse managed to correct electrical interference problems which had appeared in its wayside and car-borne train control equipment. It would take around-the-clock operation, but everything seemed to be on schedule for opening day.

But then, scant days later, labor arbitrator Sam Kagel invoked a one-month hiring freeze on the District until employees of five other transportation lines could be polled on whether they wanted to come to work for BART. This seriously delayed hiring of station agents, train attendants, and various craft men which BART had to train prior to revenue service.

When revenue service commenced, the District had tested and qualified 28 cars, barely enough for the necessary eight to ten trains of minimum length.

"All of us were so fed up with the delays we were encountering that I think we had the system ready for revenue service on the appointed day by sheer force of will," Stokes said. "And once in service, our operations people continued the same determination in keeping the cars rolling and coping with overload crowds of riders. I can't say enough about these people."

Stokes also praised the patience, good humor, and cooperation of BART patrons who rode the trains in great numbers during the first month of revenue service and during special events. In December - - the third full month of service - - daily patronage averaged 14,000 trips, of which 6,200 were commuters. Commuter ridership has more than doubled since the system

opened.

"The figures thus far tell us that we will have no problem attracting excellent commuter business," said Stokes. "However, as expected, we will have to promote the off-peak ridership diligently to make it equally healthy."

At the close of the year, Rohr had delivered 54 A-cars (with control cab), of which 43 were ready for service, and 48 B-cars of which 23 were ready for service. The District had also ordered another 100 B-cars from Rohr, in addition to the original 250-car fleet, with options for another 100 or 200 cars available at an agreed unit price.

CONSTRUCTION PROCEEDED SMOOTHLY

BART train operations stole the limelight from a smooth year of progress in the District's construction projects - - fast closing out for the BART system but gaining momentum on the Outer Market streetcar line of the San Francisco Municipal Railway.

Total forecast cost of completing the system in 1976 - - including the Muni Market Street Subway and Outer Market line - - rose to \$1.5 billion from \$1.4 billion on the strength of a welcome inflow of Federal funds. The District received a total of \$66 million in Federal capital grants during 1972, to be used for transit cars, other system equipment and landscaping, and security and maintenance programs. Federal grants directly to BART now total \$225 million, and grants to cities for BART-related work total \$24.6 million.

At year's end, 79 per cent of all construction work on the project was complete. Work-in-progress, plus remaining contracts to be awarded, is valued at \$279 million (less reserve funds). Major work-in-progress includes transit cars (\$117 million), train control system (\$36 million), and Muni stations at Van Ness, Church, and Castro Streets, plus trackwork (\$45 million).

Several blocks of the Muni's Outer Market streetcar line were rerouted onto 17th Street in December to enable construction of the Church and Castro Street stations. Still to be awarded are \$6 million in contracts for the Muni West Portal Station, line electrification, and Market Street restoration.

BART's Concord Station was completed in December, except for clean-up work. The Daly City Station is scheduled for completion in March, and the last rail of more than 160 rail miles on the entire system was laid in that station in December. The Embarcadero Station shell was completed during 1972, with interior construction scheduled to begin this Spring and be completed by late 1975. (BART trains will not stop at this station until its completion.) All of the other 31 BART stations were accepted by the end of 1972.

During 1972 IBM completed the manufacture of all 600 fare collection machines in its \$5 million contract, and virtually all units are installed.

Design of the \$1.5 million walkway between BART's Coliseum Station and the Oakland Coliseum complex got underway last year, and construction will be completed in 1974.

In June, BART Directors approved a \$26 million operating budget for fiscal year 1972-73, but limited actual spending to \$20 million until further approval. To gear up for revenue operations, the District staff increased during 1972 from 681 to 1,093, with a peak of 1,558 forecast by June, 1973.

BART added a new Director during 1972 when San Francisco Mayor Joseph Alioto appointed Thomas F. Hayes to succeed Director Garland D. Graves last February 29. In December, San Francisco Director William H. Chester was elected District President, succeeding Alameda Director George Silliman; and Contra Costa Director Nello J. Bianco was elected District Vice President, succeeding Mr. Chester.

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

P-5
Monday, January 15, 1973

R. D. KRAEHE
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

YEAR-END STATUS OF BART LINES

The BART system is composed of the four train lines reported on below. The starting point for all mileages on the system is the Oakland Wye. Three lines (A, C and M) begin with their respective zero milepost signs at the Oakland Wye switches, while the fourth (R) line begins at milepost 2.32 in the MacArthur Station. Also reported on is construction of the San Francisco Municipal Railway streetcar subway and Outer Market line, which is part of the BART project.

Southern Alameda County (A) Line (24 miles: Oakland Wye to Fremont Station): The nine stations on this line are complete, including parking lots and landscaping, and opened for revenue service September 11. Elevators for the handicapped are now operating in all A line stations except the Coliseum Station, where construction of the elevator shaft begins this month. Construction of the 1,000-foot walkway between the Coliseum Station and the Oakland Coliseum complex will begin this summer and end in 1974. A few support facilities remain to be complete, such as the car-wash facility at Hayward Yard. The line is otherwise complete.

Concord (C) Line (21 miles - - Oakland Wye to Concord Station): This line now includes the Oakland City Center - 12th Street, 19th Street, and the seven stations from MacArthur Station in north Oakland to Concord. Completion of the Concord Station in December, 1972 marked the finish of all stations and parking lots on this line. Concord Station landscaping will be installed early this year. Trackwork and line electrification is complete. Installation of train control equipment is well along, with checkout and testing to be completed for opening of the line in May. Elevators for the handicapped will then be operable at all stations on this line, except 12th and 19th Street.

Richmond (R) Line (11 miles - - MacArthur Station to Richmond Station): The five stations on this line beyond MacArthur Station, plus parking lots, are all complete, with final landscaping contracts nearing completion at El Cerrito Plaza and Del Norte Stations. All station elevators for the handicapped will be operable by line opening except the Berkeley Station. The Richmond Yard, activated late last year, is performing daily maintenance for A-line revenue service cars. All trackwork, electrification and train control equipment installation was completed last year. Train testing began last December and is scheduled for completion for line opening on January 29.

- MORE -

San Francisco (M) Line (15 miles - Oakland Wye to Daly City Station): The Oakland West Station, transbay tube, and seven of the nine West Bay stations on this line were completed last year (or prior), including parking lots and landscaping. The Daly City Station is scheduled for completion in March. The Embarcadero Station shell was completed last year, with work on its interior to begin this summer through late 1975. Trackwork was completed last year, and electrification is 97 per cent complete. Installation of train control equipment and train testing in coming months is geared to a September line opening.

San Francisco Municipal Railway Market Line (5 1/2 miles - Embarcadero Station to West Portal Station): The Muni street-car subway structures under downtown Market Street (above the BART train level) was completed to Duboce Street last year. The Muni Van Ness Station is 88 per cent complete. Track for Muni trolleys now is being installed from Embarcadero to Duboce Portal. Streetcars were diverted off Market Street December to permit construction of the Muni subway line and Church and Castro Street Stations to the Twin Peaks Tunnel to begin shortly. The West Portal Station, to be located near the west end of the tunnel, is under design. A portion of the new Market Street subway line - - from the Embarcadero Station to Duboce Street - - is scheduled to go into operation by mid-1975. The remainder of the line to West Portal will go into operation approximately a year later.

#

Special release to the Richmond
Independent

P-6

Monday, January 15, 1973

RELEASE AT WILL

Richmond became the focal point within the Bay Area Rapid Transit District as it closed out a turbulent 1972, and entered 1973 which will see the full system in operation.

BART is now very much on the scene here with 85 employees manning the fully-activated Richmond Yard and Shops, and the Transportation Building and Tower. This figure will increase to more than 100 personnel by January 29 -- opening day for the Richmond Line -- and eventually increase to 125 or 135 for full system operation.

"Richmond is the key city in opening day ceremonies being planned for the Richmond Line," said BART Vice President Nello J. Bianco, who is also a City Councilman of Richmond.

The five-car ceremonial train is scheduled to depart from the Richmond Station at 10 A.M., make stops at ceremonies being held at the other Richmond Line stations, then enter a regular revenue service mode after it departs the MacArthur Station southbound.

Principals in the line-opening ceremonies at the Richmond Station on January 29 will include Mayor Albert E. Silva, BART President William H. Chester, as well as Bianco and other local officials.

Bianco is also arranging for the communities of San Pablo, Pinole, El Sobrante, and the Rodeo-Crockett area to be represented at the Richmond Station ceremonies.

"We want these surrounding communities to feel that the Richmond Station is just as much their station, as it is the City of Richmond's," said Bianco. "We expect the Richmond Station to attract people from these areas, as it is well able to handle them.

"Once the new line opens," said Bianco, "the District's yard and support facilities in Richmond are most assuredly going to increase the efficiency of train operations for all BART riders from Richmond to Fremont."

Activation of the Richmond Yard and Shops will enable BART to "charge" the system with trains faster in the early morning by dispatching trains onto the line from both Richmond and Hayward. Also, the Richmond Yard provides a needed facility for trains which develop malfunctions while north of Oakland. Such trains will be run off the line and speedily replaced from Richmond instead of from the Hayward Yard.

Bianco said the Richmond facilities were now operating 24-hours a day, seven days a week, to support the pre-revenue train testing preceding the opening of the Richmond Line, and to carry out regular preventive maintenance on cars now in revenue service between Oakland and Fremont.

Most of the multiple train circulation testing, which simulates revenue service on the Richmond Line, is being carried out on weekends to avoid interference with current revenue operations during the week, Bianco explained.

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

P-7
Wednesday, January 31, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

In conjunction with the start of the Bay Area Rapid Transit District's Richmond-to-Fremont service, BART patrons are now able to buy multiple-ride tickets through 128 branches of 19 banking firms. These branches are located in the communities currently being served by the Richmond-Fremont line.

Participants in the service include selected branches of Bank of America, Wells Fargo Bank, First Western Bank & Trust Co., Crocker National Bank, Security Pacific National Bank, Bank of California, United California Bank, Alameda First National, Livermore National Bank, Hayward National Bank, Barclays Bank of California, Central Bank, The Sumitomo Bank of California, Security National Bank, First State Bank of Northern California, Union Bank, Fremont Bank, First Enterprise Bank and the Mechanics Bank of Richmond.

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

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

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

remaining value, or require proof of age of patrons requesting reduced-fare tickets. These control and adjustment responsibilities remain with BART.

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

Information on specific branches providing the service can be obtained from any Station Agent or from BART's Telephone Information Center during the system's current 6 a.m. - 8 p.m. operating hours.

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

P-8
Monday, January 22, 1973

R. D. KRAEHE
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

A regular meeting of the BART Board of Directors will be held on Thursday, January 25, 1973, commencing at 10:00 a.m. in the Board Room, at 800 Madison Street, Oakland, California.

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

P-9
Wednesday, January 24, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

MEMO TO EDITORS

Little more than four months after opening the Fremont to Oakland line BART will begin service on the Richmond line - - Monday January 29. This will bring the present operating system to 39 miles and 18 stations.

We hope the following information will be helpful in planning any coverage of this event.

There will be four ribbon cutting ceremonies to mark the start-up of the Oakland-Richmond segment of the system. These will take place at Richmond, El Cerrito Plaza, Central Berkeley and Ashby stations.

The Ceremonies for the Richmond station will begin at approximately 9:40 a.m. and will be presided over by Richmond Mayor Al Silva with remarks by BART President William H. Chester and Vice President Nello J. Bianco.

El Cerrito will begin its ceremony at approximately 9:45. El Cerrito Mayor Richard Bartke and Albany Mayor Joseph Carlevaro will preside. Participating in the ceremony will be BART directors James P. Doherty of El Cerrito and Richard O. Clark of Albany. There will also be 45

- MORE -

students from the local high school and elementary schools who will officially represent the communities of El Cerrito and Albany.

Central Berkeley ceremony will begin at 10:00 a.m. Master of ceremonies will be Berkeley Mayor Warren Widener. Following this ceremony Mayor Widener and other dignitaries will ride the ceremonial train to the Ashby station for the final ribbon cutting. This ceremony will take place at approximately 10:15 while the train holds.

A five-car ceremonial train will depart from Richmond precisely at 10:00 a.m. and head south to pick up each ceremonial gathering along the way. When the train reaches MacArthur station no later than 10:28, it will become part of regular revenue service, continuing to Fremont and returning. Regular passenger service on the full Richmond-Fremont route will begin at 11 a.m. after the completion of all the ceremonies.

All members of the media assigned to cover the line opening may pick up identification badges Thursday, Jan. 25; Friday, Jan. 26, or anytime after 8:00 a.m. Monday, Jan. 29, in the BART Public Information Office, 800 Madison Street in Oakland. Or they may get their badges just prior to the ceremonies from press officers at the station agents booths at Richmond, El Cerrito Plaza or the Central Berkeley stations.

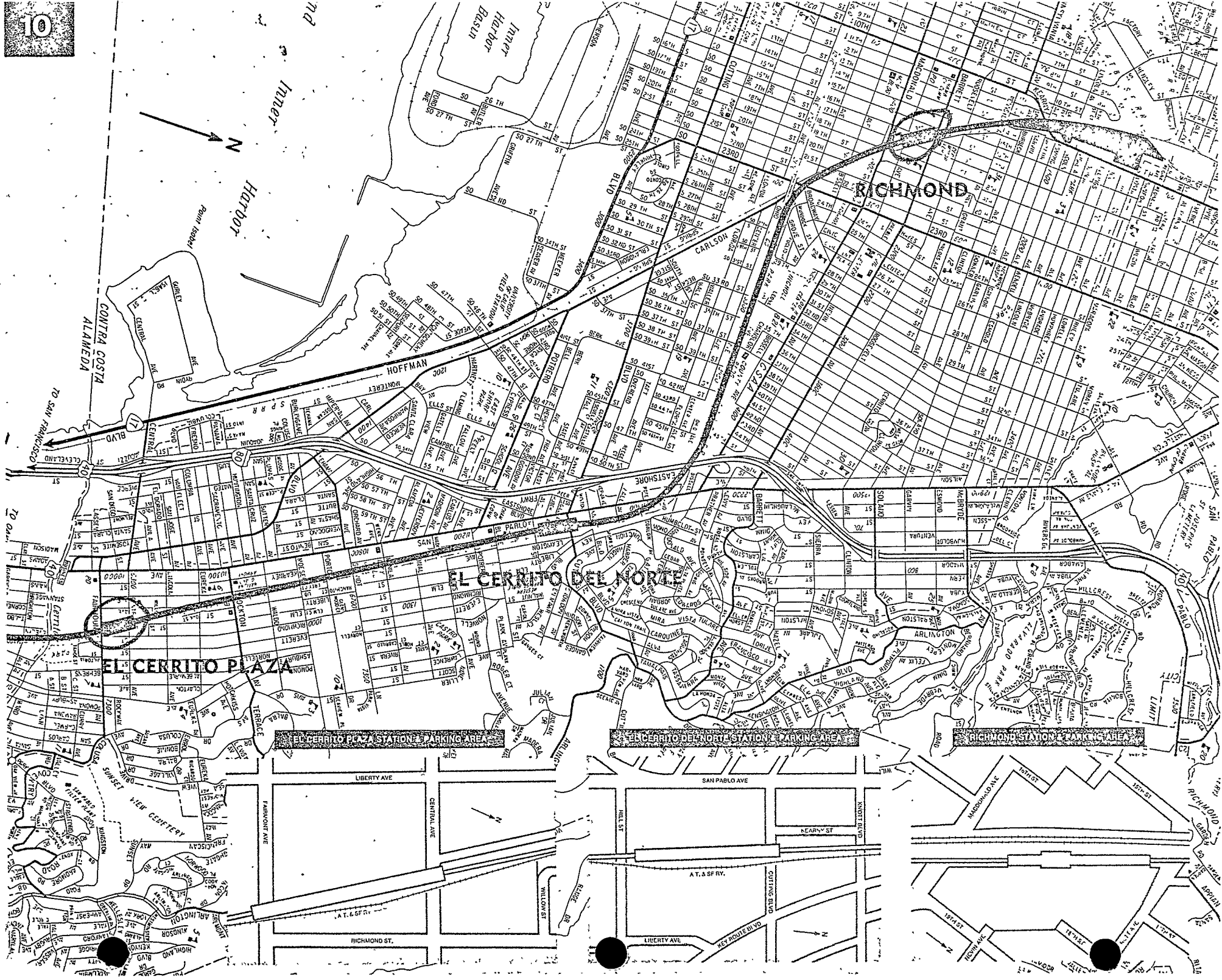
Media badges will be honored for the entire day -
Monday January 29.

Attached is a map showing street locations of stations
on the Richmond line, with those stations circled where
ceremonies will take place.

For further information please contact Dave Kelsey,
Bob Kraehe or myself at 465-4100.

Michael Healy
Press Officer

#



Inner Harbor

RICHMOND

EL CERRITO DEL NORTE

EL CERRITO PLAZA

EL CERRITO PLAZA STATION PARKING AREA

EL CERRITO DEL NORTE STATION PARKING AREA

RICHMOND STATION PARKING AREA

CONTRA COSTA ALAMEDA

HOFFMAN

EASTSHORE

NEW CANTIERY

SAN PABLO AVE

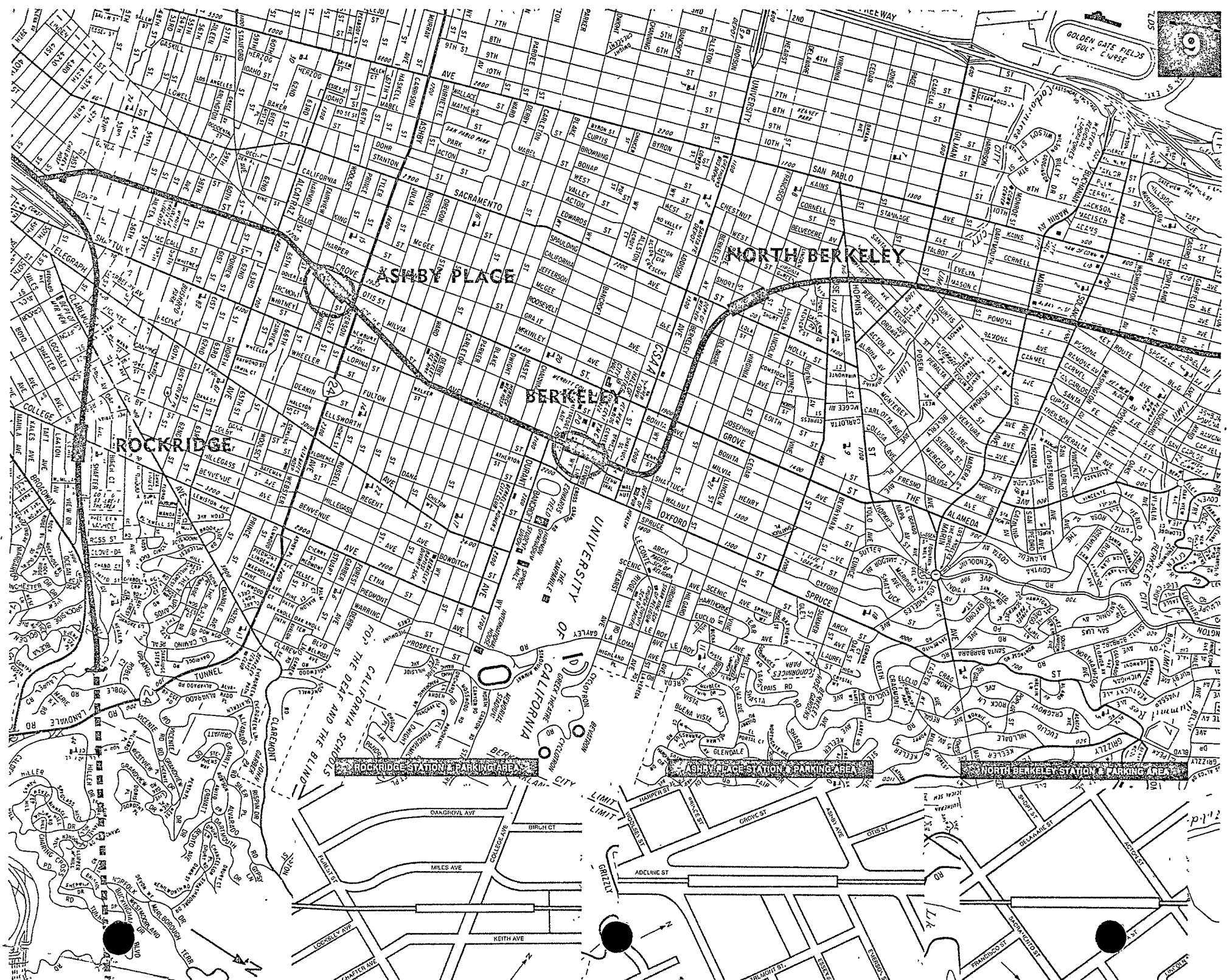
A.T. & S.F. RY.

RICHMOND ST.

LIBERTY AVE

LIBERTY AVE

LIBERTY AVE



ROCKRIDGE

ASHBY PLACE

NORTH BERKELEY

UNIVERSITY OF CALIFORNIA

ROCKRIDGE STATION PARKING AREA

ASHBY PLACE STATION PARKING AREA

NORTH BERKELEY STATION PARKING AREA

GOLDEN GATE FIELDS
GOLF COURSE



1-1-12



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

P-9
Wednesday, January 24, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

MEMO TO EDITORS

Little more than four months after opening the Fremont to Oakland line BART will begin service on the Richmond line - - Monday January 29. This will bring the present operating system to 39 miles and 18 stations.

We hope the following information will be helpful in planning any coverage of this event.

There will be four ribbon cutting ceremonies to mark the start-up of the Oakland-Richmond segment of the system. These will take place at Richmond, El Cerrito Plaza, Central Berkeley and Ashby stations.

The Ceremonies for the Richmond station will begin at approximately 9:40 a.m. and will be presided over by Richmond Mayor Al Silva with remarks by BART President William H. Chester and Vice President Nello J. Bianco.

El Cerrito will begin its ceremony at approximately 9:45. El Cerrito Mayor Richard Bartke and Albany Mayor Joseph Carlevaro will preside. Participating in the ceremony will be BART directors James P. Doherty of El Cerrito and Richard O. Clark of Albany. There will also be 45

- MORE -

students from the local high school and elementary schools who will officially represent the communities of El Cerrito and Albany.

Central Berkeley ceremony will begin at 10:00 a.m. Master of ceremonies will be Berkeley Mayor Warren Widener. Following this ceremony Mayor Widener and other dignitaries will ride the ceremonial train to the Ashby station for the final ribbon cutting. This ceremony will take place at approximately 10:15 while the train holds.

A five-car ceremonial train will depart from Richmond precisely at 10:00 a.m. and head south to pick up each ceremonial gathering along the way. When the train reaches MacArthur station no later than 10:28, it will become part of regular revenue service, continuing to Fremont and returning. Regular passenger service on the full Richmond-Fremont route will begin at 11 a.m. after the completion of all the ceremonies.

All members of the media assigned to cover the line opening may pick up identification badges Thursday, Jan. 25; Friday, Jan. 26, or anytime after 8:00 a.m. Monday, Jan. 29, in the BART Public Information Office, 800 Madison Street in Oakland. Or they may get their badges just prior to the ceremonies from press officers at the station agents booths at Richmond, El Cerrito Plaza or the Central Berkeley stations.

Media badges will be honored for the entire day -
Monday January 29.

Attached is a map showing street locations of stations
on the Richmond line, with those stations circled where
ceremonies will take place.

For further information please contact Dave Kelsey,
Bob Kraeche or myself at 465-4100.

Michael Healy
Press Officer

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

P-10
WEDNESDAY, JANUARY 24, 1972

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Monday, January 29, at 11 a.m., the Bay Area Rapid Transit District will begin passenger service between Oakland and Richmond, bringing into operation the entire north-south half of the 75-mile "X" -shaped system.

The new service extends BART's operating system to 39 miles and 18 stations between Fremont in the south and Richmond in the north. The east-west half of the 34-station system is scheduled to open in two more stages -- eastward from Oakland to Concord in May this year, and westward to San Francisco and Daly City in September.

The Richmond line extends eleven miles north of the present terminus at the MacArthur station in north Oakland, and comprises six stations. From north to south, they are: Richmond, El Cerrito Del Norte, El Cerrito Plaza, North Berkeley, Berkeley and Ashby.

BART's first segment opened last September 11 -- the 28-miles from Fremont to Oakland's MacArthur station. In little more than four months since then BART has carried 1.4 million passengers more than 30 million passenger miles.

- MORE -

Service on the Richmond-Fremont line will initially maintain the same 10-minute intervals between trains as at present, with 12 trains circulating in the 39-mile loop. Operating hours will continue to be from 6:00 a.m. to 8:00 p.m., Monday through Friday, to accommodate night and weekend testing of new cars and equipment on the system's soon-to-open remaining two segments.

Fares on the route will range from a minimum of 30 cents for trips of approximately six miles, to \$1.10 for the full trip from Richmond to Fremont. With service stabilized, travelling the full 39-mile route will take 49 minutes, including station stops. Initially, however, passengers might encounter some delays as minor start-up problems with the line's new technical equipment are found and eliminated.

Despite the technological complexity of the system, passengers new to BART will find it easy to use. BART has taken pains not only to design easy functionality into the system, but to communicate it to riders.

Before service starts, each of the six stations on the Richmond route will be stocked with a free, pocket-size folder which has distilled the process of riding BART into four basic steps. These illustrated, color guides will be available from tall, triangular kiosks standing just inside each station entrance, and at BART ticket sales displays located in 128 branch banks in Alameda and Contra Costa counties.

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

Both the pocket guide and posters are aimed at enabling passengers to ride BART without personal assistance, relying on the variety of automated equipment and informational aids built into the system. Nevertheless, almost twice the normal complement of station agents, line supervisors, security officers and other passenger-service personnel will staff the stations and trains initially to instruct and inform first time riders. And BART's Phone Information Center has English, Spanish and Chinese-speaking operators dispensing BART and AC Transit information every weekday from 6:00 a.m. to 6:00 p.m.

Information on AC Transit bus routes and schedules also is contained in free folding maps available from each station agent, and on large wall maps located near station exits.

Formal opening of the Richmond line will consist of brief ribbon-cutting ceremonies at the Richmond, El Cerrito Plaza, Berkeley and Ashby stations, presided over by the mayors and city councilmen of those cities and attended by BART Directors and official community representatives.

Representing the cities of Albany and El Cerrito at the opening of the El Cerrito Plaza station will be 45 high school and elementary-age students from schools located near the BART route. These students were chosen by their respective student government to act as official representatives of these two communities.

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

P-11

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

Monday, January 29, 1973

FOR IMMEDIATE RELEASE

Bicycle racks for BART riders have been installed at all surface and aerial stations from Richmond to Fremont. These racks are to be provided at all BART stations save the downtown subway stations in San Francisco, Oakland and Berkeley.

Specially designed for BART, the racks are vertical stands of heavy galvanized iron. They are made to secure both the front and back wheels of a bike, using a special high security, steel alloy 3/8" chain. The cyclist has to provide only his own padlock and bike. In order not to scratch the bikes, the 10-pound chains have been coated with a heavy vinyl covering.

Simple lines of the racks cause them to fit in with the architectural tone of the BART stations.

Coupled with the bicycle rack project is a pilot program of coin-operated bicycle storage lockers. Built and owned by Bicycle Lockers, Inc., the storage lockers are large enough to enclose a bicycle completely within a triangular cubicle.

These lockers are presently installed at eight Oakland-Fremont stations: MacArthur, Lake Merritt, Fruitvale, San Leandro, Bay Fair, Hayward, Union City and Fremont. The cyclist pays 25¢ a day, or a low monthly rental fee.

- more -

The lockers are proving most popular at the outlying stations. Most users rent a locker on a monthly basis so they will have a place reserved for their daily use, BART employees noted. Through the pilot program BART is finding out how to modify it to meet both the bikeriders' demands and economic considerations.

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

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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P-12
February 5, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

DIRECTORS OF THE BAY AREA RAPID TRANSIT DISTRICT WILL HOLD THEIR REGULAR SEMI-MONTHLY MEETING ON THURSDAY, FEBRUARY 8, 1973, AT 10:00 A.M. AT THE DISTRICT HEADQUARTERS, 800 MADISON STREET, OAKLAND.

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

P-13

Monday, February 5, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION
FOR IMMEDIATE RELEASE

Commenting on the report issued by the special panel appointed by the Senate Public Utilities and Corporations Committee, BART General Manager B. R. Stokes said today:

"BART is pleased by the report on the system's safety prepared by the panel of experts for Senator Alquist's Public Utilities and Corporations Committee, and is grateful for the objective and constructive approach that has been taken.

"BART riders will be reassured both by the panel's affirmation of the safety of the existing operation, and its recognition that the existing automatic train control design can be modified to provide adequate safety for passengers when the full system is in operation.

"We have been impressed by the careful approach that the panel has taken in examining our system, and also by the care taken in defining safety and reliability standards against which to weigh its recommendations.

"We intend to thoroughly review each of the recommendations, and to document our responses to them. We are grateful to the panel for pointing out that in many instances the modifications recommended are already being undertaken.

"We would like to express our appreciation to Senator Alquist and his committee for making such a constructive review possible, and to the panel for the manner in which they approached their assignment. We believe that BART and the public have benefited greatly."

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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P - 14
Monday, February 12, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The high-voltage electric third rails which power BART trains will be fully energized beginning today, Monday (February 12) along the BART line from MacArthur Station in Oakland to Concord in East Contra Costa County.

The Concord line, which is scheduled to open in May, runs through the Berkeley hills and then along the Highway 24 median through Orinda, Lafayette, Walnut Creek, Pleasant Hill and terminates at Concord.

Youngsters are warned to keep out of the fenced-in BART right-of-way, as contact with the third rail could prove fatal. As power source for the BART trains, the third rails will be charged with 1000 volts of dc (direct current).

"I urge parents to tell their children never to climb over the fence to retrieve balls, kites, or for any reason whatsoever," said BART general manager B. R. Stokes. "If assistance is needed our police services office should be called at 465-4100."

Stokes said another danger factor is that trains will soon be testing on the Concord line and cannot always be heard above the din of adjacent automobile traffic.

The third rails are readily identified by the heavy gray plastic shield that partially encloses them. Third rails run alongside the twin mainline tracks and all trackage in yards. Bilingual signs warning "ELECTRIC THIRD RAIL - DANGER - KEEP AWAY" are posted every 500 feet along the fenced in right-of-way.

All BART surface right-of-way is enclosed by steel fence seven feet high and topped by barbed wire. However, as part of BART's continuing safety campaign, the hazards inside the fenced in right-of-way are brought to the attention of the public at large and especially to parents with children in the affected areas.

The Concord line when opened will add an additional 17 miles to the present 39 BART operating miles.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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P-15
February 13, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART experienced a new record high in patronage yesterday, February 12, Lincoln's birthday, by carrying 38,000 riders over its present 39 operating miles.

Prior to yesterday's high, BART's biggest single patronage day was the Friday after Thanksgiving when 31,000 patrons rode the system, which was then operating 28 miles between Fremont and north Oakland. Opening the Richmond line January 29 added 11 more miles, extending BART's operating system to 39 miles and 18 stations.

With an average of approximately 1,300 commute riders each morning during its first week of operation, the six-station Richmond line was generating more commute patronage than did the 12 Oakland-to-Fremont stations when they were first opened last September. Since that time, the Fremont-Oakland line has climbed steadily from about 1,200 morning commuters a day to 3,900 morning commute rides, and the Richmond line is now averaging around 2,000 after only two weeks of operation.

Together, the combined lines are now averaging about 6,000 commuters daily while average overall patronage has been approximately 25,500 daily. As a result of the continuing increase in ridership, BART is now expanding a few of its present four-car trains to five and six cars during the morning and evening commute hours and will continue to run longer trains as more and more cars become available for service. At present BART is circulating 12 trains between Fremont and Richmond with ten minutes between trains, and operating 14 hours a day five days a week from 6 a.m. to 8 p.m.

Since opening September 11, 1972, BART has now carried a total of 1,732,326 passengers more than 35.3 million passenger miles.



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

P-16
Friday, February 16, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors will be held on Thursday, February 22, 1973, commencing at 9:00 a.m. in the Board Room, 800 Madison Street, Oakland, California. The meeting will start an hour early in order to provide time for the Board to receive a special consultant report.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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P-17
March 2, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors will be held on Thursday, March 8, 1973, commencing at 10:00 a.m. in the Board Room, 800 Madison Street, Oakland, California.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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P-21
Friday, March 16, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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P-20
March 15, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Highway 24 commuters and many Contra Costa County residents will occupy free ringside seats as the Bay Area Rapid Transit District begins full-scale rehearsals next week for the May 21 opening of its 17-mile, 6-station Concord Line.

Although occasional trains have been in evidence as far east as Lafayette in recent weeks, Monday, March 19 will mark the first time test trains will regularly be at work along the full Oakland-to-Concord route.

Current tests, conducted approximately from 8 a.m. until 5 p.m. each day, are to demonstrate each station's ability to maintain a safe separation of trains, automatically and electronically. They will continue until about April 20.

At that time, testing will enter a week of 24-hour, full service simulation, with as many as six trains simultaneously collecting the data on acceleration, running speed, deceleration, door operation and station stop times needed to program the route's automatic operation. Several weeks of pre-revenue trials, station cleanup and other finishing touches will then lead to the May 21 opening.

With the initiation of Concord-line service, BART will have placed in service 56 miles and 24 stations, with only the scheduled September opening of transbay service to San Francisco and Daly City left to complete operation of the basic 75-mile, 34-station system.

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

P-19

Friday, March 9, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION
FOR IMMEDIATE RELEASE

A new Department of Public Relations, absorbing the present office of Public Information, will be created effective Monday, March 12, 1973, and will report directly to the General Manager it was announced today by BART General Manager B. R. Stokes.

"The move is being taken to bring the media and public relations activities of the District in a direct relationship with the General Manager, thereby increasing the effectiveness of this vital activity," Stokes said.

Director of the new department will be Phillip O. Ormsbee, now Administrative Assistant to the General Manager. Ormsbee, a native of Ticonderoga, New York, was graduated from Middlebury College in Vermont with a bachelor of arts degree in English literature. Prior to joining BART as a public information office in 1966, he was a reporter-photographer for the Antioch Daily Ledger in Antioch, California, and managing editor of the Contra Costa Suns, a group of four weekly newspapers published in central Contra Costa County. He was named Administrative Assistant to the General Manager in November 1970.

Mrs. Rosella Ann Brady will replace Mr. Ormsbee as Administrative Assistant to the General Manager, effective the same date. Mrs. Brady joined BART in 1962 as Secretary and Assistant to the late Adrien J. Falk, President of the Board of Directors. In 1964 she became Secretary to the General Manager. Prior to joining BART she had worked on the staff of the Citizens Committee for Rapid Transit which successfully campaigned for passage of the \$792 million rapid transit bond issue in 1962.

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DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

P-18
March 8, 1973

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District will acquire a fleet of 32 buses to provide express feeder service from certain East Bay communities without public transportation to the nearest BART stations.

BART's Board of Directors today authorized the District to advertise March 27 for bids on the estimated \$1,950,000 project, with delivery of the 45-passenger, diesel coaches scheduled by November. BART expects to have its full 75-mile basic system operating in September, as service is extended through the transbay tube to San Francisco and Daly City.

BART has applied to the U.S. Department of Transportation for a grant financing two-thirds of the project's cost. The remainder will be funded from gasoline sales tax revenues allocated for the project in January by the Metropolitan Transportation Commission.

BART has specified in its federal grant application that the eventual supplier of the buses be required to equip them with lifts for passengers using wheelchairs. If that requirement is approved by federal transportation officials, it will be the first time an entire transit fleet has been designed to accommodate the handicapped.

Some buses will operate between the eastern Contra Costa County communities of Martinez, Pittsburg, Antioch, Oakley and Brentwood and BART's end-of-the-line Concord Station. Others will run between the Amador Valley communities of Dublin, Livermore and Pleasanton and the Hayward and Bayfair BART stations.

The service will also connect Danville and Alamo with the Walnut Creek Station, and Pinole with the El Cerrito Del Norte Station.

Express service will be provided seven days a week, at 30-minute to one-hour intervals during mid-day, and at 6-to-15 minute intervals during morning and evening commute periods. BART intends to enter into an agreement with AC Transit District to operate the bus system.

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P-19

Friday, March 9, 1973

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DIRECTOR OF PUBLIC INFORMATION
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P-20
March 15, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Highway 24 commuters and many Contra Costa County residents will occupy free ringside seats as the Bay Area Rapid Transit District begins full-scale rehearsals next week for the May 21 opening of its 17-mile, 6-station Concord Line.

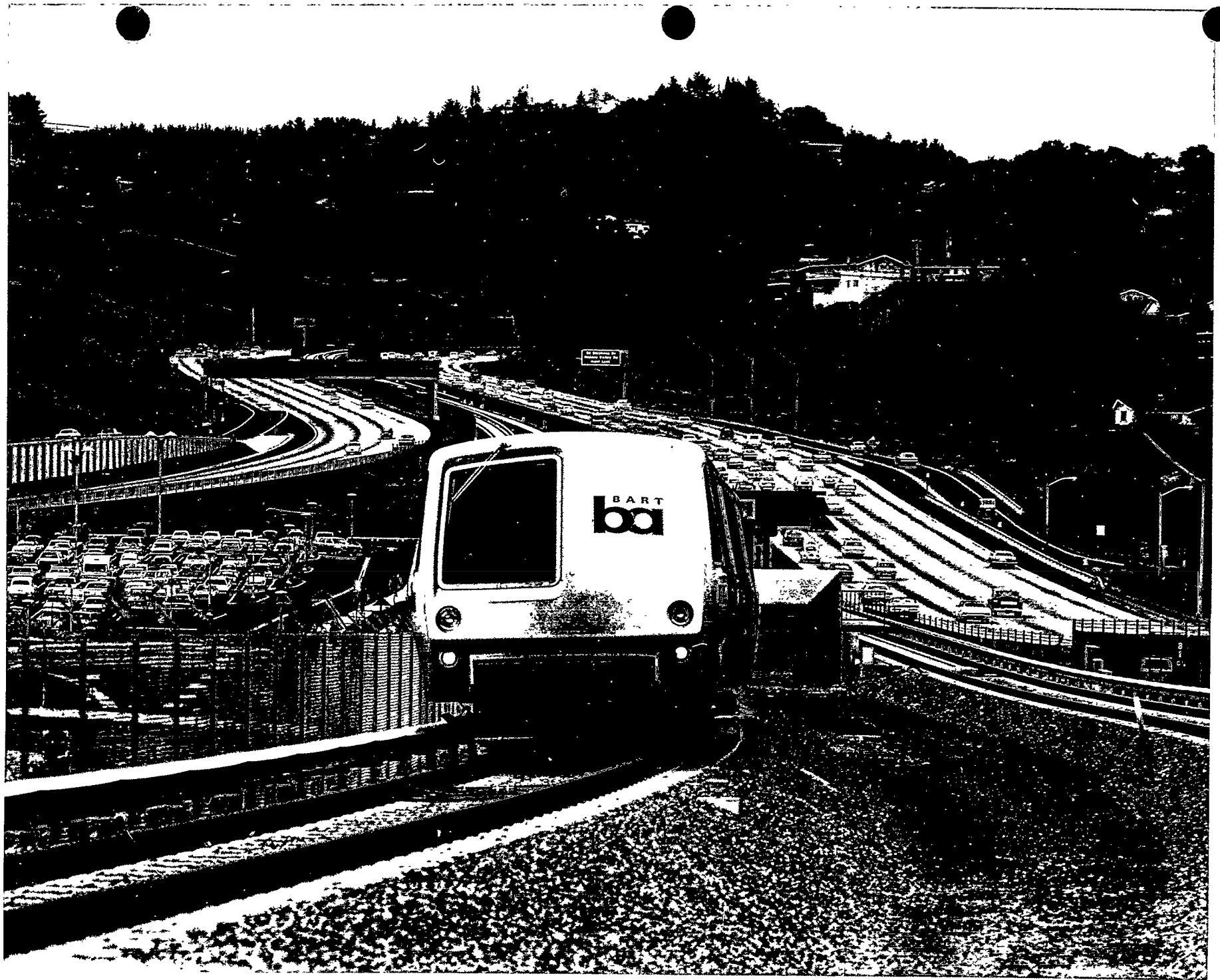
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One of the first RMT trains to operate over the 17-mile, 6-station
Oshana to Concord route approaches the Oshana Station on a recent
test run. This sight will become increasingly familiar to Highway 24
commuters and many Contra Costa County residents as the pace of
electrified rail picks up preparatory to opening the route May 21.

RAY AREA RAILROAD TRANSIT DISTRICT PHOTOGRAPH



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

P-21
Friday, March 16, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors will be held on Thursday, March 22, 1973, commencing at 9:00 a.m. in the Board Room, 800 Madison Street, Oakland, California.

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BAY AREA RAPID TRANSIT DISTRICT
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P - 22

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

March 23, 1973

FOR IMMEDIATE RELEASE

Public viewpoints on the Bay Area Rapid Transit District's employment of ethnic minorities, women and the handicapped will be sought in four regional community meetings to be held over the next several weeks by the BART Minority Employment Advisory Panel.

The three-man panel was appointed January 25 by BART Board President William H. Chester to review and evaluate the District's minority recruitment, hiring, training and promotion, and to report its findings to Directors and General Manager B.R. Stokes by late May. Its members are Booker T. Anderson, Vice Mayor of Richmond and chairman of the panel; Carlos Carrillo, President of the Mission Coalition of San Francisco; and Frank H. Ogawa, Vice Mayor of Oakland.

The first of the four meetings will be for residents of the Oakland-Berkeley area, and will be held Wednesday, March 28, at 7:30 p.m., in the Board Room of BART's headquarters at 800 Madison Street, Oakland. Subsequent public meetings have been set for Contra Costa County communities on April 4, at 7:30 p.m. in the Richmond City Hall; for San Francisco April 11 and for Southern Alameda County residents April 18, the latter two at times and places still to be determined.

In announcing the meetings, panel chairman Anderson stressed that they are "for the purposes of fact-finding, to assist us in developing recommendations to BART, and not to judge grievances or negotiate complaints. We simply want to encourage an open airing of community feelings about BART's responsiveness to minority needs."

- more -

Since its formation, the panel has met weekly to familiarize itself with BART's personnel policies, payroll classifications, hiring procedures, and the number of minorities, including women, placed throughout the organization.

As of February 28, BART employed 1,223 persons, 428 of whom, or 35%, were members of ethnic minorities. A year ago, minority representation among District employees was 27%, and five years ago, 12%.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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TUESDAY, OCTOBER 30, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

MEMO TO EDITORS:

THIS COMING SATURDAY (Nov. 3) EIGHT SUCCESSIVE STATION CELEBRATIONS WILL USHER IN SERVICE ON BART'S SAN FRANCISCO LINE BETWEEN MONTGOMERY STREET AND DALY CITY STATIONS. WHEN THIS 7 1/2 MILE SEGMENT OPENS, 63 1/2 MILES OF THE 71-MILE SYSTEM, AND 32 OF THE 34 BART STATIONS, WILL BE IN SERVICE. REGULAR PASSENGER SERVICE WILL BEGIN MONDAY (Nov. 5) FROM 6 A.M. TO 8 P.M.

THE FIRST CEREMONY BEGINS AT 9 A.M. IN THE MONTGOMERY STREET STATION. AT 9:45 A.M. A CEREMONIAL TRAIN WITH OFFICIALS AND INVITED GUESTS WILL LEAVE THIS STATION AND STOP AT EACH STATION FOR CEREMONIES LASTING APPROXIMATELY 30 MINUTES EACH. ALL MEDIA PEOPLE ASSIGNED TO COVER THE OPENING ARE ENCOURAGED TO RIDE THIS TRAIN IF THEY WANT TO ATTEND EACH STATION CEREMONY WITH THE OFFICIALS.

MESSRS. ALIOTO, CHESTER, PELOSI, AND HAAG WILL BE ON THE TRAIN AND HOLD FORTH AT EACH CEREMONY. (LOS ANGELES MAYOR BRADLEY WILL ALSO SPEAK AT EACH STATION.)

PRESS BADGES WILL BE NEEDED TO ENTER MONTGOMERY STREET STATION FOR THE 9 A.M. CEREMONY, AND ALSO TO BOARD THE TRAIN. WE URGE YOUR PEOPLE TO PICK UP THEIR PASSES AND PRESS KITS FROM THE BART PUBLIC RELATIONS OFFICE AT 800 MADISON STREET, OAKLAND, WEDNESDAY AND FRIDAY.

BUT JUST IN CASE . . . WE'LL HAVE SOME PRESS BADGES AND KITS ON HAND SATURDAY MORNING BETWEEN 8:15 A.M. AND 9:30 A.M. AT MONTGOMERY STREET STATION. COME TO THE PRESS TABLE IN THE CROCKER PLAZA STATION ENTRANCE AT MARKET-POST-MONTGOMERY STREETS.

PRESS PASSES WILL GET YOUR PEOPLE ON AND OFF THE CEREMONIAL TRAIN, AND IN AND OUT OF STATIONS BEFORE THEY OPEN TO THE PUBLIC. THE PASSES ARE ALSO GOOD FOR RIDING THE SYSTEM ON MONDAY, THE FIRST REGULAR DAY OF REVENUE SERVICE.

PLEASE NOTE: THE CEREMONIAL TRAIN RIDE FROM MONTGOMERY STREET TO DALY CITY SHOULD TAKE ABOUT 2 1/2 HOURS. MEDIA PEOPLE MAY, OF COURSE, DROP OFF AT ANY STOP ALONG THE WAY, BUT THEY'LL BE ON THEIR OWN FOR TRANSPORTATION. WE'LL HAVE A BUS AT THE DALY CITY STATION TO TAKE MEMBERS OF THE PRESS BACK TO MONTGOMERY STREET, OR ANY OTHER STATION EN ROUTE. IT WILL LEAVE RIGHT AFTER THE DALY CITY CEREMONY ENDS, WHICH WE ESTIMATE AT ABOUT 1 P.M.

THE BIGGEST ACTIVITY APPEARS TO BE PLANNED FOR POWELL STREET, 16TH AND 24TH STREET MISSION, AND DALY CITY. TRAIN PASSENGERS WILL SEE A PARADE FROM 16TH TO 24TH STREET, ALONG MISSION. TRAINS WILL BE SPOTTED AT EACH STATION AFTER THE CEREMONIAL TRAIN PASSES THROUGH TO PROVIDE TWO-STATION SHUTTLE RIDES TO THE PUBLIC. THE STATIONS AND TRAINS WILL OPEN TO THE PUBLIC APPROXIMATELY ONE HOUR -- MAYBE LONGER -- AFTER THE CEREMONY AT EACH STATION. THAT IS, MONTGOMERY STREET, POWELL STREET, AND SO ON, SHOULD BE OPENING UP TO THE PUBLIC BEFORE THE LAST CEREMONY AT DALY CITY ENDS.

- MORE -

FOR SPECIFIC NAMES AND DETAILS INVOLVED IN THE STATION CEREMONIES, PLUS OTHER INFORMATION ON TIE-IN FESTIVITIES IN SAN FRANCISCO, PLEASE CONTACT GRAHAM KISLINGBURY -- PUBLIC RELATIONS AT 474-2651 IN SAN FRANCISCO.

A LAST REMINDER: WE AGAIN URGE YOUR PEOPLE TO PICK UP PRESS PASSES AND KITS FROM OUR OFFICE BEFORE SATURDAY MORNING IF AT ALL POSSIBLE.

WE HOPE TO SEE YOUR ORGANIZATION REPRESENTED SATURDAY MORNING TO USHER BART SERVICE INTO SAN FRANCISCO AND DALY CITY.

CORDIALLY,

Bob Kraehe

BOB KRAEHE
BART PUBLIC RELATIONS

P.S. PHIL ORMSBEE, DAVE KELSEY, MIKE HEALY, MYSELF AND THE GIRLS FROM THE PR OFFICE WILL BE ON THE TRAIN TO ASSIST YOUR PEOPLE.



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

P-26
Friday, April 6, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

RELEASE AT WILL

A public meeting for individuals and groups interested in BART employment and personnel policies will be held at 7:30 P.M. Wednesday (April 11) in Room 30 of the San Francisco Unified School District Building, 170 Fell Street.

The meeting is the third in a series of four Wednesday night meetings being conducted by a three-man advisory panel at the invitation of the BART Board of Directors. After surveying minority community attitudes toward BART, and its policies in hiring, training and advancement of minority employees, the panel will present its findings to the Directors.

Serving on the panel are chairman Booker T. Anderson, Vice-Mayor of Richmond; Carlos Carrillo, President of the Mission Coalition of San Francisco; and Frank H. Ogawa, Vice-Mayor of Oakland.

The first and second meetings were held in Oakland and Richmond. After Wednesday's meeting for the San Francisco minority communities, a fourth meeting has been set for Southern Alameda County residents on April 18, 7:30 P.M., at the Kennedy Community Center, 1333 Decoto Road, in Union City.

As of April 1, minority personnel of all Bay Area ethnic groups comprised 25% of the District's executive-administrative-professional-supervisory employee group, 33% of its office-clerical employees, and 41% of its hourly work force. Minority employees comprise 35% of the total District staff, now numbering over 1200.

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5676



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

P-27

Friday, April 13, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

RELEASE AT WILL:

A public meeting for individuals and groups interested in BART employment and personnel policies will be held Wednesday, April 18, at 7:30 p.m. at the Charles F. Kennedy Community Center, 1333 Decoto Road, in Union City.

The meeting is the last of four community meetings conducted in recent weeks by a three-man Minority Advisory Panel, appointed by the BART Board of Directors. The Panel is composed of chairman Booker T. Anderson, Vice-Mayor of Richmond; Carlos Carrillo, President of the Mission Coalition of San Francisco; and Frank H. Ogawa, Vice-Mayor of Oakland.

After surveying minority community attitudes toward BART, and also BART policies in hiring, training and advancement of minority employees, the Panel expects to present its findings and recommendations to the Directors in about three weeks.

As of April 1, minority personnel of all Bay Area ethnic groups comprised 25% of the District's executive-administrative-professional-supervisory employee group, 33% of its office-clerical employees, and 41% of its hourly work force. Minority employees comprise 35% of the total District staff, now numbering over 1200.

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

P-28
Thursday, April 19, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors will be held on Thursday, April 26, 1973, commencing at 10:00 a.m. in the Board Room, 800 Madison Street, Oakland, California.

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

P-29
Tuesday, April 24, 1973
For further information contact
Michael Healy

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Full circulation testing will begin this week along BART's Concord line as part of the continuous preparation for line opening May 21.

Six trains will simulate actual service during these tests while engineers collect important data on all aspects of automatic operation, including verification of information for honing and final make-up of the programmed operating schedule. Other work will include checking out every facet of the system down to the last detail.

These qualifying tests will go on 24 hours a day and represent only a portion of the thousands of hours of testing that go into the final preparation of the line before opening for passenger service. Prior testing, which began in early March, was conducted with one train and later two trains. These earlier tests were designed to check out and demonstrate computer hardware, various power supplies, communications, train protection, and a multitude of punch list items.

The Concord line comprises six stations and stretches 17 miles from Oakland's MacArthur station, mostly along the Highway 24 median east to Concord. The six stations are located at Rockridge, Orinda, Lafayette, Walnut Creek, Pleasant Hill, and Concord and are projected to serve an aggregate 25,100 patrons daily when the entire system is fully operational.

With the addition of the Concord-line operation, BART will have placed in service 56 miles and 24 stations, more than three quarters of the entire 75-mile system.

BART's present operating line is 39 miles between Fremont in Southern Alameda and Richmond in North Contra Costa County. Since opening the Southern Alameda line in September 1972 and the Richmond line January 29, 1973, BART has carried over 3,000,000 passengers 69,000,000 passenger miles.

Present daily patronage is approximately 26,000.

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

P-23

Monday, March 26, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District has been named this year's recipient of the "Collaborative Achievement in Architecture Medal," a major award of The American Institute of Architects.

Only one such medal in any year goes to the project which best exemplifies outstanding collaboration between practitioners of the building arts in such areas as architecture, engineering, murals, sculpture, landscaping and craftsmanship.

The medal will be presented at the AIA's annual convention, to be held May 6-11 in San Francisco, on behalf of the large number of architects, engineers, artists, designers, consultants, contractors and craftsmen who collaborated on the BART project.

BART attests to the fact that successful collaboration is not only possible, "but is an absolute necessity in a project of its scope and complexity," the AIA nominating committee noted.

Chief BART Architect Tallie B. Maule commented on the award:

"The many people this award will honor are characterized by strong ideas in the philosophy of design, aesthetics, construction concepts, materials, and so on. They managed to compromise on the smaller things and hold the line firmly on the really important things.

"The thing these people can be proud of as professionals is that they respected a good idea and fought to protect it, no matter whose idea it was. Collaboration on such a large scale became difficult at times, but the result has been worth it."

Practitioners of the building arts involved in the 15-year span of design and construction of the 75-mile system include 16 architectural firms, seven landscape architects, and 13 artists and designer firms. The District's general engineering consultants, Parsons Brinckerhall-Tudor-Bechtel, performed a broad spectrum of civil engineering design work and supervision of construction contractors and contracts in the \$1.5 billion project.

The total contractor work force on the job reached 8,000 during the peak of construction activity, but the nationwide total of contractors and subcontractors involved in the project will probably never be known. Many city and environmental planners also made important contributions to the project.

Architectural design of the 34 BART stations is complete. Of the four new San Francisco Municipal Railway (streetcar only) stations in the project, only the West Portal Station remains to be designed.

Systemwide construction is 81 percent complete with most of the remaining work pertaining to the Muni line. Construction work remains on the Embarcadero Station interior, three Municipal Railway stations, the Oakland Coliseum Walkway, the Daly City Station multi-deck parking structure, and the streetcar subway line out to the West Portal.

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BART CONSULTANTS WHO ARE AMONG THOSE HONORED IN THE
AIA AWARD FOR COLLABORATIVE ACHIEVEMENT

General Engineering Consultants

Parsons Brinckerhoff-Tudor-Bechtel

Chief Architect

Tallie B. Maule

Project Architects

Corlett & Spackman/Ernest Born

DeMars & Wells

Gwathmey, Sellier & Crosby/Joseph Esherick

Hertzka & Knowles

Kitchen & Hunt

Maher & Martens

Tallie B. Maule/Hertzka & Knowles Associates

Gerald M. McCue & Associates

Reid & Tarics

Reynolds & Chamberlain/Neill Smith

Skidmore, Owings & Merrill

Wurster, Bernardi & Emmons

Yuill-Thornton, Warner & Levikow

Landscape Architects

Douglas Baylis

Anthony M. Guzzardo & Associates

Ralph W. Jones

Robert S. Kitchen

Theodore Osmundson & Associates

Royston, Hanamoto, Bech & Abey

Sasaki-Walker Associates

Visual Design Consultant

Dr. John E. Burchard

Artists

Mark Adams

Judith Azur

Jannett Bennett

Stephen DeStaebler

William G. Mitchell

Win Ng

Alfonso Pardinias

Joan Wastlhuber

Helen Webber

Jean Varda

Miscellaneous Designers

Ernest Born

Donn Emmons & Tudor Engineers

Tom Hisata

Tallie Maule

Sunberg-Ferar



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

P-24
Wednesday, March 28, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART President William H. Chester today (Wednesday, March 28) made the following report to the BART Board of Directors. Dictated over the telephone from Washington, D.C. to BART headquarters:

I am very pleased to report that Mr. Stokes and I today made the final arrangements for an in-depth study of our Automatic Train Control system by experts from the Department of Transportation's Transportation Systems Center and NASA.

The final arrangements were made at a meeting with General Benjamin O. Davis, Jr., DOT Assistant Secretary for Environment, Safety and Consumer Affairs.

DOT is very anxious to do the study as a means of acquiring knowledge about automatic train control and to better equip the Department to advise states and cities in the development of the new transit systems which will follow BART.

And we at BART are anxious for the DOT-NASA team to look at our ATC system as a further step in confirming the validity and safety of its basic design.

The study will incorporate the following tasks:

1. Conduct of a detailed review of the ATC system down to the component level.
2. Employment of failure mode and effect, single point failure and system safety analytical techniques as applicable.

3. Utilization of all existing previously conducted analyses, test data, and corrective action reports.

The study, which will require about six months, will utilize experts from the Transportation Systems Center at Cambridge, Massachusetts, the Johnson Space Center at Houston, Texas, and NASA-Ames. It will be headed by Dr. Robert R. Gilruth, who was Project Director for the Apollo Space Project.

Both Dr. Gilruth and Mr. James Elms, Director of the Transportation Systems Center, already have conferred at length with Mr. Stokes about the conduct of the study.

I am most reassured by the agreement with DOT to conduct this study. In my opinion, this study, coupled with our continuing work with Dr. Oliver of the Blue Ribbon State Senate Panel, should provide positive assurance that BART is doing everything possible to assure the validity of the design of the ATC system.

This study, which I am pleased to report, will be conducted at no cost to BART taxpayers, will not interfere with our implementation of the recommendations made by the State Senate Panel. I have every confidence that we can move ahead on schedule with our plans for opening in San Francisco in September.

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

P-25
Tuesday, April 3, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A tentative operating budget of \$38.8 million for the fiscal year 1973/74 today was submitted to the directors of the San Francisco Bay Area Rapid Transit District by BART General Manager B. R. Stokes.

BART Administration Committee members were told by Stokes that the following assumptions were used in preparing the budget, up \$12.6 million from the 1972/73 figure:

- . Start of revenue service to San Francisco and Daly City on September 24, 1973.
- . Establishment of a five-year financial plan to determine both operating and capital needs.
- . Early employment of a management consultant to assist management in examining BART's organization and staffing requirements.
- . Consideration of a fare increase coincidental with the start of trans-bay revenue service.

In his budget message to the Board, Stokes said, "Our current experience indicates that revenues are still expected to meet target levels when full service is provided." But full service has been delayed, and Stokes cited certain costs related to abnormal maintenance problems for plant and equipment that are substantially higher than anticipated.

(more)

He continued, "These facts place a serious financial challenge before the District. Although sufficient funds are available to take us through the next fiscal year, we may need additional sources of funding in the subsequent fiscal year."

Stokes added, "We are looking five years ahead to develop a realistic approach in operational budget management, and it is apparent that we could experience a cost-revenue gap as early as two years from now. The purpose of our five-year projection is to flag potential problems soon enough to give the Board an early opportunity to make the policy choices needed to solve these problems."

Citing a May, 1971, warning from the staff that the Board-adopted 30+3 fare schedule could result in the need for a fare increase before 1975, Stokes listed several additional measures the District must examine: potential damage claims against contractors for delays and deficiencies; improvement in maintenance experience; and a District-wide departmental reorganization.

Other reorganization efforts suggested to the Board by Stokes include:

- . Consolidation of all labor relations, personnel and training activities in a single department;
- . Consolidation in the Department of Finance all financial, cost forecasting and control activities, including those now handled by Engineering and Construction;
- . Potential consolidation of engineering activities now assigned to various departments, including the phase-out of PBTB; and
- . Improvements in utilization of secretarial and clerical classifications.

(more)

Stokes asked that the Board aid him in such a reorganization by immediately hiring an outside management consultant, reporting directly to the Board but working closely with the staff, to arrive at the streamlining necessary to achieve cost savings.

A graduated program of arriving at full-system service also is included in the budget, allowing for earlier delays in receiving rolling stock, proper shake-down on off-hour available track, and the hiring and training of personnel.

On September 24, 1973, trans-bay service would open on weekdays only, using the existing schedule of 6:00 a.m. to 8:00 p.m. service. Trains would run at 10-minute intervals on all four BART routes, providing 3½ minute service in downtown Oakland and in San Francisco.

Stokes recommended that extended weekday and Saturday service begin November 19, 1973.

Finally, full BART train service, 20 hours per day and seven days a week, would begin on March 4, 1974.

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

P-25
April 6, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors will be held on Thursday, April 12, 1973, commencing at 9:00 a.m. in the Board Room, 800 Madison Street, Oakland, California.

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

P-30
Thursday, May 3, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

MEMO TO BAY AREA EDITORS

SUBJECT: Invitation to a press preview tour of the BART "C" Line

As you know, BART's 19-mile, six-station "C" Line from Oakland to Concord will open for passenger service on May 21. Testing of the line by contractors is now completed, and BART is beginning several weeks of shakedown operation with six trains in full-service simulation.

Accordingly (and with only minor misgivings about the possibility of malfunctions) we would like to invite members of the working press to the following special press preview tour of the "C" line:

WHEN--Wednesday, May 9, beginning at 2 p.m.

WHAT--A round-trip train ride, taking about 1 hour running time, plus stops for any desired station inspections.

WHERE--Depending on your preference, you may board at either the MacArthur Station (550 40th St., between Grove and Telegraph in north Oakland), or the Lafayette Station (3501 Deerhill Rd. in central Lafayette, at the overpass of Highway 24 and Happy Valley Rd.).

WHO--Not more than two representatives from each organization, please, since our carrying capacity will be limited to a two-car test train.

Our train will not stop at the Concord Yard. However, we will be happy to return afterward by car to tour the shop facilities if anyone is interested.

We hope you'll be able to join us on the 9th. If you have any questions, please contact me, Mike Healy or Phil Ormsbee.

Cordially,

A handwritten signature in cursive script that reads "David H. Kelsey".

David H. Kelsey
Manager, Press Services



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

P - 31

Thursday, May 3, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District and the San Francisco Planning Commission will share top honors as recipients of major awards from the American Institute of Architects to be presented at 3 P.M. Monday (May 7) at the San Francisco Opera House.

Monday's ceremonies will highlight the AIA's 1973 national convention in San Francisco, May 7-11, and see a series of awards bestowed by the Institute for outstanding achievements in architecture and environmental planning throughout the country.

The "Collaborative Achievement in Architecture Medal" will go to BART as the nation's outstanding example of collaboration between practitioners of the building arts -- in such areas as architecture, engineering, murals, sculptures, landscaping and craftsmanship -- to produce the first all-new U.S. transit system in the last 50 years.

BART President William H. Chester of San Francisco will receive the award on behalf of the District. Chief Architect Tallie B. Maule will receive the award on behalf of the large number of Bay Area architects, engineers, artists, designers, consultants, contractors and craftsmen who collaborated on the project.

The AIA award nominating committee has noted that BART represents successful collaboration which is "an absolute necessity in a project of its scope and complexity."

The AIA's 1973 "Citation of an Organization" award goes to the San Francisco Planning Commission for its urban design plan for environmental controls on future buildings, streets and freeways, waterfront development and preservation of historical landmarks. The nominating committee has called the plan "in the truest sense, a community plan."

"The theme of this year's AIA convention is the challenge of growth and change," said Chester. "These awards represent acclaim from experts all over the country that BART and San Francisco's urban design plan are outstanding responses to that challenge. The citizens of the three BART counties who contributed to one or both of these projects can take tremendous pride in that fact."

BART will be a focal point of interest for the 5000 AIA fellows, members and guests expected to attend the five-day convention. The schedule of BART-AIA activities is as follows:

- Sunday (May 7) 2:30 P.M. - 400 AIA delegates arrive by bus to tour the BART headquarters and train control center at Lake Merritt, and ride by train to the Central Berkeley Station.
- Monday (May 8) 10:00 A.M. - Another 400 delegates repeat Sunday tour of BART.
3:00 P.M. - 1973 AIA awards ceremony, San Francisco Opera House.
- Thursday (May 10) 1:00 P.M. - East Bay field trip: Delegates bus from Brooks Hall to Central Berkeley

Thursday (continued)

Station, ride train to El Cerrito Plaza Station. Bus tour of BART Linear Park between Albany and El Cerrito, Ashby Station, and inspection of Oakland City Center Redevelopment Project.

2:00 P.M. - San Francisco field trip: Delegates bus from Brooks Hall to visit Hallidie Plaza and Powell Street Station. Group will walk to Crocker Plaza, and bus to the foot of Market Street to inspect the Market Street Development Project.

The San Francisco field trip will cover BART's Market Street subway and the Market Street Development Project. Chairman is Robert Nerrie, of Brown, McCurdy, Nerrie. Host officials include: Bernard Averbuch, executive director of the Market Street Project; Joseph Bort, chairman of the Metropolitan Transportation Commission; William Hull, project architect for the Market Street Project; Tallie Maule, chief BART architect; Michael Painter, landscape architect for the Market Street Project; and John Weese of Skidmore Owings & Merrill (architects for the Powell Street Station).

The East Bay field trip will cover BART's linear park in Albany and El Cerrito and an inspection of the City Center Redevelopment Project in downtown Oakland. Chairman is Vernon DeMars of Demars and Wells. Host

Page four of four

officials include: Roger Bigler, executive vice-president of the Grubb & Ellis Development Company; Calvin Platt of Sasaki, Walker & Associates, landscape architect and planner for the City Center Project and linear park; Thomas Peak, director of planning for the City of Berkeley; and Frank Tomsick, of McQue, Boone & Tomsick, architects for BART's Oakland subway stations.

Practitioners of the building arts involved in the 15-year span of design and construction of the BART 75-mile system include 16 architectural firms, seven landscape architects, and 13 artists and designer firms. The District's general engineering consultants, Parsons Brinckerhoff-Tudor-Bechtel, performed a broad spectrum of civil engineering design work and supervision of construction contractors and contracts in the \$1.5 billion project.

The total contractor work force on the job reached 8,000 during the peak of construction activity, but the nationwide total of contractors and subcontractors involved in the project will probably never be known. Many city and environmental planners also made important contributions to the project.

Architectural design of the 34 BART stations is complete. Of the four new San Francisco Municipal Railway (streetcar only) stations in the project, only the West Portal Station remains to be designed.

Systemwide construction is 81% complete with most of the remaining work pertaining to the Muni line. Construction work remains on the Embarcadero Station interior, three Municipal Railway stations, the Oakland Coliseum Walkway, the Daly City Station multi-deck parking structure, and the streetcar subway line out to the West Portal.

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

P-34
FRIDAY, MAY 11, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART WILL BE THE FIRST STOP IN A TWO-DAY WEST COAST VISIT NEXT WEEK BY U.S. SECRETARY OF TRANSPORTATION CLAUDE S. BRINEGAR, AS PART OF HIS WEEK-LONG NATIONWIDE TOUR OF TRANSPORTATION PROJECTS IN OBSERVANCE OF NATIONAL TRANSPORTATION WEEK.

SECRETARY BRINEGAR WILL ARRIVE AT BART'S HEADQUARTERS AT 800 MADISON STREET, OAKLAND, AT APPROXIMATELY 1:30 P.M. TUESDAY, MAY 15, FOR A ONE-HOUR BRIEFING AND TRAIN RIDE, AFTER WHICH HE WILL DEPART FOR SOUTHERN CALIFORNIA.

ACCOMPANYING SECRETARY BRINEGAR WILL BE FRANK C. HERRINGER ADMINISTRATOR OF THE DEPARTMENT OF TRANSPORTATION'S URBAN MASS TRANSPORTATION ADMINISTRATION; AND THE DIRECTOR OF DOT'S OFFICE OF PUBLIC AFFAIRS, H. DAVID CROWTHER.

SECRETARY BRINEGAR'S ITINERARY CALLS FOR HIM TO ARRIVE AT BART AT 1:30 P.M., TO BE GREETED ON THE CONCOURSE LEVEL OF THE LAKE MERRITT STATION BY WILLIAM H. CHESTER, PRESIDENT OF THE BART BOARD; GENERAL MANAGER B. R. STOKES AND ASSISTANT GENERAL MANAGERS LAWRENCE DAHMS AND L. A. KIMBALL. AFTER A SHORT BRIEFING IN THE AUTOMATIC TRAIN CONTROL CENTER, THE SECRETARY WILL RIDE BART TO THE BERKELEY STATION, THEN BACK TO THE COLISEUM STATION BY 2:20 P.M. FROM WHICH HE WILL LEAVE FOR OAKLAND INTERNATIONAL AIRPORT.

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May 11, 1973

MEMO TO BAY AREA EDITORS

SUBJECT: Visit to BART by U.S. Secretary of Transportation
Claude S. Brinegar

Following is the itinerary for the visit to BART of DOT Secretary Brinegar, UMTA Administrator Frank C. Herringer and DOT Public Affairs Director H. David Crowther on Tuesday, May 15:

- 1:30 p.m. Arrive at Lake Merritt Station concourse (800 Madison Street, Oakland) to be met by William H. Chester, President of the BART Board; B. R. Stokes, General Manager; and Assistant General Managers L. D. Dahms and L. A. Kimball. Proceed to Automatic Train Control Center for briefing.
- 1:40 p.m. Board train for ride to Berkeley Station.
- 2:20 p.m. Arrive Coliseum Station for return to Oakland International Airport.

Although he plans no prepared remarks nor formal press conference, Secretary Brinegar will be available for questions from the Press during his 40-minute train ride.

If you need any further information, please contact me, Phil Ormsbee or Mike Healy.

Cordially,

David H. Kelsey

David H. Kelsey
Manager, Press Services



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

P-36
WEDNESDAY, MAY 16, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

MEMO TO EDITORS

I WANT TO ENLIST YOUR AID IN SOLVING A NOMENCLATURE PROBLEM WE ARE HAVING WITHIN THE DISTRICT.

EARLY IN OUR PLANNING, WE HAD A DEPARTMENT AT BART KNOWN AS THE OFFICE OF SECURITY. AS THE DEPARTMENT GREW AND BECAME MORE PROPERLY STRUCTURED, ITS NAME WAS CHANGED TO THE DEPARTMENT OF POLICE SERVICES.

IN RECENT NEWSPAPER, RADIO AND TELEVISION REPORTS, BART POLICE OFFICERS ARE REFERRED TO AS "SECURITY GUARDS," PROBABLY A HOLDOVER FROM THE OLD OFFICE OF SECURITY. BUT THE TERM GENERALLY IS ASSOCIATED WITH PRIVATE ORGANIZATIONS WORKING ON A CONTRACT BASIS WITH LITTLE OR NO POLICE TRAINING.

BART'S POLICE SERVICES DEPARTMENT IS A FORCE OF TRAINED POLICE OFFICERS, RECRUITED FROM 22 MUNICIPAL POLICE AND SHERIFF'S DEPARTMENTS. THE BART FORCE HAS HAD AN AVERAGE OF 7 1/2 YEARS' EXPERIENCE AND 2 1/2 YEARS OF COLLEGE. UNDER LEGISLATIVE ACT, THE BART FORCE HAS FULL PEACE OFFICER POWERS.

IT IS A HIGHLY PROFESSIONAL AND COMPETENT UNIT, AND REFERENCE TO ITS MEMBERS AS "SECURITY GUARDS" HAS CAUSED PROBLEMS WORKING WITH

OTHER POLICE JURISDICTIONS, AND EVEN IN THE HANDLING OF CERTAIN ARRESTS. FOR INSTANCE, AN OFFENDER CLAIMS THAT AS A "SECURITY GUARD" THE OFFICER CANNOT ARREST HIM, AND WHAT FOLLOWS OCCASIONALLY ESCALATES INTO A "BATTERY UPON A PEACE OFFICER" CHARGE.

I ASK YOUR SUPPORT IN REFERRING TO OUR MEN AS BART POLICE OR POLICE OFFICERS IN FUTURE NEWS REPORTS.



PHIL O. ORMSBEE
DIRECTOR, PUBLIC RELATIONS

P-37
FRIDAY, MAY 18, 1973

FOR IMMEDIATE RELEASE

A SPECIAL MEETING OF THE BOARD OF DIRECTORS OF THE SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT HAS BEEN SCHEDULED FOR WEDNESDAY, MAY 30, 1973, AT 9:00 A.M. IN THE BOARD ROOM, 800 MADISON STREET, OAKLAND, CALIFORNIA.

THE PURPOSE OF THE MEETING IS TO EVALUATE COMPETING PROPOSALS FOR A MANAGEMENT CONSULTANT STUDY OF THE DISTRICT'S PERSONNEL NEEDS AND ADMINISTRATIVE ORGANIZATION.

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

P-38
FRIDAY, MAY 18, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A REGULAR MEETING OF THE BOARD OF DIRECTORS WILL BE
HELD ON THURSDAY, MAY 24, 1973, COMMENCING AT 10:00 A.M.
IN THE BOARD ROOM, 800 MADISON STREET, OAKLAND, CALIFORNIA.

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

P-39
TUESDAY, MAY 22, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

OPPORTUNITY FOR THE HANDICAPPED - - HELPING BART MAINTAIN ITS PARKING LOTS, AND IN THE PROCESS HELPING THEMSELVES TRAIN TOWARD FUTURE FULL-TIME EMPLOYMENT, ARE THESE MEMBERS OF A SPECIAL BART GROUNDS-KEEPING CREW COMPOSED ENTIRELY OF MENTALLY RETARDED STUDENTS FROM CONTRA COSTA COUNTY. UNDER CONTRACT TO MAINTAIN BART'S 23 EAST BAY STATION PARKING LOTS, THE FIVE-MAN CREW IS ONE OF SEVERAL WORK TRAINING PROGRAMS SPONSORED BY DHM, INC. (DEVELOPMENTALLY HANDICAPPED MANPOWER), A NON-PROFIT TRAINING AND PLACEMENT ORGANIZATION. NINETEEN SUCH PROGRAMS FOR THE TRAINABLE MENTALLY RETARDED ARE BEING SPOTLIGHTED BY THE SECOND ANNUAL COMMUNITY PRIDE WEEK FOR MENTAL RETARDATION SERVICES IN CONTRA COSTA COUNTY, MAY 19-25, DURING WHICH COUNTY-WIDE PUBLIC TOURS OF THE PROJECTS WILL BE CONDUCTED. INFORMATION IS AVAILABLE FROM THE CONTRA COSTA COUNTY ASSOCIATION FOR THE MENTALLY RETARDED, HEADQUARTERED IN WALNUT CREEK.

BAY AREA RAPID TRANSIT DISTRICT PHOTO





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

P-40
Monday, June 4, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART officials today made two major funding proposals to federal officials in Washington, D. C.

One proposal to Senator Alan Cranston was for 100% federal financing of future BART extensions.

The other, to Mass Transit Administrator Frank C. Herringer, was for federal participation in BART start-up costs.

The proposals were made by BART Director Harry R. Lange, of Oakland; BART General Manager B. R. Stokes and Assistant General Manager Lawrence D. Dahms.

In addition, the BART team met with officials of the National Endowment for the Arts and received an encouraging response to a proposal for that agency to fund works of art in BART stations.

Of the two funding proposals, Lange declared: "It is much too early to tell whether either of these proposals will be successful. But we were pleased at the response to both and at the obvious interest in aiding BART.

"What we are trying to do is to obtain equity for the taxpayers of the three BART counties. They have paid 83% of the cost of the BART system, with the federal government contributing only 17%. Now, cities just getting into rapid transit projects are benefiting from two-thirds federal funding."

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

P-41
FRIDAY, JUNE 8, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A REGULAR MEETING OF THE BOARD OF DIRECTORS WILL BE
HELD ON THURSDAY, JUNE 14, 1973, COMMENCING AT 9:00 A.M.
IN THE BOARD ROOM, 800 MADISON STREET, OAKLAND, CALIFORNIA.

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

P-42
Friday, June 8, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

The BART Minority Employment Advisory Panel, appointed by the District's Board of Directors to evaluate and make recommendations on BART's minority personnel policies, will report its conclusions at the June 14 meeting of the Board.

The meeting, which is open to the public, will be held in the Board Room of BART's headquarters at 800 Madison Street, Oakland, beginning at 9 a.m.

The Panel's final report is the culmination of three months' analysis of BART's employment procedures and minority complement, interviews with District Personnel management and employees, and four community meetings conducted in different parts of the Bay Area to receive the views of minority-group representatives.

Comprising the three-man panel are Booker T. Anderson, Vice-Mayor of Richmond and chairman of the group; Frank H. Ogawa, Vice-Mayor of Oakland, and Carlos Carrillo President of the Mission Coalition of San Francisco.

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KRON-TV



BOX 3412 • 1001 VAN NESS AVENUE
SAN FRANCISCO, CALIFORNIA 94119
TELEPHONE (415) 441-4444

rel. copy

CHANNEL 4 PRESENTS THE GREAT BART RACE

"The Great Bart Race", an event to determine which is the fastest way to get from Concord to Oakland's City Hall during the morning commute rush, is being conducted by KRON-TV. The results of this classic will be seen on Channel 4's "Newswatch" Thursday, June 14, at 5:30, 6:30 and 11:00 PM.

In this race, "Newswatch" reporter Paul Ryan will leave the Concord Station on BART at 7:15 AM, heading for the Oakland City Hall. At precisely the same time, "Newswatch" reporter Bill Balleza will leave the Concord BART parking lot in an automobile headed for the same destination. Capt. Paul Latoures of the California Highway Patrol will be following Balleza to be sure he doesn't exceed the speed limit. Film coverage of the race will show Ryan as he commutes on BART, and Balleza as he fights traffic. Overall coverage of the train, which will be marked with an X on the top, and the news car, which will have a large 4 on top, will be filmed by Walter Nash from an overhead helicopter. The winning news team will photograph the losing team as it arrives.

Norm Hartman produced this "Newswatch" special event, which will not only point out the comparative speed of transit between BART and auto, but also will include other cost factors, such as gas mileage, insurance, parking and related items.



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

P-43

THURSDAY, JUNE 14, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A BART train commuter took on an automobile commuter in a morning rush hour race from Concord this week, beating his rival by seven minutes along the Route 24 transit-freeway corridor and to the Oakland City Hall.

San Francisco television station KRON(4) broadcast its filming of "The Great BART Race" Thursday night (June 14) on all of its news shows. One part featured the race itself and a second part compared costs between BART and automobile commuting.

KRON reporter Paul Ryan was the BART commuter and his colleague, reporter Bill Balleza, was the automobile commuter. The two men met at the starting line - - BART's Concord Station parking lot - - last Monday morning at peak rush hour, exchanged a few boasts, and synchronized their watches. KRON Producer Norman Hartman declared the race "ON". Ryan sprinted for the station, coolly drawing and aiming his trusty BART ticket at the automatic fare gates as he ran. Balleza, grim lines of determination etched on his face, headed for his car, a standard 1973 Chevelle. Both train and car left the station precisely at 7:17 a.m.

Cameramen Larry Craig and Chuck Hastings accompanied Ryan and Balleza, while a third cameraman, Walt Nash, hovered overhead in a helicopter to film the race into Oakland. Balleza's car had a large "4" on the roof, and BART workers had hurriedly taped a large identifying "X" atop the train while it was in the station.

"Assuming no unexpected delays, we considered this an open race and it turned out just that way," said Hartman, who organized the event. "The Oakland City Hall seemed ideal for the finish line as it's a short walk from BART's 12th Street Station and a short drive from the freeway."

Ryan stepped off his train at 12th Street 28 minutes after leaving Concord Station - - precisely on schedule - - which included a two-minute transfer from his Concord train to an Oakland-bound train. He spent seven minutes in a leisurely walk out of the station and one block to the City Hall, where he arrived at 7:52 a.m. to be greeted by Mayor John Reading.

Balleza consumed four extra minutes parking his car in a lot near City Hall, arriving on foot for an official finish at 7:59 a.m. Total commute times were 35 minutes for Ryan and 42 minutes for Balleza.

Captain Paul Latoures of the California Highway Patrol followed the heavy-footed Balleza to certify legal speed was maintained. He estimates the traffic that morning was "smooth and somewhat lighter than normal."

"BART's time advantage probably should have been greater," said Hartman, "but opening its Concord Line has speeded up free-way traffic considerably according to many driver reports. This corridor should be even faster for cars when BART opens into San Francisco."

A comparison of commuter costs for the one-way trip, as compiled by KRON, are 90 cents for BART train fare versus auto expenses of 86 cents for gasoline and \$1.10 for parking. If the commuter car would not otherwise be needed, the television station assigns an added ownership cost of \$11.25 per day extra for auto commuting.

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

p-44
MONDAY, JUNE 18, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A SPECIAL MEETING OF THE BOARD OF DIRECTORS WILL BE HELD ON THURSDAY, JUNE 21, 1973, COMMENCING AT 9:00 A.M. IN THE BOARD ROOM, 800 MADISON STREET, OAKLAND, CALIFORNIA. THE PURPOSE OF THIS MEETING WILL BE TO DISCUSS OLD AND NEW BUSINESS

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

P-45
TUESDAY, June 19, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

High voltage third-rails, which will power BART trains beneath the bay to San Francisco, recently have been energized from downtown Oakland, through the Oakland West Station, and one third of the way through the transbay tube.

The Line - - comprising the last 15 miles of the BART system and scheduled to open this coming September - - branches west from the Oakland Wye (three-way junction) beneath Seventh and Broadway Streets. It emerges from the Oakland subway portal near Jefferson Street and Fifth Avenue. It then ascends from grade level to an aerial structure through the Oakland West Station before again descending underground through the approach to the 3.6-mile transbay tube.

A second section of the line, extending to the 24th Street Mission Station, San Francisco, will be powered about July 1. All persons are urged to keep away from the fenced-in BART right-of-way. The third rail is charged with 1000 volts direct current and contact with it, no matter how slight, could be fatal.

"I urge parents to tell their children this summer never to climb over the fence for any reason whatsoever," said BART general manager B. R. Stokes. "The danger will soon increase when we begin testing trains along this line because trains

cannot always be heard above the din of adjacent automobile traffic."

BART third rails are readily identified by the heavy gray plastic shield that partially encloses them. Third rails run alongside the twin mainline tracks and all trackage in yards. Bilingual signs warning "ELECTRIC THIRD RAIL - - DANGER - - KEEP AWAY" are posted every 500 feet along the fenced in right-of-way, *and on all station platforms.* [^] (SURFACE)

X / All BART surface right-of-way is enclosed by steel fence seven feet high and topped by barbed wire.

The San Francisco Line, when opened, will complete BART's presently constructed 75-mile system of operation.

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

Friday, July 20, 1973
P-53

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held Thursday, July 26, at 9:00 a.m. in the Board Room at 800 Madison Street, Oakland.

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

Friday, July 20, 1973
P-54

R. D. KRAEHE
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Preliminary patronage counts for early June indicate the BART system was carrying a record average of 37,137 passenger trips per day before being closed by its first strike July 2.

At that level, patronage of BART's current weekdays, 14-hours-per-day service reached 97% of the ridership originally forecast for full seven-days-a-week, 20-hours-a-day operation. In May the system, currently serving 58 miles and 24 stations in the East Bay, averaged 36,130 trips per day, or 94% of the forecast for those routes.

Final patronage analysis for all of June has been delayed by the three-week-old strike of 1100 maintenance workers, clerical staff, train attendants and station agents, which has idled both revenue operation and testing activities leading to the start of San Francisco service.

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

Sunday, July 29, 1973
P-55

R. D. KRAEHE
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

A special meeting of the Board of Directors of the Bay Area Rapid Transit District has been called by President Chester to hear a report of the Board Committee concerning labor negotiations commencing at 10:00 a.m., Tuesday, July 31, 1973 in the Board Room at 800 Madison Street, Oakland, California.

It is anticipated that the meeting of the Administration Committee will commence immediately upon the conclusion of the special Board meeting.

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

Tuesday, July 31, 1973
P-56

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The Board of Directors of the Bay Area Rapid Transit District in a special meeting today approved a three-year collective bargaining agreement between the District and the Joint Council of Unions. The first contract concludes the extended negotiations between the District and the negotiators for United Public Employees Union Local 390 and the Amalgamated Transit Union 1555.

Highlights of the agreement include:

- A three-year contract which virtually assures uninterrupted service to the public during this time span.
- \$20.00 per month contribution by the District toward dependent medical coverage, effective immediately, and full family medical coverage without cost to the employee at the start of the contract's second year, July 1, 1974.
- An improved family dental plan with immediate elimination of deductible provisions and improved percentage coverage.
- Increased holidays from nine (9) to 10 per year.
- Doubled life insurance coverage at no cost to the employee from \$5,000 to \$10,000 plus a new provision at no cost to the employee for \$50,000 assault insurance for certain public contact employees.
- Improved vacations, providing for three (3) weeks after one (1) year of service effective with the start of the contract's third year July 1, 1975; moving the present four (4) weeks after 12 years of service to four (4) weeks after 10 years; and adding an additional 5th week after 20 years of service.
- Significant improvement in wages over a three-year period including a new cost of living provision.

A number of other improvements were agreed upon in the areas of premium payment, leave provisions, training and educational benefits in addition to a union shop provision.

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

P57

MONDAY, AUGUST 9, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE BAY
AREA RAPID TRANSIT DISTRICT WILL BE HELD AT 9 A.M.
THURSDAY, AUGUST 9, IN THE BOARD ROOM AT 800 MADISON
STREET, OAKLAND.

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

P-58

TUESDAY, AUGUST 7, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

MEMO TO BAY AREA EDITORS

SUBJECT: FIRST BART TRANSBAY TRAIN

FOLLOWING SEVERAL DAYS OF ACTIVATING THIRD-RAIL POWER PROGRESSIVELY FARTHER INTO THE TRANSBAY TUBE, BART'S FIRST TEST TRAIN IS EXPECTED TO REACH SAN FRANCISCO ON FRIDAY MORNING, AUGUST 10. WE WOULD LIKE TO EXTEND AN INVITATION TO THE ADVENTURESOME (AND PATIENT) TO RIDE WITH US ON THAT HISTORIC TRIP, BEGINNING AT 8:30 A.M. FROM THE OAKLAND WEST STATION, 1451 SEVENTH STREET.

HOWEVER, WE MUST STRESS THAT THAT INITIAL TRANSBAY TRIP MAY BE RUN IN LARGE PART AT 25 MPH, AND COULD BE SUBJECT TO BOTH PLANNED AND UNFORESEEN PAUSES. MOREOVER, ALTHOUGH WE INTEND NOW TO PROCEED ALL THE WAY TO THE MONTGOMERY STREET STATION, THERE IS A SLIGHT POSSIBILITY THAT THIRD-RAIL POWER MAY BE AVAILABLE ONLY AS FAR AS THE WEST VENTILATION STRUCTURE, 100 YARDS OFFSHORE OF THE FERRY BUILDING.

WE HOPE YOU'LL JOIN US FOR THIS FIRST, ALTHOUGH POSSIBLY HESITANT, TRANSBAY TRIP. PLEASE LET ME KNOW IF YOU PLAN COVERAGE, AND WITH HOW MANY PEOPLE, SO THAT WE CAN ADVISE OUR CONTRACTORS' TEST CREWS AND PLAN ADEQUATE CAPACITY.

David Kelsey
DAVID H. KELSEY
MANAGER, PRESS SERVICES



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

P-59

FRIDAY, AUGUST 10, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

AMIDST THE EXCITEMENT AND JUBILATION OVER BART'S HISTORIC FIRST TRAIN RIDE UNDER AUTOMATIC CONTROL THROUGH THE TRANS-BAY TUBE FROM OAKLAND TO SAN FRANCISCO, BART UNKNOWINGLY CARRIED ITS FIRST OFFICIAL TRANSBAY COMMUTER.

AL HART, A STAFF ANNOUNCER WITH A SAN FRANCISCO RADIO STATION, WHO LIVES IN MONTCLAIR, DECIDED TO HOOK A RIDE ON THE INAUGURAL TRIP MERELY TO GET TO WORK, ALTHOUGH HE WAS NOT OFFICIALLY COVERING THE EVENT. AFTER HIS WIFE DROPPED HIM OFF AT THE OAKLAND WEST STATION AT 8:30 HART BOARDED THE TRAIN AND TOOK A SEAT IN THE BACK WHERE HE QUIETLY OBSERVED THE EXCITEMENT OF THE IMPENDING RIDE BEGIN TO MOUNT AMONG HIS MANY COLLEAGUES, OFFICIALS AND DIGNITARIES.

A FEW MINUTES LATER WHEN THE TRAIN PULLED INTO THE MONTGOMERY STREET STATION HART, WITH BROWN LUNCH SACK IN HAND, GOT OFF, WENT UP TO THE STREET AND WALKED THE FEW BLOCKS TO WORK.

"IT WAS ABSOLUTELY FANTASTIC," HART SAID. "THE RIDE WAS FLAWLESS IN EVERY RESPECT. I ONLY WISH I WERE ABLE TO TAKE THAT RIDE EVERY DAY BEGINNING NOW."

THE TRIP TIME FROM THE OAKLAND WEST STATION, THE LAST STATION ON THE LINE BEFORE HEADING WEST THROUGH THE TRANSBAY TUBE, TO THE MONTGOMERY STREET STATION IN SAN FRANCISCO TOOK FIVE AND A HALF MINUTES. THE THREE CAR TRAIN, OPERATING UNDER AUTOMATIC CONTROL,

-MORE-

TRAVELED WEST AT ABOUT 70 MILES AN HOUR. THE RETURN TRIP WAS EVEN FASTER, TAKING ABOUT FIVE MINUTES AT A SUSTAINED SPEED OF 80 MILES AN HOUR. THE LENGTH OF THE TRIP ONE WAY WAS SIX MILES.

COMPLETED IN 1969, THE TRANSBAY TUBE STRETCHES 3.6 MILES UNDERNEATH THE SAN FRANCISCO BAY AND CONSISTS OF 57 PRE-FABRICATED SECTIONS. THE SECTIONS VARY IN LENGTH FROM 315 TO 350 FEET, ARE 48 FEET WIDE AND 24 FEET HIGH.

WHEN FULLY OPERATIONAL THE BART RIDE FROM DOWNTOWN OAKLAND TO DOWNTOWN SAN FRANCISCO WILL TAKE 9 MINUTES AND COST 55 CENTS.

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

P60
Friday, August 10, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

Electricity for the high-voltage third rails which power BART trains will be turned on beginning Sunday (August 12) all the way through San Francisco to Daly City. This is the last segment of the 75-mile BART system to be energized.

The first test train to Daly City will make a track-inspection run between 5 a.m. and 7 a.m. Monday, August 13, and thereafter will run regularly between Daly City and the 16th Street Mission Station the rest of the week. Two other test trains will be running next week through the trans-bay tube between the Oakland West and 16th Street Mission stations on similar tests.

BART warned that the third rails are charged with 1,000 volts direct current and contact with them, no matter how slight, could be fatal. "The line segment being energized Sunday is, of course, mostly underground," said BART General Manager B. R. Stokes. "But we want to warn the public - - and urge parents to tell their children - - not to make unauthorized entries into the Market Street subway stations."

BART third rails are readily identified by the heavy gray plastic shield that partially encloses them. Third rails run along side the twin mainline tracks and all trackage in yards. Bilingual signs warning "ELECTRIC THIRD RAIL - DANGER - KEEP AWAY" are posted every 500 feet along the fenced (surface) in right-of-way, and on all station platforms.

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

P-61
Wednesday, August 15, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

U.S. Senator Alan Cranston, author of a soon-to-be-introduced bill to provide financial aid for Bay Area transit, will visit BART Friday morning, August 17, to disclose details of his proposed measure.

Senator Cranston plans to arrive about 10 a.m. via BART train at the District's Oakland headquarters, above the Lake Merritt subway station. After a brief tour of BART's central control room, he will conduct a press conference in the District's first-floor Board Room to explain his proposed legislation.

In general, the measure would credit past local investment in the basic BART system as matching money for future Federal grants to build BART extensions. Over the next 10 years, the legislation could mean up to \$2.3 billion in Federal aid to BART, with no new local outlays required. Cranston will introduce the bill early next month (September) before the Senate Banking, Housing and Urban Affairs Committee, of which he is a member.

The financing measure is an outgrowth of meetings in Washington last March between Cranston, BART General Manager B. R. Stokes and William H. Chester, President of the BART Board of Directors. At that time, Stokes and Chester argued for special consideration in funding BART extensions on the grounds that Bay Area taxpayers,

in bearing most of the cost of building BART, have been financially penalized for their leadership role in promoting a nationwide transit resurgence. Later transit systems in other cities have enjoyed two-thirds Federal financing under the Urban Mass Transportation Act of 1964.

"Bay Area residents who took the hard step and spent large amounts of local dollars to build BART should not be deprived of the full benefits of the Federal transit legislation which they inspired," Cranston said. "Fairness and equity demand that the BART system should receive its full two-thirds share of Federal funding."

At present, only about \$265 million, or 18% of the total \$1.5 billion cost of BART, has been financed through Federal grants.

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

Monday, August 20, 1973
P-62

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

A special meeting of the Board of Directors of the Bay Area Rapid Transit District will be held Thursday, August 23, at 8:00 a.m., in the Board Room at BART headquarters, 800 Madison Street, Oakland. Board President William Chester announced the special meeting will be an executive session to consider personnel matters.

A regular meeting of the Board will follow at 9:00 a.m.



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

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

P - 63

August 22, 1973

FOR IMMEDIATE RELEASE

Technological experts from the Department of Transportation and several transit agencies around the United States and Canada wound up a two day conference in San Francisco yesterday, Tuesday, August 21, which was specifically aimed at studying the BART subway ventilation system.

These experts, who came to learn from BART's experience in advancing the technology of subway ventilation, make up the Ventilation and Environmental Control Advisory Board of the newly created Transit Development Corporation (TDC).

The three year subway ventilation study is the first of many major projects to be undertaken by TDC and will cost 3.5 million dollars. The study is being funded by the Urban Mass Transportation Administration of the Department of Transportation and is expected to be completed by March 1974.

Working in conjunction with Associated engineers, the aerospace industry and scientists from Caltech, the advisory board built a mathematical model to simulate air flow through subways under dynamic conditions. The object was to test a design theory against simulated subway conditions. This was done by then validating the mathematical model with a model subway and model trains at the Jet Propulsion Laboratory in Los Angeles. The advisory board then verified their findings again with an actual BART train running through the Berkeley Tunnel.

"The test proved the validity of BART's consulting engineers' concept with regard to construction of the ventilation system in the Berkeley tunnel," said Jack Hoban, Deputy General Manager of New York's Port Authority Trans Hudson, who has been instrumental in the development of TDC from its beginnings as an outgrowth of work begun by the Institute for Rapid Transit and the American Transit Association.

Incorporated in 1972, TDC is a non-profit corporation and acts as liaison between the U.S. Department of Transportation and the transit industry at large. TDC, which is based in Washington, D.C., is also a scientific research foundation seeking and developing improvements in all phases of the transit business.

Information gathered for this project from BART and other transit agencies around the country will be compiled, analyzed and added to for the purposes of developing optimum concepts and methodology, then stored in computer memory banks as well as published in a handbook. The information will then be available for new agencies and agencies looking to make improvements on existing facilities.

Hoban said the work TDC is doing, such as the ventilation project, will save the transit industry millions and millions of dollars by making such information readily available.

Other areas that TDC will focus on will include transit energy conservation, the advanced car program, noise and vibration, safety, fare collection, and marketing, to name a few.



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

P-64

Thursday, August 23, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District today authorized substantial decreases in property tax rates for fiscal year 1973-74 to be levied within the three District counties for payments on BART construction bonds.

At their regular semi-monthly meeting, BART Directors set tax rates of 53.6¢ for Alameda County (down from 58.7¢ last fiscal year); 58.7¢ for Contra Costa County (down from 61.4¢) and 60.9¢ for San Francisco County (down from 65.1¢). The rates vary slightly in each county, reflecting different assessment practices. Included in these total tax rates is an administrative tax which adds 5¢ to the rate required for annual principal and interest payments on the bonds.

"The decrease reflects the fact that bond payments passed their peak in the 1971-72 fiscal year. Therefore, tax rates will continue to decline each year until redemption of the bonds," BART General Manager B. R. Stokes told the Directors.

"Indeed," said Stokes, "the actual growth of the counties has so substantially outstripped projections made when the bond issue was passed in 1962, the rate actually being levied today for debt service is almost 15¢ (14.6¢) less than the 66.8¢ rate originally projected for 1973-74."

The Directors also authorized a new '73-74 tax rate of 22.7¢ to be

levied on Berkeley residents for interest and principal payments of bonds issued to construct a subway through that city. Last fiscal year's rate was 25.1¢.

The new tax rates will be used to fund a debt service budget of \$43.2 million for the general BART construction bonds and \$736,000 for the Berkeley bonds.

Estimated proceeds of \$4,100,000 from the 5¢ administrative tax will be used to help fund the District's operations during fiscal '73-74.

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

P - 65
AUGUST 24, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

TWO METICULOUSLY-DESIGNED WALL MAPS, FAMILIAR TO PATRONS USING THE 24 BART STATIONS OPEN FOR REVENUE SERVICE, RECEIVED AN AWARD FOR EXCELLENCE IN GRAPHICS FROM THE SAN FRANCISCO SOCIETY OF COMMUNICATING ARTS.

THE AWARD WENT TO THE BAY AREA RAPID TRANSIT DISTRICT AS THE GRAPHICS CLIENT, AND TO THE GRAPHICS DESIGN FIRM OF HISATA DESIGN ASSOCIATES, INC. OF SAN FRANCISCO AND PALO ALTO AS THE CREATOR OF THE MAPS.

THE BART STATION MAPS ARE SHOWN IN THE SOCIETY'S BOOK OF ANNUAL AWARD WINNERS ISSUED THIS WEEK AS AMONG THE BEST BAY AREA EXAMPLES OF DESIGNS FOR DISPLAY AND ARCHITECTURAL GRAPHICS.

ONE MAP RELATES THE 75-MILE BART SYSTEM TO MAJOR POINTS OF INTEREST IN THE BAY AREA. THE SECOND DEPICTS IN DIFFERENT COLORS THE FOUR TRAIN ROUTES SLATED FOR FULL SYSTEM OPERATION. A THIRD MAP, ALSO DESIGNED BY HISATA, DEPICTS LOCAL STREETS AND FEEDER-BUS ROUTES AROUND EACH BART STATION. THESE MAPS, HOWEVER, WERE CUSTOM-TAILORED FOR EACH STATION, AND WERE NOT INSTALLED AT THE TIME OF THE SELECTIONS.

THE THREE MAPS ARE EACH 4 BY 4 FEET IN SIZE AND PROMINENTLY DISPLAYED IN EACH STATION'S PASSENGER CONCOURSE. THE MAPS ARE

- MORE -

RENDERED IN PORCELAIN ENAMELED METAL AT ALL BART STATIONS EXCEPT THE POWELL STREET AND MONTGOMERY STREET STATIONS, WHERE THEY ARE ETCHED ON EIGHT-FOOT-SQUARE, BACKLIGHTED GLASS PANELS.

"THE BART STAFF AND OUR DESIGNERS PUT MANY MONTHS OF THOUGHT AND REFINEMENTS INTO ALL THREE MAP DESIGNS," SAID TOM T. HISATA, WHO HEADS THE DESIGN FIRM. "BART'S PLANS CALLED FOR A WIDE RANGE OF STATION GRAPHICS, SIGNS AND INFORMATIONAL MATERIALS, ALL DESIGNED TO MAKE THE PATRON AS SELF-RELIANT AS POSSIBLE IN USING THE SYSTEM. THE STATION MAPS ARE THE KEY ELEMENTS IN DEVELOPING THIS CONFIDENT AND COMFORTABLE USE OF THE SYSTEM."

HISATA'S FIRM ALSO DESIGNED THE BROCHURES DISTRIBUTED AT BART STATIONS INFORMING PATRONS ABOUT FEEDER BUS ROUTES AND HOW TO USE THE SYSTEM.

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

P-66
Tuesday, September 11, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE:

In one year, what has doubled its size, trebled its business, established a safety record unmatched by its peers and competition alike, and all the while being alternately revered and reviled?

BART, on its first birthday.

On September 11 one year ago thousands of Bay Area residents waited in line at the 12 stations about to open between Fremont and north Oakland. At noon, from BART's Train Control Center at Lake Merritt Station came the announcement: "This system is now open for revenue service." And BART's first patrons rushed through the fare gates to ride the first truly new rapid transit system built in the United States in more than a half-century.

In the weeks immediately following, an average of 12,000 trips a day were taken on the eight two-car trains that plied that first 28-mile route. Today 18 trains, each four and five cars long, circulate on three routes totaling 58 miles. Daily patronage now averages 37,000 rides, and has reached 41,000. In late August the system carried its five millionth passenger.

The intervening 12 months between those two extremes represent a story of substantial progress alloyed with lingering problems.

By last September's end more cars had begun to join the woefully inadequate original 18, and the large excursion crowds were subsiding. But October was not destined to mirror September's triumphs. On October 2 a tiny but faulty electronic part caused a two-car train to run off the end of the line at Fremont Station. The failure was freakish, and a recurrence has since been precluded by circuitry modifications. Four passengers received only bruises, and the rest no injuries whatsoever. Nonetheless, BART's space-age image took a blow that was to bring a flurry of legislative and regulatory investigation and consequent required design changes - - desirable but costly and time consuming.

By June 19, the world's youngest transit system had rung up 100 million passenger miles, thereby entering national safety statistics for the first time. Those statistics show BART's safety record - - marred only by the October accident - - to be enviable, compared with 4.53 annual automobile deaths per 100-million passenger miles, 0.22 bus fatalities and 0.09 passenger train fatalities.

As of June, 18,000 of the 37,000 daily trips on the system were commuter trips - - very close to the 50 percent peak to off-peak ridership ratio forecast for BART. These commute trips (a.m. and p.m.) are 38 percent above those projected for the currently operating three East Bay lines.

Despite the limited service schedule of BART's first year of operation (weekdays only, 6 a.m. to 8 p.m.), by June daily ridership was 95% of that forecasted for a full schedule of 20 hours a

day, 7 days a week.

"We've exceeded our commuter forecasts by a wide margin," said BART General Manager B. R. Stokes. "Despite our limited service schedule, we were closing in on the total rider forecast prior to our July labor strike. Has BART achieved public acceptance in its first year? That's the key question, and the answer seem to be yes." (A strike by 1100 District employees shut down the system for five weeks, July 1 to August 6.)

Still remaining to be opened is the 13-mile, nine-station line from west Oakland, through the transbay tube and San Francisco to Daly City. A late September target date for commencing that service was postponed as a result of the complete suspension of all work on the system during the strike. A new target date for transbay service will soon be announced.

Meanwhile, at the request of San Francisco officials, BART will provide an interim service between Montgomery Street and Daly City stations until the transbay link is made. Start-up of this service is scheduled for November 5.

Passenger revenues for the first year of operation are expected to total about \$2.2 million, or 10 percent of the District's \$22 million operating expenses for the 72-73 fiscal year.

"Obviously, we have had our share of growing pains in our first year," said Stokes. "As much as we would have it otherwise, an engineering fact of life is that the newer the product or technology, the more problems you're going to have.

"We've learned that, no matter how good your testing programs are, there is no substitute for revenue service in debugging equipment and developing seasoned operations people. There is no short cut. But when we complete all the modifications and improvements now in progress, I believe even our loudest critics will concede the basic excellence of our transit cars and control system, as well as the people who operate this equipment."

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NEWS RELEASE



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

P67
Monday, September 10, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held on Thursday, September 13, beginning at 9:00 a.m. in the Board Room, 1800 Madison Street, Oakland.

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

P-68
THURSDAY, SEPTEMBER 13, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

SENT TO: Valley Times, Herald & News,
Independent, Daily Pacific Builder,
Union City Leader, Pleasanton Times

FOR IMMEDIATE RELEASE:

Pleasanton resident DeWitt C. Wilson has been elected chairman of the Livermore-Pleasanton BART Extension Board of Control.

In his new position, Wilson, a Union City developer and member of the BART Board of Directors, will head the project established to develop plans for extension of the Bay Area Rapid Transit rail system to the Livermore and Pleasanton area.

Created in November 1971, the Board of Control consists of representatives from BART, members of the Metropolitan Transportation Commission and representatives from Livermore and Pleasanton. The Board, in conjunction with six technical consulting firms, is now studying rail route alternatives between BART and proposed station locations within the affected communities, and how those routes would impact area development and environment. In addition, operating costs, patronage, revenues and funding methods will be developed.

The overall \$478,300 cost of the extension study is two-thirds funded through the U.S. Urban Mass Transportation Administration (UMTA); with BART and the local communities sharing the remaining one-third.

A lifelong resident of Alameda County, Wilson was graduated from San Jose State University and attended Lincoln Law School

in Oakland. Previously associated with an Oakland commercial and industrial realty company, he is now a partner in the Costanzo-Wilson Development Company, a Union City residential construction firm.

Wilson was appointed a director of BART April 17, 1973, by the Alameda County Board of Supervisors. He presently serves on the Industrial Committee of the Pleasanton Chamber of Commerce and is a member of the Union City Chamber of Commerce.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Biographical Information

DeWITT C. WILSON

DeWitt C. Wilson was appointed a director of the Bay Area Rapid Transit District April 17, 1973, by the Alameda County Board of Supervisors.

Mr. Wilson since 1964 has been a partner in Costanzo-Wilson Development Company, a Union City residential construction firm. Previously, he was associated for 12 years with an Oakland commercial and industrial realty company.

Born in Oakland and a lifelong resident of Alameda County, Mr. Wilson was graduated from San Jose State College and attended Lincoln Law School in Oakland.

Among his civic activities, he serves on the Industrial Committee of the Pleasanton Chamber of Commerce, is a member of the Union City Chamber of Commerce, a committee chairman and third-year member of the Alameda County Fair Board, and a founder of Teenage Enterprises, Inc., a non-profit organization for aiding teenagers in finding summer employment.

Mr. Wilson, 53, lives with his wife, Shirley, at 1784 Beachwood Way, Pleasanton. Three of his children attend northern California colleges and a fourth is in business in Hayward.



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

SEPTEMBER 17, 1973
P-69

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

A potential gap between revenues and costs ranging from \$10 million in the 73/74 fiscal year to \$27 million in 1977-78 was reported to BART's Administration Committee Tuesday (Sept. 18).

BART staff members told the committee that prime factors in the increased costs were impact of the three-year labor settlement; deferral of full revenue service into San Francisco; higher than anticipated maintenance costs, and the probability of an annual deficit for express bus service.

Short-run remedies were recommended to the directors which, if adopted, would finance most of the deficit in the next two years.

In the longer run, the report points up the need for additional tax support, possibly combined with a fare increase.

BART staff members emphasized that they are not advocating a fare increase now, but made it clear that such an increase would be needed soon unless other revenue sources are developed.

William F. Goelz, BART's Director of Finance, told directors: "Closing the gap between revenues and costs brings into focus some critical public policy decisions for BART and the Bay Area."

He added that in 1957 the State Legislature decided BART must pay most of its operating costs out of the fare box. "It is now 1973

and it is appropriate that this policy decision be re-examined," Goelz said.

Directors were told that a country-wide awakening to the need for mass transportation was focused on the Bay Area, as well as on the problems inherent in financing such service.

Goelz said: "We are now faced with the prospect of raising fares and curtailing services in an effort - - perhaps futile - - to bring our costs and revenues into line, or with seeking changes in policy with regard to BART subsidies."

Other sources of funding examined by the BART staff included property, sales and personal income taxes, as well as bridge tolls, gasoline and automobile taxes.

For example, a sales tax of 0.124% would raise \$10 million yearly, while a 0.31% sales tax would raise \$25 million.

It was pointed out that a 25% BART fare increase could produce as much as \$7 million more in revenue per year, and that a 75¢ parking charge might raise as much as \$1 million yearly.

On the other hand, the Administration Committee was told, such a move would reduce BART ridership by millions of trips per year, and that most of the lost patronage would revert to the automobile. Cost for providing for those extra automobile trips likely would be far greater than the subsidy required for mass transit, the staff reported.

Directors were told that the recently-adopted MTC Plan indicates a need for more - - not less - - transit travel, and the BART staff stressed that therefore it indicated the District's need to address

the larger question of the proper mix of revenues and subsidies to support BART. The staff added that another MTC report showed that all transit operators in the Bay Area are facing growing financial difficulties, and that BART was drawing attention to its own problems by putting them into a five-year context.

Goetz summed up the report by stating: "Because of the regional requirement for increased transit operating expenses and because of the regional concerns for improved reliance on transit, the policy issue of how much tax support and how much fare support should be addressed in the context of MTC's transportation plan. However, BART has no alternative sources of funds to meet our projected deficit, and is forced to assume a leadership role in gaining those funds."

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

P-46
Tuesday, June 19, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART, the nation's newest transit system, today reached a milestone in safe operations by passing the 100 million passenger mile mark without incurring any serious passenger injuries.

"We think this is a very good record," said BART General Manager B. R. Stokes in commenting on the significance of the 100 million passenger mile benchmark.

Stokes said, "Safety is and always has been our primary consideration in operating the BART system. Although we have not been operating long enough to measure our record against an overall statistical basis nationally and internationally, we feel we are off to a good start."

Statistics offered by the Institute for Rapid Transit (IRT) clearly show the operation of rapid transit systems throughout the nation to be "one of the safest of all forms of transportation." Included in the latest industry statistics was the fact that rail transit in the United States carried more than one and a half billion people over 500,000,000 passenger car miles with a phenomenal low accident rate of less than .1113 accidents per million car miles of revenue operations. "In view of this," Stokes added, "BART's passenger safety record for a single agency is almost unmatched."

- MORE -

BART's total daily patronage for the entire 58-mile, 18-station operating system has been averaging 35,000 since opening the Concord Line May 21. Prior to opening the Concord Line, patronage had been averaging between 25,000 and 26,000 a day for the combined Southern Alameda and Richmond lines.

Through the first and second week of operation, patronage on the Concord Line alone averaged more than 8,000 daily, far above projections for initial start-up on that line. Patronage has now leveled off to about 7,000 daily, still above earlier projections. It has been determined by BART operations personnel that ridership on the Richmond-Fremont Line has also benefited from the start of service in Central Contra Costa County.

Since opening the first segment of the system on September 11, 1972, BART has carried over 4,000,000 passengers. It is projected that by 1975 this figure will jump to 200,000 passenger trips daily or 60 million passenger trips annually.

#

Tuesday, June 26, 1973

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District today applied for authority from the California Public Utilities Commission to begin service to San Francisco September 24, but at the same time disclosed that it must recommend to BART Directors that they meet to rescind that date.

The filing deadline was complied with to preserve the long-established target date, in recognition that only the District's Directors may set or change opening dates.

However, BART noted in its application and in a separate memo to Directors that it only yesterday reached a full understanding of the date by which the Commission would require documented test evidence in support of the application, and that it cannot comply with the required schedule.

Previous correspondence with the Commission had indicated that documentation of safe automatic train control operation should be submitted by September 1. Accordingly, BART had predicated its startup scheduling on that date. More recent PUC communication, however, stated that documentation would be required by July 16. The latter date was confirmed Monday, June 25, in a conversation between BART officials and PUC Commissioner J. P. Vukasin.

In its memo to Directors, BART requested that Board President William Chester call a special meeting to consider rescinding the September 24 opening date in light of the impossibility of meeting the July 16 requirement.



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

P-47

THURSDAY, JUNE 28, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A SPECIAL MEETING OF THE BOARD OF DIRECTORS OF THE BAY AREA RAPID TRANSIT DISTRICT HAS BEEN SCHEDULED FOR TUESDAY, JULY 3, AT 10 A.M., IN THE BOARD ROOM AT 800 MADISON STREET, OAKLAND, FOR THE PURPOSE OF CONSIDERING MATTERS RELATED TO LABOR RELATIONS, REVISION OF THE CURRENT TARGET DATE FOR COMMENCEMENT OF SAN FRANCISCO SERVICE, ESTABLISHMENT OF A SPECIAL BOARD APPOINTED ENGINEERING AND OPERATIONS COMMITTEE, AND OTHER BUSINESS. THE MEETING OF THE BOARD'S ADMINISTRATION COMMITTEE PREVIOUSLY SCHEDULED AT THAT TIME HAS BEEN CANCELLED.

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

P-48

Friday, June 29, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The high-voltage electric third rails which power BART trains will be fully energized, beginning Tuesday (July 3) through the trans-bay tube and as far as the Powell Street Station in subway beneath San Francisco's Market Street.

The newly-energized segment will be the second segment to be energized along the 15.5-mile line remaining to be opened for revenue service from downtown Oakland, across the bay, and through San Francisco to Daly City. No date has been set for energizing the remaining segment of the line (and entire BART system) from Powell Street Station to Daly City.

The third rails are charged with 1,000 volts direct current and contact with it, no matter how slight, could be fatal.

"The line segment being energized this coming Tuesday is, of course, entirely underground," said BART General Manager B. R. Stokes. "But we want to warn the public - - and urge parents to tell their children - - not to make unauthorized entries into the Market Street subway stations."

Security guards are posted in the completed Montgomery Street and Powell Street stations, and a construction contractor is in charge of the partially-completed Embarcadero Station.

BART third rails are readily identified by the heavy gray plastic shield that partially encloses them. Third rails run alongside the twin mainline tracks and all trackage in yards. Bilingual signs warning "ELECTRIC THIRD RAIL - - DANGER - - KEEP AWAY" are posted every 500 feet along the fenced (surface) in right-of-way, and on all station platforms.

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

P-35

MONDAY, MAY 14, 1973

FOR FURTHER INFORMATION CONTACT MICHAEL HEALY

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

REGULAR PASSENGER SERVICE BETWEEN CONCORD AND OAKLAND, BRINGING AN ADDITIONAL 19 MILES TO THE PRESENT 39 OPERATING MILES, COMMENCES ON MONDAY, MAY 21, AT 1:00 P.M., FOLLOWING GALA CEREMONIES.

CONSIDERED BY MANY TO BE ONE OF THE MOST SCENIC LEGS OF THE SYSTEM, THE C LINE STRETCHES EAST THROUGH THE ROLLING HILLS OF CONTRA COSTA IN AND ALONG THE HIGHWAY 24 MEDIAN TO TERMINATE AT CONCORD. THE LINE COMPRISES SIX STATIONS, BRINGING A TOTAL OF 24 STATIONS INTO SERVICE ON THE SYSTEM THUS FAR. THE SIX STATIONS ARE LOCATED AT ROCKRIDGE, ORINDA, LAFAYETTE, WALNUT CREEK, PLEASANT HILL, AND CONCORD AND ARE PROJECTED TO SERVE AN AGGREGATE 25,100 PATRONS DAILY WHEN THE ENTIRE SYSTEM IS FULLY OPERATIONAL.

PRIOR TO PASSENGER SERVICE START-UP COMMUNITIES ALONG THE C-LINE HAVE PLANNED MANY COLORFUL EVENTS BUILT AROUND A "WELCOME TO BART" THEME. THE PUBLIC IS INVITED TO COME OUT EARLY MONDAY AND ENJOY THE FESTIVITIES WHICH ARE SCHEDULED FOR VARIOUS TIMES BEGINNING AT 9:30 A.M. IN SOME COMMUNITIES AND A LITTLE LATER IN OTHERS.* THESE SCHEDULED EVENTS WILL BE FOLLOWED AT 11:15 A.M. BY SIMULTANEOUS RIBBON CUTTING CEREMONIES AT EACH OF THE SIX STATIONS ON THE LINE AND A TRAIN RIDE FOR LOCAL DIGNITARIES AND INVITED GUESTS.

INITIALLY, SERVICE ON THE CONCORD LINE WILL BE COMPRISED OF SIX TRAINS CIRCULATING AT 10-MINUTE INTERVALS FROM 5 A.M. TO 8 P.M. MONDAY THROUGH FRIDAY. PASSENGERS WISHING TO TRAVEL TO POINTS ON THE SOUTHERN ALAMEDA LINE, WHICH INCLUDES DOWNTOWN OAKLAND, OR NORTH ON THE RICHMOND LINE, WILL HAVE TO TRANSFER AT THE MACARTHUR STATION. HOWEVER, BECAUSE OF CLOSE SCHEDULING, PATRONS ARE NOT EXPECTED TO HAVE TO WAIT LONG FOR CONNECTING TRAINS IN EITHER DIRECTION.

PASSENGERS TRAVELING NORTH ON THE RICHMOND LINE WILL NOT HAVE TO CHANGE PLATFORMS. PASSENGERS TRAVELLING SOUTH TOWARD FREMONT WILL HAVE TO CHANGE OVER TO THE WEST PLATFORM WHICH TAKES APPROXIMATELY FOUR MINUTES.

WHEN BART EXTENDS ITS SERVICE TO DALY CITY, CONCORD LINE PATRONS COMMUTING TO SAN FRANCISCO WILL BE ABLE TO TRAVEL STRAIGHT THROUGH WITHOUT HAVING TO TRANSFER.

DURING THE FIRST WEEK OF SERVICE ON THE CONCORD LINE, MEMBERS OF BART'S PASSENGER SERVICE CORPS WILL BE ON HAND AT THE MACARTHUR STATION TO ANSWER ANY QUESTIONS AND HANDOUT INFORMATION BULLETINS ON TRANSFER PROCEDURES.

DESPITE THE TECHNOLOGICAL COMPLEXITY OF THE SYSTEM, PASSENGERS NEW TO BART WILL FIND IT EASY TO USE. BART HAS TAKEN PAINS NOT ONLY TO DESIGN EASY FUNCTIONALITY INTO THE SYSTEM, BUT TO COMMUNICATE IT TO PATRONS.

EACH OF THE SIX STATIONS ON THE CONCORD LINE WILL BE STOCKED WITH POCKET-SIZE FOLDERS WHICH BREAKDOWN THE PROCESS OF RIDING BART INTO FOUR BASIC STEPS. THESE ILLUSTRATED, COLOR GUIDES WILL BE

AVAILABLE FROM TALL, TRIANGULAR KIOSKS STANDING JUST INSIDE EACH STATION ENTRANCE AND ALSO NEAR THE ENTRANCE GATES. THE GUIDES WILL ALSO INCLUDE INFORMATION ABOUT TRAVEL TIMES, FARES, TICKET TIPS, AND GENERAL INFORMATION ABOUT USING THE SYSTEM. ALSO, WHITE COURTESY TELEPHONES ARE AVAILABLE ON THE PLATFORMS SO THAT RIDERS MAY COMMUNICATE WITH THE STATION AGENT ON ANY QUESTIONS THAT MAY ARISE.

INFORMATION ON AC CONNECTING SERVICE ALSO IS CONTAINED IN FOLDING MAPS AND WILL BE AVAILABLE AT EACH STATION ON THE LINE.

AS AN ADDED CONVENIENCE TO BART PATRONS IN CONTRA COSTA, 51 BRANCH BANKS THIS WEEK WILL BEGIN THE OFFSITE TICKET SALES PROGRAM. THESE BANKS ARE LOCATED IN ALL ON-LINE COMMUNITIES AND MOST OF THE OUTLINING COMMUNITIES AND WILL HAVE AVAILABLE STANDARD SPECIAL FARE TICKETS FOR CHILDREN UNDER 12 YEARS OF AGE AND SENIOR CITIZENS 65 AND OVER. THESE SPECIAL FARE TICKETS MAY BE PURCHASED FOR A 75 PERCENT DISCOUNT. REGULAR FARE TICKETS IN \$10 AND \$20 DENOMINATIONS WILL ALSO BE AVAILABLE FOR PURCHASE IN THESE BANKS.

THE BANKS TAKING PART IN THE OFF-SITE TICKET SALES PROGRAM IN CONTRA COSTA COUNTY ARE CROCKER NATIONAL; SUMITOMO; UNITED CALIFORNIA BANK; BANK OF CONTRA COSTA; CALIFORNIA CANADIAN BANK; BANK OF CALIFORNIA; HIBERNIA; SECURITY PACIFIC NATIONAL; FIRST WESTERN; WELLS FARGO; SECURITY NATIONAL BANK; CENTRAL BANK; AND BANK OF AMERICA.

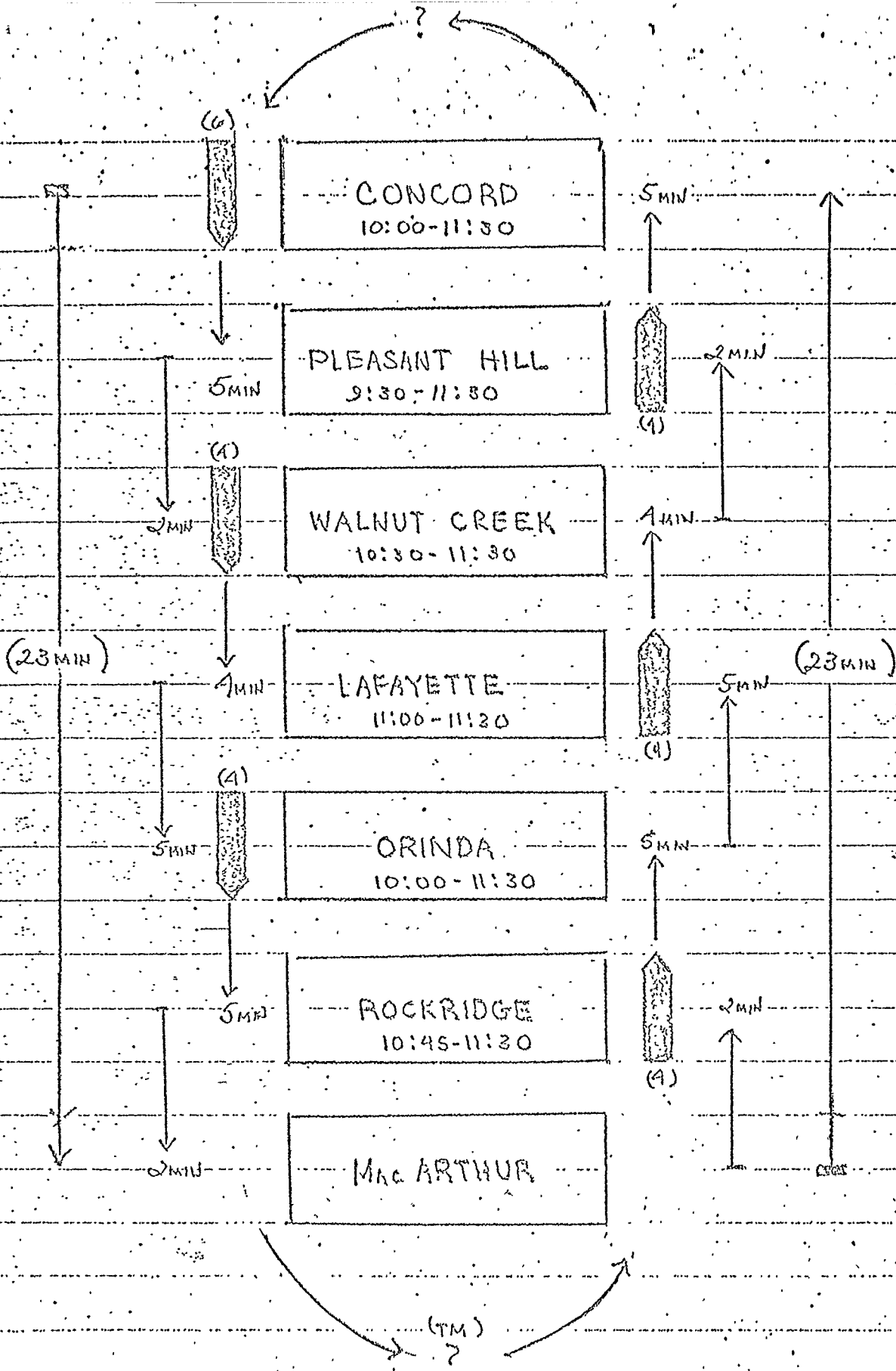
SINCE OPENING THE SOUTHERN ALAMEDA LINE IN SEPTEMBER, 1972, AND THE RICHMOND LINE IN JANUARY, 1973, BART HAS CARRIED OVER 3,400,000 PASSENGERS 78,337,000 PASSENGER MILES.

- MORE -

WITH A TOTAL OF 58 MILES IN SERVICE, BART WILL HAVE MORE THAN THREE QUARTERS OF ITS BASIC 75-MILE SYSTEM IN OPERATION. THE TRANS-BAY TUBE AND SAN FRANCISCO LINE TO DALY CITY ARE SCHEDULED TO OPEN SOMETIME IN LATE SEPTEMBER.

*SEE SIDEBAR FOR DETAILED INFORMATION ON C-LINE COMMUNITY EVENTS PLANNED FOR MAY 21.

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ALL TRAINS DISPATCHED - 11:30 AM. (IN PLACE, APPROX 9:30 AM)

PUBLIC SERVICE OFFICIALLY BEGINS - 1:00 P.M.

Today: Six-Train Ceremony approx 50

EDITOR, THIS SIDEBAR IS FOR MORE DETAILED INFORMATION ON INDIVIDUAL COMMUNITY ACTIVITIES WITH REGARD TO LINE OPENING.

ORIGINAL SONGS AND CHEERS, JAZZ AND MARCHING-BAND CONCERTS, FLOATS, VINTAGE CAR MOTORCADES, ANTIQUE RAILROAD CARS, DRILL TEAMS AND CHILDREN'S ART EXHIBITS - - ALL THESE AND MORE ARE ELEMENTS OF COMMUNITY CEREMONIES MARKING THE START NEXT MONDAY (MAY 21) OF BART'S OAKLAND-TO-CONCORD SERVICE.

AT EACH OF THE "C" LINE'S SIX STATIONS, THE HOST CITY HAS DEVELOPED ITS OWN DEDICATION CEREMONY, RANGING FROM LAFAYETTE'S 20 MINUTES OF THANKFUL SOLEMNITY TO THE TWO-HOUR EXTRAVAGANZAS PLANNED BY PLEASANT HILL AND WALNUT CREEK. ALTHOUGH STARTING AT DIFFERENT TIMES TO ACCOMMODATE THE VARYING DEGREES OF FANFARE, EACH CEREMONY WILL CONCLUDE AT EXACTLY 11:30 A.M., WHEN THE VIP-CARRYING FIRST TRAINS PULL OUT OF EACH STATION. REGULAR PASSENGER SERVICE IS SCHEDULED TO BEGIN AT 1 P.M. AT THE CONCLUSION OF THE CEREMONIAL ROUNDTrips.

THESE ARE THE HIGHLIGHTS OF THE CEREMONIES PLANNED BY EACH COMMUNITY:

AT CONCORD, STARTING AT 10 A.M., GUESTS WILL BE ENTERTAINED BY THE MT. DIABLO, CLAYTON VALLEY AND CONCORD HIGH SCHOOL BANDS; THE CONCORD BLUE DEVILS DRILL TEAM AND BAND; A PARADE OF FLOATS AND AN EXHIBIT OF VINTAGE RAILWAY CARS FROM THE WESTERN PACIFIC MUSEUM AT RIO VISTA. FOLLOWING DEDICATION REMARKS, RALLY SQUADS FROM THE

THREE HIGH SCHOOLS WILL PERFORM ORIGINAL BART CHEERS IN COMPETITION FOR TROPHY AWARDS.

AT PLEASANT HILL, JAZZ BANDS FROM COLLEGE PARK AND PLEASANT HILL HIGH SCHOOLS WILL ENTERTAIN, LED FOR A TIME BY BANDLEADER STAN KENTON. A STAGECOACH AND ANTIQUE AUTOMOBILE CARAVAN WILL BRING DIGNITARIES FROM THE MONTGOMERY WARD CENTER TO THE STATION. THE PLEASANT HILL AMBASSADORS, A GIRL SCOUT GROUP, WILL PERFORM MARCHING ROUTINES BEARING THE FLAGS OF THE 50 STATES. CHILDREN'S ART WILL BE DISPLAYED IN THE STATION CONCOURSE, AND SPECIAL OPENING-DAY LAPEL PINS AND RED, WHITE AND BLUE STRAW HATS WILL BE GIVEN OUT.

WALNUT CREEK KICKS OFF ITS CEREMONY WITH A VINTAGE-CAR MOTORCADE FROM CIVIC CENTER PARK TO THE STATION, LED BY POM-POM GIRLS AND A JAZZ BAND FROM YGNACIO VALLEY HIGH SCHOOL. FESTIVITIES AT THE STATION INCLUDE MUSIC BY YGNACIO VALLEY, DEL VALLE AND LAS LOMAS HIGH SCHOOL BANDS AND THE PERFORMANCE OF AN ORIGINAL BART SONG WRITTEN BY YGNACIO VALLEY STUDENT MIKE MILLER, ENTITLED "OFF & RUNNING."

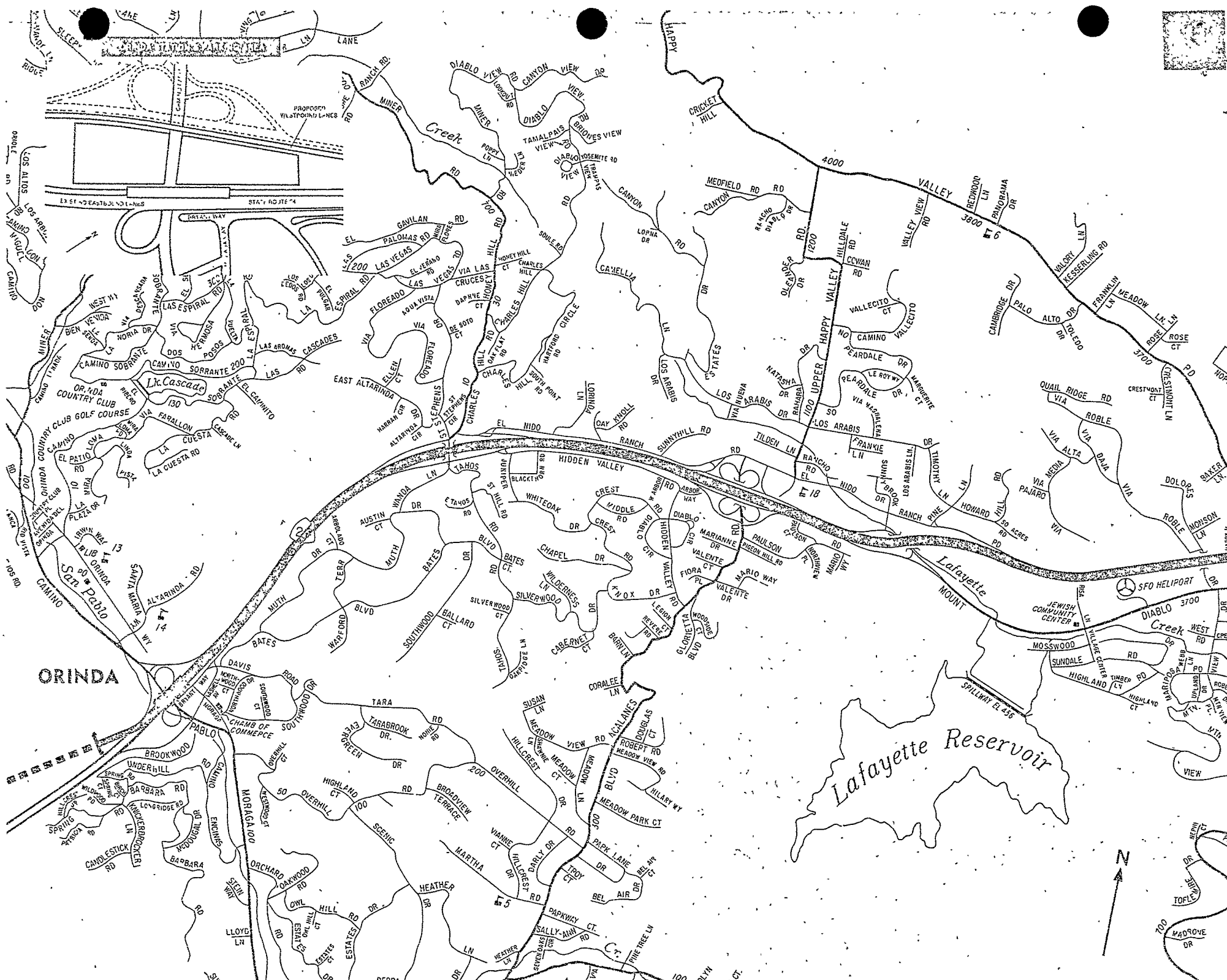
LAFAYETTE WILL BEGIN ITS DEDICATION WITH A FLAG CEREMONY BY A LOCAL BOY SCOUT TROOP, AND ENTERTAIN WITH MUSIC BY THE ACALANES HIGH SCHOOL BAND.

ORINDA PLANS A "NOSTALGIA DAYS" THEME FOR ITS OPENING, FEATURING VINTAGE CARS AND COMMUNITY GROUPS DRESSED IN TURN-OF-THE-CENTURY COSTUMES. MUSIC WILL BE PROVIDED BY THE CAMPOLINDO HIGH SCHOOL BAND, A LOCAL BARBERSHOP QUARTET AND A DIXIELAND BAND.

CHILDREN'S ART WILL BE EXHIBITED IN THE STATION CONCOURSE, AND THE CEREMONY WILL CONCLUDE WITH THE RELEASE OF HUNDREDS OF BART BALLONS.

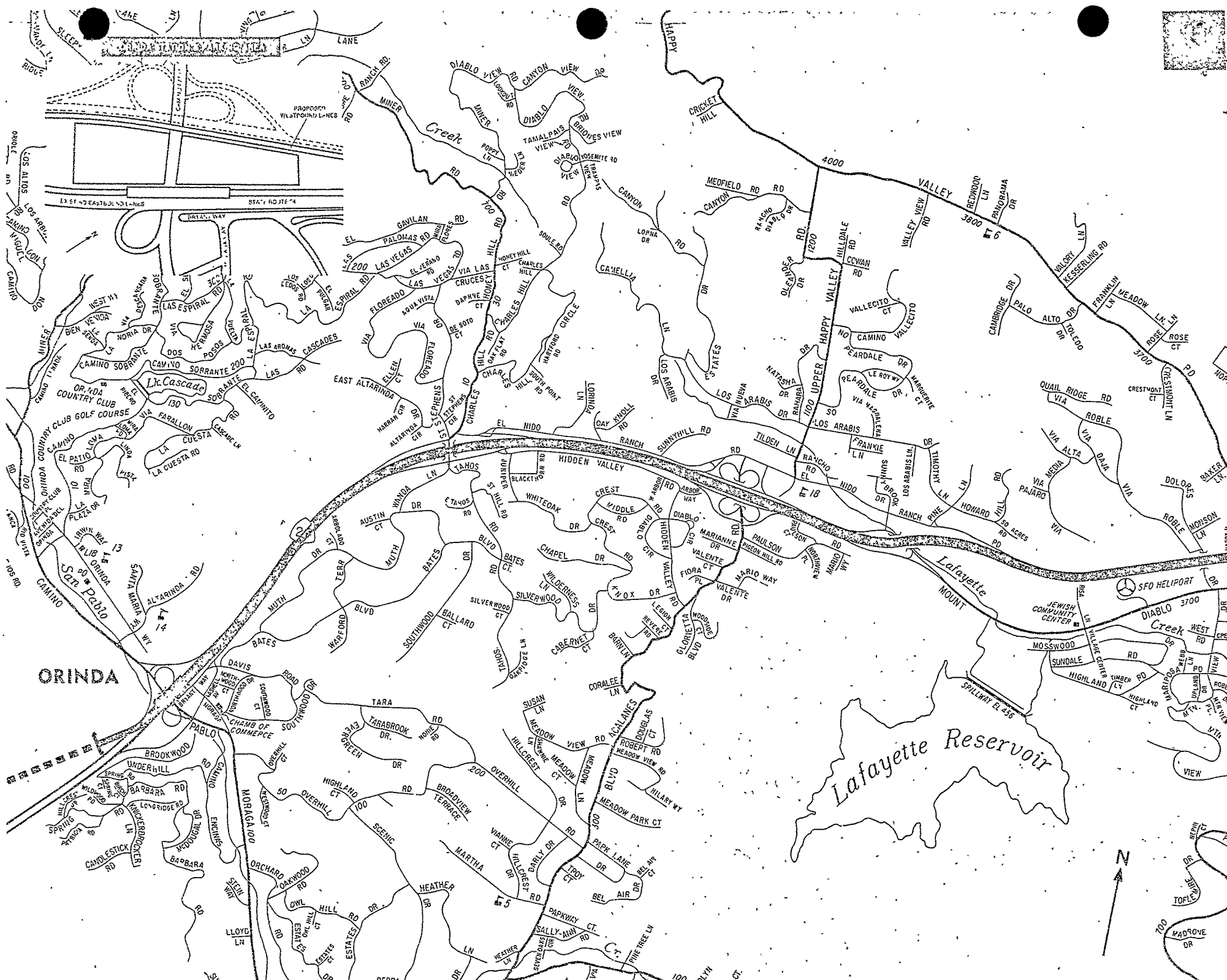
FESTIVITIES AT ROCKRIDGE STATION IN OAKLAND WILL INCLUDE ENTERTAINMENT BY THE RED GARTER DIXIELAND BAND, SONGS BY A BARBERSHOP QUARTET, AND A DISPLAY OF VINTAGE CARS.

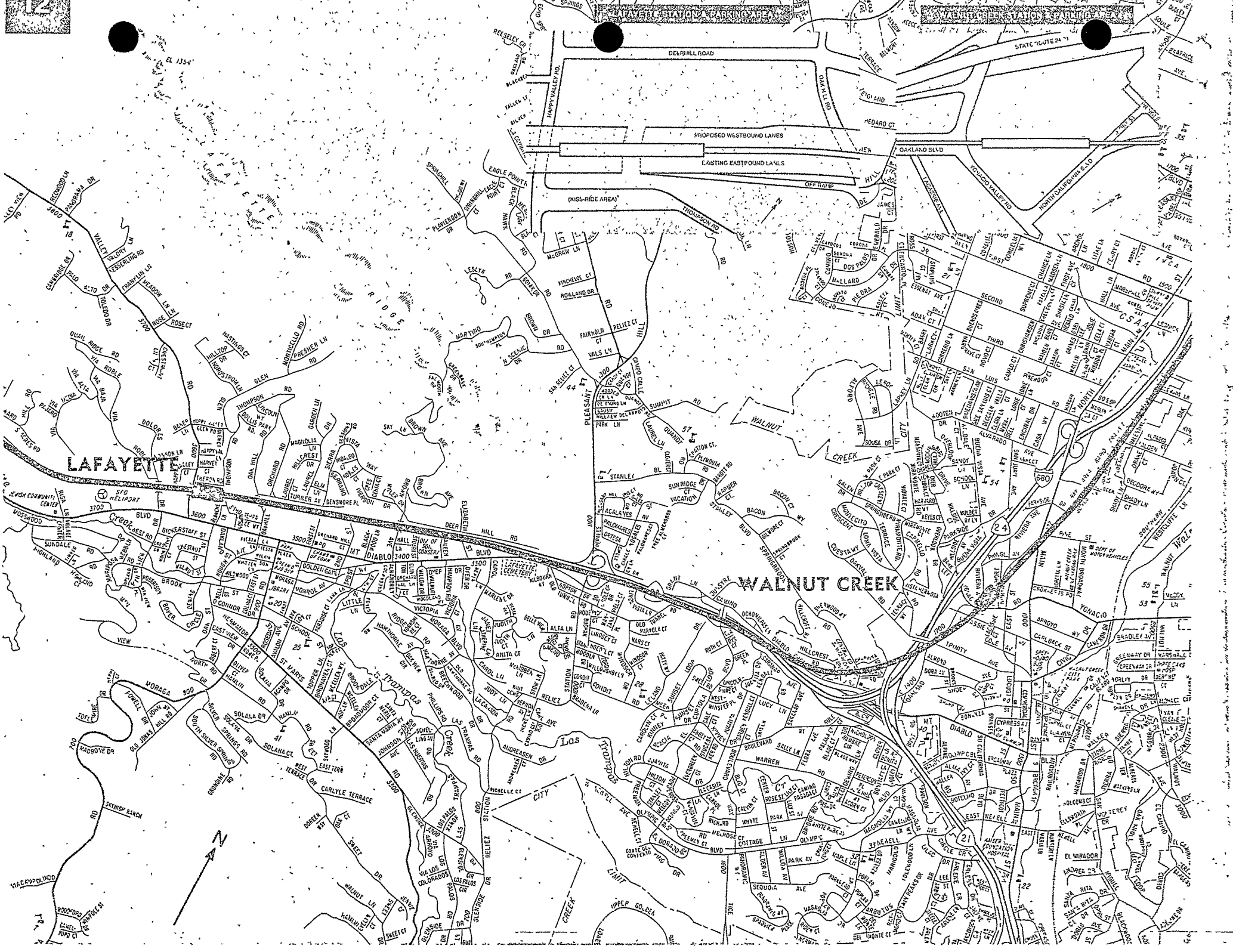
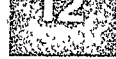
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ORINDA

Lafayette Reservoir





LAFAYETTE

WALNUT CREEK



UPPER COLLEA

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24

YCHACIO

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MEMO TO EDITORS

THE OPENING OF BART'S CONCORD LINE MONDAY MAY 21 PROMISES TO BE MORE EXTENSIVE IN TERMS OF PLANNED COMMUNITY EVENTS THAN ANY PREVIOUS LINE START-UP. IN OTHER WORDS THERE WILL BE A LOT GOING ON.

WE HOPE THE FOLLOWING INFORMATION WILL ASSIST YOU IN PLANNING ANY COVERAGE OF THE EVENT.

THERE WILL BE SIX INDIVIDUAL RIBBON CUTTING CEREMONIES HELD SIMULTANEOUSLY FOR THE SIX STATIONS ON THE LINE BEGINNING AT 11:15 A.M.

A TWO TO FOUR CAR TRAIN WILL BE POSITIONED AT EACH STATION ON THE LINE EXCEPT FOR THE CONCORD STATION WHICH WILL HAVE A SIX CAR TRAIN. EACH TRAIN WILL DEPART WITH DIGNITARIES, GUESTS AND THE PRESS AT 11:30 FOLLOWING RIBBON CUTTING CEREMONIES. A FULL ROUND TRIP ON THE LINE WILL TAKE APPROXIMATELY 50 MINUTES. (SEE ATTACHED DIAGRAM FOR TRAIN POSITIONS.)

INDIVIDUAL STATION PLANS CALL FOR GETTING STARTED AT DIFFERENT TIMES WHICH WILL BE INDICATED BELOW. HOWEVER, THE CEREMONIES WILL WIND UP AT ALL STATIONS AT APPROXIMATELY THE SAME TIME - - 11:20.

CONCORD - 10:15 A.M.

ATTENDING DIRECTORS WILL BE PRESIDENT CHESTER, DIRECTOR HELIX (MASTER OF CEREMONIES), AND DIRECTORS SILLIMAN, HAYES, KOPP AND WILSON. THE EVENT WILL INCLUDE LOCAL SCHOOL BANDS, CHEERLEADER COMPETITION, A DRILL TEAM, AND FLOATS.

- MORE -

PLEASANT HILL - 9:30 A.M.

THE DIRECTOR IN ATTENDANCE WILL BE JOE SILVA. KPIX-TV NEWS-CASTERS BELVA DAVIS AND JOE GLOVER WILL BE EMCEES. SPECIAL GUEST IS BANDLEADER STAN KENTON. PRECEDING THE CEREMONY WILL BE A MOTORCADE OF VINTAGE AUTOS AND A WELLS FARGO STAGECOACH. ENTERTAINMENT WILL BE PROVIDED BY TWO LOCAL JAZZ GROUPS AND A PERFORMANCE BY MR. KENTON.

WALNUT CREEK - 10:30 A.M.

THE DIRECTOR IN ATTENDANCE WILL BE JIM DOHERTY. SPECIAL GUEST AND GRAND MARSHAL IS WILLIAM LEAR. A MOTORCADE OF ANTIQUE CARS WILL PRECEDE THE CEREMONY. ENTERTAINMENT WILL CONSIST OF LOCAL BANDS, AND THE PRESENTATION OF AN ORIGINAL BART SONG.

LAFAYETTE - 11:00 A.M.

THE DIRECTOR IN ATTENDANCE IS BILL REEDY. ENTERTAINMENT WILL BE PROVIDED BY A LOCAL SCHOOL BAND.

ORINDA - 10:00 A.M.

VICE PRESIDENT BIANCO AND DIRECTOR CLARK WILL ATTEND. THE THEME OF THE CELEBRATION IS "NOSTALGIA DAY," WITH MEMBERS OF THE COMMUNITY INVITED TO WEAR TURN-OF-THE-CENTURY CLOTHING. CO-HOSTS OF THE EVENT ARE THE ORINDA ASSOCIATION AND THE MORAGA COMMUNITY ASSOCIATION. SPECIAL ITEMS ON THE PROGRAM ARE MUSIC BY LOCAL BANDS AND A DISPLAY OF CHILDREN'S ART.

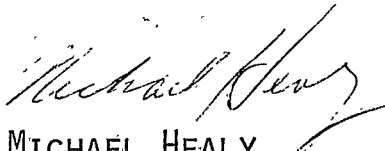
ROCKRIDGE - 10:45 A.M.

DIRECTOR LANGE WILL ATTEND. MAYOR JOHN READING WILL BE EMCEE. THIS CEREMONY WILL BE PRIMARILY AN OAKLAND/ALAMEDA COUNTY EVENT, WITH MOST INVITEES COMING FROM THAT AREA. ENTERTAINMENT WILL BE FURNISHED BY A BARBERSHOP QUARTET AND THE RED GARTER DIXIELAND BAND.

ALL MEMBERS OF THE PRESS ASSIGNED TO COVER THE LINE OPENING MAY PICK UP IDENTIFICATION BADGES BEGINNING WEDNESDAY, MAY 16, THURSDAY, MAY 17 OR FRIDAY, MAY 18 DURING NORMAL WORKING HOURS AT THE BART PUBLIC INFORMATION OFFICE, 800 MADISON STREET IN OAKLAND. THEY MAY ALSO PICK THEM UP ANYTIME AFTER 8:00 A.M. MONDAY MAY 21 AT THE ABOVE LOCATION OR FROM THE PRESS OFFICER ASSIGNED TO ANY OF THE CONCORD LINE STATIONS PRIOR TO THE CEREMONIES. PRESS OFFICERS WILL BE LOCATED AT THE STATION AGENTS BOOTHS BEGINNING AT 8:30 A.M. PRESS KITS FOR THE CONCORD LINE WILL ALSO BE AVAILABLE ON THE ABOVE DATES.

PRESS BADGES WILL BE HONORED FOR THE ENTIRE DAY ON THE SYSTEM. ATTACHED, ALONG WITH THE TRAIN POSITION DIAGRAM, IS A MAP SHOWING STREET LOCATIONS OF STATIONS ON THE LINE.

FOR FURTHER INFORMATION PLEASE CONTACT DAVE KELSEY, BOB KRAEHE OR MYSELF AT 465-4100.


MICHAEL HEALY
PRESS OFFICER

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

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

July 2, 1973

STATEMENT OF BART GENERAL MANAGER
B. R. STOKES

Despite BART's willingness to negotiate toward an overall contract with the United Public Employees and Amalgamated Transit unions, the unions broke off talks Sunday night, continuing to demand that immediate and full 13-c wage equalization be granted as a pre-condition to discussion of other issues.

Late Sunday, the unions announced their intention to strike the District's operations effective 12:01 a.m., Monday, July 2.

BART has stated on numerous occasions that the issue of wage parity between 13-c and non-13-c employees should be resolved as part of the total package of economic provisions in the contract, not as an advance condition. The unions have been adamant in demanding that immediate increases be given non-13-c employees before talks can progress to other issues. 13-c employees are those hired from other transit agencies, some at higher wage rates due to an arbitration award under provisions of Section 13-c of the Urban Mass Transportation Act. Of the 1,100 BART employees represented by United Public Employees Local 390 and the Amalgamated Transit Union, local 1555, only about 140 are involved in the 13-c award.

-MORE-

District and union negotiating committees have met steadily since noon Wednesday, June 27, when the union presented 143 pages of demands, mostly involving costs, but not including the promised written proposal concerning equalization. It became evident after four hours of discussions Sunday night in the presence of State Conciliator Edward Allen that the unions would not permit formal negotiations on a total contract without agreement on the equalization issue.

It is regrettable that the unions took strike action before submitting a full contract proposal and without allowing BART staff an opportunity to estimate the cost impact of those proposals which they did submit. The District must know these costs because public money is involved. To buy demands blindly is contrary to law and the public interest.

We regret the fact that many BART employees will be forced out of work by the unions' unalterable decision to strike.

BART remains willing to resume negotiations at any time. In anticipation of the resumption of talks, we are continuing to examine the unions' proposals and analyze their economic impact.

We regret the inconvenience that this work stoppage will cause the public, and pledge our best efforts to resume service at the earliest possible time.

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

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

Friday, July 6, 1973

FOR IMMEDIATE RELEASE

An adjourned special meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9 a.m., Tuesday, July 10, in the Board Room at 800 Madison Street, Oakland, to receive a further status report of progress in the District's labor negotiations.

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

Tuesday, July 10, 1973
P-51

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9 a.m., Thursday, July 12, in the Board Room at 800 Madison Street, Oakland.

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

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

Friday, July 13, 1973
P-52

FOR IMMEDIATE RELEASE

What about the appeals of BART to a commuter, and are they different from the travel needs of a shopper or a student? What can rapid transit offer patrons living long distances from any station? What are the service requirements needed by workers commuting to the suburbs rather than from them?

Finding answers to these and similar marketing questions is the aim of the BART Market Segments Project, a two-year, federally financed program of public-opinion research into what identifiable special-interest groups may comprise BART's overall riding public, what their particular travel needs are, and how to custom-tailor service to suit them.

The study officially gets started at 10 a.m., Tuesday, (July 17) with the first public meeting of the project's Steering Committee, at the headquarters of the Metropolitan Transportation Commission in the Hotel Claremont, Berkeley. The agenda for this kick-off meeting consists primarily of organizational matters, including the selection of a committee chairman and project director, the adoption of committee by-laws and project budget, approval of appointees to advisory committees and establishment of consultant selection procedures.

The Steering Committee is comprised of one representative from each of the project's three sponsoring agencies: BART, the Metropolitan Transportation Commission, and the Urban Mass Transportation Administration (UMTA) of the U. S. Department of Transportation.

(more)

The project will be managed and administered by BART, with help from a Technical Advisory Committee to advise on transit matters, and a Marketing Advisory Council to provide marketing advice. The technical advisory group will include representatives from AC Transit, San Francisco Muni, BART, MTC, Santa Clara County Transit District and the Golden Gate Bridge, Highway and Transportation District. Marketing counsel will come from a select group of local marketing professionals to be appointed by the project steering committee.

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

P-70
TUESDAY, SEPTEMBER 25, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE BAY AREA RAPID TRANSIT DISTRICT WILL BE HELD ON THURSDAY, SEPTEMBER 27, BEGINNING AT 9:00 A.M. IN THE BOARD ROOM, 800 MADISON STREET, OAKLAND.

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

P-71
Friday, October 5, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE:

A regular meeting of the Board of Directors will be held on Thursday, October 11, 1973, commencing at 9:00 a.m. in the Board Room, 800 Madison Street, Oakland, California.

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FOR RELEASE OCTOBER 12, 1973

SPECIAL TO THE SAN FRANCISCO PROGRESS

FULL CIRCULATION TESTING WILL BEGIN THIS NEXT WEEK ALONG BART'S SAN FRANCISCO'S INTRA-CITY LINE AS PART OF THE CONTINUOUS PREPARATION FOR THE NOVEMBER 5 LINE OPENING.

TRAINS WILL SIMULATE ACTUAL SERVICE DURING THIS PHASE OF THE TESTING PERIOD WHILE ENGINEERS COLLECT IMPORTANT DATA ON ALL ASPECTS OF AUTOMATIC OPERATION, INCLUDING VERIFICATION OF INFORMATION FOR HONING AND FINAL MAKE-UP OF THE PROGRAMMED OPERATING SCHEDULE. OTHER WORK WILL INCLUDE CHECKING OUT EVERY FACET OF THE SYSTEM DOWN TO THE LAST DETAIL.

THESE QUALIFYING TESTS AND ADDITIONAL DETAIL WORK WILL BE CONDUCTED ON AN AROUND-THE-CLOCK BASIS AND REPRESENT ONLY A PORTION OF THE THOUSANDS OF HOURS OF TESTING THAT GO INTO THE FINAL PREPARATION OF THE LINE BEFORE OPENING FOR PASSENGER SERVICE. PRIOR TESTING, WHICH BEGAN IN EARLY AUGUST, WAS CONDUCTED WITH ONE TRAIN AND LATER TWO TRAINS. THESE EARLIER TESTS WERE DESIGNED TO CHECK OUT AND DEMONSTRATE COMPUTER HARDWARE, VARIOUS POWER SUPPLIES, COMMUNICATIONS, TRAIN PROTECTION, AND A MULTITUDE OF DETAIL ITEMS.

-MORE-

THE SAN FRANCISCO LINE INITIALLY COMPRISES EIGHT STATIONS AND STRETCHES 7.53 MILES FROM THE MONTGOMERY STREET STATION LOCATED AT MARKET AND MONTGOMERY STREETS, TO THE DALY CITY STATION LOCATED JUST OFF SAN PEDRO AND KNOWLES AVENUES IN DALY CITY. THE SUBWAY LINE RUNS SOUTHWEST BENEATH MARKET STREET AND THEN JUTS SOUTH AT VAN NESS AND CONTINUES SOUTH EMERGING TO BECOME AERIAL JUST NORTH OF DALY CITY. THE RIGHT STATIONS ON THE LINE ARE LOCATED AT MONTGOMERY STREET, POWELL STREET, CIVIC CENTER AT 8TH STREET, 16TH AND MISSION STREET, 24TH AND MISSION STREET, GLEN PARK, LOCATED AT POSWORTH AND MONTEREY BOULEVARD, BALBOA PARK, LOCATED AT OCEAN AND SAN JOSE AVENUES, AND DALY CITY. THE EMBARCADERO STATION, LOCATED AT MARKET STREET AND EMBARCADERO IS PRESENTLY UNDER CONSTRUCTION AND WILL MAKE THE NINTH STATION WHEN COMPLETED.

THE SAN FRANCISCO STATIONS ARE PROJECTED TO SERVE AN AGGREGATE 98,000 PATRONS TAKING 195,000 RIDES DAILY WHEN THE ENTIRE SYSTEM IS FULLY OPERATIONAL INCLUDING TRANS-BAY SERVICE.

WITH THE ADDITION OF THE SAN FRANCISCO LINE OPERATION, BART WILL HAVE PLACED IN SERVICE 63.5 MILES AND 32 STATIONS, MORE THAN THREE-QUARTERS OF THE ENTIRE 75-MILE SYSTEM.

BART'S PRESENT OPERATING LINE IS 56 MILES BETWEEN FREMONT IN SOUTHERN ALAMEDA AND RICHMOND IN NORTH CONTRA COSTA COUNTY AND OUT TO CONCORD IN EAST CONTRA COSTA.

SINCE START UP OF SERVICE SEPTEMBER 11, 1972, BART HAS CARRIED OVER 6 MILLION PASSENGERS 125 MILLION PASSENGER MILES.

PRESENT DAILY PATRONAGE IS APPROXIMATELY 36,000.

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FRIDAY, OCTOBER 5, 1973

Press Contact: Michael Healy, BART

Phone: 465-4100, Ext. 529

SPECIAL TO THE SAN FRANCISCO PROGRESS
FOR IMMEDIATE RELEASE:

GALA CELEBRATIONS WILL MARK THE OPENING OF BART'S SAN FRANCISCO
INTRA-CITY SERVICE ^{WHICH} WILL COMMENCE MONDAY, NOVEMBER 5, FOLLOWING A WEEK
OF FESTIVITIES.

BEGINNING WEDNESDAY OCTOBER 24 THERE WILL BE A UNION SQUARE
EXHIBIT WHICH WILL CONSIST OF A "BART SALOON" AND A DISPLAY OF
ANTIQUE VEHICLES. THE BART SALOON IS A MOCK-UP OF A GOLD RUSH SALOON
WHICH WAS DONATED BY MANUFACTURED HOMES OF HEALDSBURG OF HEALDSBURG,
CALIFORNIA AND WILL BE SPECIALLY LICENSED TO SELL STEAMED BEER AND LIQUOR.
FOOD, REPRESENTATIVE OF EARLY SAN FRANCISCO, WILL ALSO BE SERVED. THE
GENERAL DECOR WILL BE ENHANCED BY SEVERAL PAINTINGS AND MURALS ON LOAN
FROM THE JOHN MATHEWS COLLECTION, DEPICTING SCENES OF THE GOLD RUSH
DAYS.

AMONG THE ANTIQUE VEHICLES ON DISPLAY WILL BE A WELLS FARGO
STAGE COACH WHICH WAS TWICE ROBBED BY BLACK BART. THE EXHIBIT WILL
OPEN TO THE PUBLIC AT 11:30 A.M. FOLLOWING A PRESS EVENT FEATURING
SEVERAL DIGNITARIES.

ALSO MARKET AND MISSION STREETS WILL BE DECORATED WITH OVERHANGING
BANNERS AND MANY STORE WINDOWS WILL CARRY LARGE DISPLAYS WELCOMING BART
TO SAN FRANCISCO. SHOPPERS IN THE DOWNTOWN AREA THROUGHOUT THE FESTIVAL
WEEK WILL BE TREATED TO THE SIGHT AND SOUND OF THE WELL-KNOW RED GARTER
BAND -- WHICH WILL BE ROAVING THE AREA MAKING THEIR FAMOUS DIXIELAND
MUSIC.

-MORE-

THE MAJOR CELEBRATIONS AND RIBBON CUTTING CEREMONIES WILL BE HELD ON SATURDAY NOVEMBER 3 WITH COLORFUL EVENTS PLANNED FOR EACH OF THE EIGHT STATIONS ON THE LINE.

BEGINNING AT 9:45 A.M. A CEREMONIAL TRAIN WITH SAN FRANCISCO MAYOR JOSEPH ALIOTO AND DALY CITY MAYOR ANTHONY GIAMMONA, PLUS A HOST OF DIGNITARIES AND CELEBRITIES, WILL LEAVE THE MONTGOMERY STREET STATION. THE TRAIN WILL HEAD FOR DALY CITY, STOPPING AT EACH STATION LONG ENOUGH FOR THE MAYORS AND ACCOMPANYING OFFICIALS TO TAKE PART IN INDIVIDUAL CEREMONIES. MORE OFFICIALS AND INVITED GUESTS WILL JOIN THE CEREMONIAL TRAIN AT EACH STOP AND CONTINUE THE RIDE ON TO DALY CITY.

MEANWHILE THERE WILL BE A 75-UNIT PARADE ALONG MISSION STREET FROM BART'S 16TH AND MISSION STREET STATION TO THE 24TH AND MISSION STREET STATION. ASSESSOR JOSEPH TINNEY WILL BE THE GRAND MARSHAL AND WILL BE JOINED BY MAYOR ALIOTO ALONG WITH SEVERAL BART OFFICIALS AND CITY DIGNITARIES. THE MAYOR'S PARTY WILL LEAVE THE TRAIN AT 16TH AND MISSION STREET STATION AND RIDE BY STAGE COACH TO THE 24TH STREET STATION WHERE THEY WILL REBOARD THE CEREMONIAL TRAIN TO CONTINUE THE RIDE TO DALY CITY.

EACH INDIVIDUAL STATION CEREMONY WILL INCLUDE COLORFUL DISPLAYS AND LIVE MUSIC.

THE PUBLIC WILL BE INVITED TO PREVIEW THE BART SYSTEM AND RIDE THE TRAINS FREE OF CHARGE FOLLOWING THE CEREMONIAL TRAIN RIDE WHICH IS SCHEDULED TO CONCLUDE BY 12:30 P.M. PUBLIC SERVICE WOULD THEN START BETWEEN 12:30 AND 1:00 P.M. AND WILL CONTINUE UNTIL 6:00 P.M. BECAUSE OF THE EXPECTED CROWDS, THE RIDES NOVEMBER 3 WILL CONSIST OF A SHORT SHUTTLE HOP STATION TO STATION AND RETURN.

REGULAR PASSENGER SERVICE WILL BEGIN ON MONDAY NOVEMBER 5 AT 6:00 A.M. ON A 14-HOUR-A-DAY, FIVE-DAY-A-WEEK SCHEDULE.

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P-73

FRIDAY, OCTOBER 5, 1973

Press Contact: Michael Healy, BART

Phone: 465-4100, Ext. 529

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REGULAR PASSENGER SERVICE WILL BEGIN ON MONDAY NOVEMBER 5 AT 6:00 A.M. ON A 14-HOUR-A-DAY, FIVE-DAY-A-WEEK SCHEDULE.

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

P-75
Wednesday, October 31, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Following colorful ceremonies Saturday November 3 commemorating the start-up of BART's San Francisco intra city service, the public will be invited to take a free shuttle ride on the trains.

In order to accommodate the expected crowds and at the specific request of the San Francisco Transit Task Force, the rides will be short shuttle rides from station to station and return. For example, a rider may board a train at the Montgomery Street Station and ride to Powell Street Station and then return to Montgomery Street. By the same token a rider might get on a train at Daly City and ride to the Balboa Park Station and then return to Daly City . . . each ride being only a matter of minutes in duration.

Said David Soblin, BART's liaison officer with the City's Transit Task Force, "It was felt that for Saturday only this method of operating the trains would insure that the maximum number of people would have an opportunity to take a first ride."

Soblin emphasized that members of the public wanting to take a ride Saturday will not be able to ride the entire line.

The first section of the line to open for public rides will be between Montgomery Street and 16th and Mission Street stations commencing at approximately 11:30 a.m. The second section between 16th and Mission and Daly City stations would follow at approximately 12:35.

The free rides will continue until 6:00 p.m. Saturday.

Regular passenger service on the San Francisco line will commence Monday, November 5, at 6:00 a.m. on a regular five day a week 14 hour day basis . . . service hours being from 6:00 a.m. to 8:00 p.m.

Opening BART's San Francisco Intra City service will bring an additional eight stations and seven and a half miles into service. This will make a total of 32 stations and 63.5 miles of the 71 mile system in operation.

To date BART has carried approximately 6.5 million passengers over 100 million passenger miles, including excursion rides.

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

P-77
FRIDAY, NOVEMBER 2, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors will be held on Thursday, November 8, 1973, commencing at 9:00 a.m. in the Board Room, 800 Madison Street, Oakland, California.

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

November 9, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

NOTICE OF MEETING

A meeting of the BART Safety/Availability Committee will be held Tuesday, November 13th at 4:00 p.m. at BART Headquarters.

The purpose of the meeting will be to approve the first amendment to the TRW contract.

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

P-78

TUESDAY, NOVEMBER 12, 1973

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION
FOR IMMEDIATE RELEASE

With the enormous success of the newly opened San Francisco intra-city line BART patrons system wide will now be making well over a million trips a month.

In its first week of operation in San Francisco, BART trains carried approximately 165,000 patrons, easily meeting the patronage forecast for the limited 7.5-mile service. The bulk of the ridership consists of commuters and mid-day downtown shoppers. BART officials had estimated that with the opening of the San Francisco line, patronage for the entire operating system would double. Service in the east bay, comprising the Richmond-Fremont and Concord lines, presently reaches an average of 35,000 rides a day.

Travel patterns on the new line showed Friday's patronage to be a 60 percent increase over patronage for Monday, the first day of service. On Monday the San Francisco line carried 27,300 patrons, many coming from Daly City and points south. On Tuesday that number rose to 34,000 and Thursday the figure had reached a peak of 36,500 with Friday showing a dip to 32,900.

In ratio to the total patronage, the morning and evening commute ridership also rose significantly from the first day of service.

-MORE-

Taking the count at BART's downtown Civic Center station only, the morning commute jumped from 4,836 on Monday to 7,768 on Friday while the evening commute more than doubled from 5,264 on Monday evening to 10,500 for Friday evening. These counts were taken between the hours of 7 a.m. and 9 a.m., and 4 p.m. and 6 p.m. and are considered to be commute figure indicators.

Total patronage for the week on the entire operating system, including all east-bay lines came to approximately 340,000 with 22 trains in service running at 10 minute intervals.

It is estimated that when the system is fully operational, daily trips will amount to 210,000 with BART trains having a carrying capacity of 30,000 patrons an hour in a given direction.

Since opening the first line September 11, 1972, BART has carried 6.8 million patrons 137 million passenger miles.

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

P-79

THURSDAY, NOVEMBER 15, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE:

The Bay Area Rapid Transit District will remain in operation two additional hours each weekday evening between Thanksgiving and Christmas to accommodate holiday shoppers and store employees, BART General Manager B. R. Stokes announced.

Beginning Friday, November 23, through Monday, December 24, BART trains will run at 10-minute intervals from 6:00 a.m. until 10:00 p.m. Final trains each day will wait to begin their last trips from terminal stations until all stations on the line have been closed at 10 p.m., so last-minute patrons already inside the stations need not fear being left behind.

On Thanksgiving Day, November 22, BART will operate its standard 14-hour day, from 6:00 a.m. to 8:00 p.m., with train frequencies on a holiday schedule of about every 15 minutes, Stokes said. For now, BART continues to be closed on weekends.

Stokes said that BART intends to promote its multiple-ride tickets as "the solution to the perennial problem of what to give for Christmas." Such tickets remain valid indefinitely until their value is used up.

Regular-fare tickets in any value up to \$20 can be bought at any of BART's 32 currently operating stations. Regular tickets in \$10 and \$20 denominations only, and special-fare tickets costing

-MORE-

\$2.50 for \$10 worth of rides for children under 13 and senior citizens 65 and over, are also available at 275 branch banks in San Francisco, Alameda, Contra Costa, San Mateo and Santa Clara counties. Call the following toll-free BART information numbers for locations of specific banks handling BART tickets:

Fremont/Union City area	793-B-A-R-T
Hayward/San Leandro area	783-B-A-R-T
Oakland/Berkeley/Orinda area	465-B-A-R-T
Richmond/El Cerrito area	236-B-A-R-T
San Francisco/Daly City area	788-B-A-R-T
Lafayette/Concord area	933-B-A-R-T
Livermore/Pleasanton area	462-B-A-R-T

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

P-80
Tuesday, November 27, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors will be held on Thursday, November 29, 1973, commencing at 9:00 a.m. in the Board Room, 800 Madison Street, Oakland, California.

A special executive session with the General Counsel to consider litigation matters within the attorney-client relationship will be convened at 8:00 a.m. preceding the regular meeting.

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

P-81
TUESDAY, NOVEMBER 27, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

BART established a new record high in daily patronage Friday, November 23 - - traditionally the kickoff of the Christmas shopping season - - when it carried 110,262 riders over the presently operating 63.5-mile, 32-station system.

Since service was initiated in San Francisco November 3, BART has been averaging approximately 70,000 passengers a day. Prior to the start of West Bay service, the system's record single-day patronage had been 41,000 carried on Washington's Birthday, February 22, 1973.

Effective last Friday and continuing through Monday, December 24, BART has extended its operating day two hours in the evening, until 10 p.m., as an accommodation to Christmas shoppers and store employees.

Of Friday's record patronage, 58,030 persons were carried on the 7.5-mile, eight-station San Francisco route and 52,232 over the 56 miles and 24 stations operating in the East Bay. The system's single most heavily patronized station was San Francisco's Powell Street, through which 17,000 persons passed on Friday.

To date since opening its first routes in September of 1972, BART has transported a total of about 8 million passengers.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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THURSDAY, NOVEMBER 29, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

Public comment on a proposed network of bicycle routes and hiking and horseback-riding trails linked to BART will be sought in three regional hearings to be held in early December by the BART/TRAILS Planning Study.

The hearings are to give individuals and groups interested in riding and hiking to and from BART - - for commuting as well as recreation - - a chance to shape the study's soon-forthcoming final recommendations. The \$50,000, federally-funded planning project began a year ago under the joint sponsorship of BART, the East Bay Regional Park District, People for Open Space, San Francisco Planning and Urban Renewal Association (SPUR), and the San Francisco Transit Task Force.

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

December's community review sessions will feature an illustrated presentation summarizing the scope of the study, BART's relation to a trails network, how the trail plans were developed with specific examples

MORE

cited from four pilot projects, the impact of the BART/TRAILS plan, aspects of implementation, and future steps.

The first of the three area hearings on the project's conclusions will be in San Francisco, Thursday, December 6, in Room HLL 135 of the Humanities Building of California State University, San Francisco, 19th and Holloway Avenues.

The second meeting, for Contra Costa County residents, will be Tuesday, December 11, in the auditorium of the Veterans' Memorial Building, Mt. Diablo Blvd. and First Street, Lafayette.

The final hearing will be for Alameda County, Thursday, December 13, in the Board Room of BART's headquarters at 800 Madison Street, Oakland.

All meetings will begin promptly at 7:30 p.m. and conclude by 9:45 p.m. to enable participants to take BART home, if desired, by the system's holiday closing time of 10 p.m.

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PHILLIP O ORMSBEE
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DAVID H. KELSEY
MANAGER, PRESS SERVICES

P-83
MONDAY, DECEMBER 3, 1973

FOR IMMEDIATE RELEASE

Because of a personnel safety hazard in BART train yards, horns warning of incoming and out-going trains will be reactivated beginning Wednesday, December 5, it was announced today.

These horns were shut down in all three of BART's maintenance yards in late 1972 because of complaints from adjacent property owners concerning the noise level and the long duration of the sound when activated.

The horns have since been modified to function at a minimum noise level and for only four seconds at a time. These horns are used to warn BART personnel working along the track or anywhere in the yards of an approaching train being dispatched in or out of service to the main lines. Once the horn has gone off, a flashing red light at the switching point will then indicate to anybody in the area which track the train is on.

BART engineers stressed that these horns were necessary to insure a safe working condition for personnel working in the specified areas of concern. The three BART maintenance yards are located at Hayward, Concord and Richmond.



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P-84

WEDNESDAY, DECEMBER 12, 1973

FOR IMMEDIATE RELEASE

Bay Area Rapid Transit District Directors Nello J. Bianco and Harry R. Lange today were elected by fellow directors to be President and Vice-President, respectively, of the BART Board for 1974.

Bianco, a Richmond businessman and city councilman, was first appointed to the BART Board of Directors September 23, 1969, by the Contra Costa County Board of Supervisors, and reappointed this Fall to his second four-year term. He has been Vice-President of the BART Board for 1973.

Born in Weed, California, Bianco moved with his family to the Bay Area at the age of nine, and attended local schools including Golden Gate Business College. He is former chairman of the city of Richmond's Personnel Board, and is presently chairman of the city's Public Works Committee and a member of the Finance Committee. He is also a member of the Richmond chapters of the Loyal Order of Moose, the Fraternal Order of Eagles, the Richmond Galileo Club, and is an alternate member of the Democratic Central Committee.

A vigorous advocate of extending the system into additional areas of the three BART counties, Bianco is chairman of the committee guiding the current study of the Pittsburg-Antioch extension. He has been cited by the Contra Costa County Supervisors and the Pittsburg City Council for his efforts to represent the interests

of both off-line and on-line residents and taxpayers in the District.

Bianco is married to the former Betty Anselmo of Martinez. They make their home with their three children at 2901 Roosevelt Avenue, Richmond.

Harry R. Lange, who will serve as BART's Vice President for 1974, has been an appointee to the BART Board by the Alameda County Board of Supervisors since September 6, 1967. A former Oakland City Councilman and retired Vice-President of Cutter Laboratories, Inc., in Berkeley, Lange has long been active in business and civic life of the Bay Area. He is a past President of the United Bay Area Crusade and the Alameda County United Fund. He just completed a two-year term as President of the Oakland Symphony Orchestra Association and was previously the Chairman of the Board of Trustees of Golden Gate University, of which he is still a trustee.

Lange resides with his wife in Oakland.

The new President and Vice-President of the BART Board will begin their terms January 1, 1974.

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800 Madison Street
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P-85
MONDAY, DECEMBER 10, 1973

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

A special meeting of the Board of Directors of the Bay Area Rapid Transit District will be held Wednesday, December 12, immediately following an 8 a.m. session of the Board's Engineering Committee, estimated to conclude about 9 a.m. Both meetings will be held in the first-floor Board Room of BART's headquarters at 800 Madison Street, Oakland.

Regular December meetings of the Board, previously scheduled for the 13th and the 27th, have been cancelled due to expected lack of a quorum.

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