

# 1979 News Releases

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JANUARY

# NEWS RELEASE

**BART**

V-1

FOR IMMEDIATE RELEASE

## BART PRESIDENT NAMES NEW BOARD COMMITTEE MEMBERS

BART Board President John H. Kirkwood of San Francisco today named members of the Board of Directors' standing and special committees for the coming year.

New members of the three standing committees and the Special Salary and Wage Review Committee are:

Administration: Chairperson Eugene Garfinkle of San Francisco, District 8; Vice Chairperson Wilfred T. Ussery of San Francisco, District 7; and Barclay Simpson of Walnut Creek, District 1.

Engineering & Operations: Chairperson Barclay Simpson; Vice Chairperson Robert S. Allen of Livermore, District 5; and Arthur J. Shartsis of Oakland, District 3.

Public Information and Legislation: Chairperson Nello J. Bianco of Richmond, District 2; Vice Chairperson Harvey W. Glasser of Alameda, District 4; and Wilfred T. Ussery.

Special Salary & Wage Review: Directors Shartsis and Garfinkle will continue as Chairperson and Vice Chairperson respectively. All board members are voting members of this committee including President Kirkwood and Vice President John Glenn of Fremont, who are ex-officio members of all other committees.

-- MORE --

2-2-2-2-2

The committee appointments take effect immediately, with the Engineering & Operations Committee scheduling its first meeting for 1979 on Monday, January 8, at 8:30 a.m. The meeting will be held in BART's Board of Directors room at the transit district's headquarters in Oakland.

# # #

January 3, 1979

Mike Healy, Director  
Office of Public Affairs

# NEWS RELEASE

**BART**

V-2

FOR IMMEDIATE RELEASE

## BART TO THE AUCTION

One particular convenience of BART's Lost and Found Auction scheduled for this Saturday January 6 is that the transit system's trains stop at the door.

The auction, which will be offering a wide variety of items, will be taking place at BART's Coliseum Station in Oakland beginning at 10 a.m.

"Auction items may be previewed by the public beginning at 9 a.m.," said Sergeant Charles Lacy of BART's Police Services Department.

Lacy, who is coordinating the auction said further information may be obtained ahead of time by contacting Ross-Dove Company, Auctioneers in San Francisco. Phone 826-6500.

"Ross-Dove will actually be conducting the auction for BART," Lacy said.

BART's lost and found claim window is located at the system's 12th Street-City Center Station in Oakland, and open from 12 to 5:30 p.m. Monday through Friday.

# # #

January 4, 1979

Mike Healy, Director  
Office of Public Affairs

# NEWS RELEASE

**BART**

V-3

FOR IMMEDIATE RELEASE

## FIRST BART BOARD MEETING OF YEAR

The BART Board of Directors will hold its first regularly scheduled meeting of the new year on Thursday, January 11, it was announced today by Board President John H. Kirkwood of San Francisco.

Kirkwood said that this would be a particularly important meeting as the board is expected to officially confirm Keith Bernard as the transit district's new General Manager.

Mr. Bernard, who is 40, was unanimously selected by a special committee of the board to be BART's new General Manager following a five month national search which produced some 80 applicants.

Kirkwood said that while the selection committee, which was made up of the entire board, unanimously endorsed Bernard, the District's directors must sit as a board for the formal vote.

"This is strictly a formality," he said, "but one we are all looking forward to."

Mr. Bernard replaces Frank C. Herringer whose last official day at BART was December 31.

Kirkwood said he looks forward to a prosperous new year with Bernard at the helm, and as President of the board will work closely with the new General Manager.

The board will meet at 9 a.m. in the board of directors room at the transit district's headquarters, 800 Madison Street.

# # #

Mike Healy, Director  
Public Affairs

January 3, 1979  
BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

# NEWS RELEASE

**BART**

V-4

FOR IMMEDIATE RELEASE

## BART TO HOLD PUBLIC AUCTION OF USED VEHICLES

This Saturday, January 13, at 10 a.m. BART will hold a public auction of surplus used vehicles at its parking lot located on Seventh Street between Oak and Fallon Streets in Oakland.

Included in the auction are 15 sedans, among them Plymouths, Dodges and Matadors; five pickup trucks, one Ford Clubwagon and one Cargo Van.

Successful bidders will be required to make a payment of at least 25 percent of the bid price at the time of the auction, with the balance due not later than 12 noon on Monday, January 15. Payments must be made by certified check, cashier's check, money order or traveler's check. Personal checks will not be accepted.

Pre-auction inspection of the vehicles will be offered from 9 a.m. to 10 a.m. on the day of the auction.

# # #

Mike Healy  
Director of Public Affairs

January 9, 1979

# NEWS RELEASE

**BART**

V-5

FOR IMMEDIATE RELEASE

## BART PATRONAGE MADE SIGNIFICANT GAINS IN 1978 (YEAR-END ROUNDUP)

By year's end BART's total patronage for 1978 was up 16.6 percent over the previous year, according to the transit district's analysts.

Ridership on the system for this past year totaled 41.7 million, 1.4 million above forecast, and 6 million over 1977.

Weekday patronage for the year was 37.6 million, by itself a 6.85 percent gain over weekday travel during the previous year. When the year began, average daily ridership was 143,300 but by December had reached 151,000 with five days over 155,000. Average trip length was 12.6 miles and the average fare paid was .75¢.

The startup of regular Saturday service in January and Sunday service in July contributed an aggregate year-end total of about 4 million with Sunday service more than paying for the incremental cost to provide it.

On February 2, following the AC Transit strike, BART saw a record breaking 250,000 people use the system on a single day, which is not included in the above figure. This was the day BART offered free rides to the public as a goodwill gesture.

Since opening the system back in 1972, trains have carried approximately 175 million patrons over 2.3 billion passenger miles.

2-2-2-2-2

BART's Express Bus Service which is provided by AC Transit for BART under a cost reimbursement contract also saw some significant ridership gains as well as some significant service improvements.

Beginning in October of this past year service on the M line, which connects the Concord Station with Martinez, and the D line linking the Walnut Creek Station with Dublin, went from hourly to half hour from 6 a.m. to 6 p.m. then hourly until midnight weekdays. The D line was also extended to service Diablo Valley College and to connect with the M line at the Sun Valley Shopping Center as an added convenience for county residents. Midday service was increased on the Q line which serves Pinole.

Ridership on all five Express Bus lines which connect several BART stations in Contra Costa and Alameda Counties with outlying areas saw a 34.5 percent increase comparing October 1978 with October 1977. Patronage for October 1978 rose to 131,765 from 98,000 in October 1977.

Effective November 1 BART contracted with Greyhound Bus Company to continue providing commute service between Concord and San Francisco.

Other highlights of this past year were in the areas of system engineering and technical improvements systemwide. Completion of the system's re-signaling project not only helped pave the way for eventual service expansion and improvements but also allowed BART to operate at normal speeds during wet weather. As of December 4 trains no longer had to operate in what came to be known as "Impeded Mode" during rainy days.

Another program which called for some stations to be remotely attended and monitored through closed circuit television was begun in April with a

3-3-3-3-3

view to ultimately saving the District about \$1 million annually. Though several hundred thousand dollars have been saved by reducing hiring needs as a result of this initial phase of the project, a comprehensive evaluation is currently being conducted by BART staff to determine the program's future.

Before closing out the calendar year BART's Board of Directors on December 14 adopted Phase I of a program to improve access to the system. Phase I calls for improving access to six stations, Glen Park, Hayward, Lafayette, Walnut Creek, Pleasant Hill and Concord. This will involve expanding parking facilities where possible, provide better bus access in some cases, and exploring the use of a jitney service to connect the Glen Park Station with surrounding neighborhoods not being served by Muni.

Subsequent phases of the program will examine access needs of the remaining stations with analysis and recommendations presented to the board when completed. BART staff will be working closely with each local community in the development of specific station access plans.

# # # #

Mike Healy  
Director, Public Affairs

January 10, 1979

V-6

FOR BUSINESS WIRE ONLY

FOR IMMEDIATE RELEASE

BART HOLDS ANOTHER AUCTION SATURDAY

Ride BART to the Auction this Saturday, January 13, and drive home.

This time BART will be auctioning off surplus motor vehicles beginning at 10 a.m. at its parking lot on Seventh and Oak Streets, just a hop from the transit system's Lake Merritt Station in Oakland.

Last week BART held an auction of accumulated unclaimed items that had been lost or left on District property which was a sellout. About 600 people attended.

This Saturday's auction will have 23 vehicles to sell, made up of 16 sedans, among them Plymouths, Dodges, and Matadors; five three-quarter ton pickup trucks, one Ford Clubwagon, and one Cargo Van.

The public may begin inspecting the vehicles beginning at 9 a.m. Saturday morning prior to the auction. Successful bidders will be required to make a payment of at least 25 percent of the bid price at the time of the auction with the balance due not later than 12 noon on Monday, January 15. Payments must be made by cash, certified check, cashier's check, money order or traveler's check. The auction is being conducted by Ross-Dove Company for BART.

# # #

Mike Healy  
Director of Public Affairs

January 12, 1979

# NEWS RELEASE

**BART**

V-7

FOR IMMEDIATE RELEASE

## BART TO THE GLOBETROTTERS

Fans of the Harlem Globetrotters will find BART the easy way to get to and from the Oakland Coliseum Arena on Friday (January 19) and Saturday (January 20).

The games are scheduled to start at 8 p.m. on both nights and should end at approximately 10 p.m. BART will provide additional trains on both nights for home-bound fans, if needed.

BART will otherwise operate on a normal evening schedule providing direct Richmond/Fremont and Concord/Daly City service at 20-minute intervals until midnight. All train-to-train transfers can be made at 12th Street City Center, 19th Street or MacArthur Stations in Oakland.

# # #

January 18, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

V-8

FOR IMMEDIATE RELEASE:

## BART TO PROVIDE ABBREVIATED SERVICE THURSDAY MORNING

Due to the fire on a train in the transbay tube Wednesday evening, BART will be providing an abbreviated service this morning, Thursday, January 18.

In the East Bay trains will operate at 12-minute intervals between Concord and the MacArthur Station in North Oakland, and between Richmond and Fremont. Service in San Francisco will be provided between the Embarcadero Station and Daly City at about 6-minute intervals.

BART is advising its patrons who will be making transbay trips to consider an alternate means of transportation this morning. However, a free bus bridge between the transit system's MacArthur Station in Oakland and the Transbay Terminal in downtown San Francisco will be available.

Officials of the transit district say they will begin transbay service just as soon as possible but could not say when that might take place.

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Contact: Mike Healy  
Director, Public Affairs

# NEWS RELEASE

FOR IMMEDIATE RELEASE

**BART**

## BART TO CONTINUE ABBREVIATED SERVICE

Today, January 19, the California Public Utilities Commission ordered a temporary moratorium on service through BART's Transbay Tube.

Until transbay service is restored BART will continue limited train service in San Francisco and the Eastbay. This weekend trains will be operating between Concord and MacArthur Stations, between Richmond and Fremont and between Daly City and Embarcadero Stations.

BART will operate on Saturday from 6 a.m. to approximately 7 p.m. at 15-minute intervals and from 7 p.m. to midnight at 20-minute intervals. On Sunday BART will operate from 9 a.m. to midnight at 20-minute intervals.

During the week BART will operate at 15 minute intervals in the Eastbay and 7 minute intervals between Daly City and Embarcadero Station.

From MacArthur Station in Oakland A.C. transit buses will transport patrons to the San Francisco/Eastbay Terminal in San Francisco and back to the MacArthur Station in Oakland.

Additional information may be obtained by calling BART's Information Center at 465-BART -- or the local number listed under Bay Area Rapid Transit District in your local telephone directory.

# # #

January 19, 1979

Mike Healy, Director-Public Affairs

BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100  
465-4100

# NEWS RELEASE



**BART**

V-10

FOR IMMEDIATE RELEASE

BOARD OF INQUIRY NAMED TO INVESTIGATE  
TUBE TRAIN FIRE

All individuals on the Board of Inquiry, convened yesterday, January 19, by the Bay Area Rapid Transit (BART) District to conduct an investigation into the circumstances surrounding a fire on a train in the transbay tube Wednesday evening, January 17, have been named, it was announced today by BART General Manager Keith Bernard.

Members of this special investigative Board are Chief William Moore, Oakland Fire Department, who will chair the Board; James Squeri, California Public Utilities Commission; Deputy Chief Emmet D. Condon, San Francisco Fire Department; Robert Korach, New Jersey Port Authority Transit Corporation (PATCO); Thomas Pope, New York City Transit Authority; and BART Director of Safety Ralph S. Weule, who will act as coordinator. An independent investigation will be conducted by Mr. Harold Storey, National Transportation Safety Board (NTSB); Edward Boyle, Urban Mass Transportation Administration is acting as an observer to aid in fulfilling UMTA's own investigative responsibilities.

General Manager Bernard, who directed that the Board be convened, noted that while such Boards normally consist of BART personnel, he believes that the importance of the incident required the naming of outside transportation and safety specialists.

He said that while labor union officials and representatives of political bodies will be given free access to the Board's proceedings, membership is restricted to transportation specialists. Both UMTA and NTSB are making additional experts available.

- MORE -

2-2-2-2-2

The Board met informally this evening, Friday, January 19, to establish how the inquiry is to proceed and set a meeting schedule.

BART Board President John Kirkwood of San Francisco and Board member Barc Simpson of Walnut Creek who chairs the Engineering Committee will call for a public hearing on the inquiry findings so that the full BART Board may make any policy decisions it deems necessary as a result of the incident.

Kirkwood said he expects the BART Board to play a strong role in this matter at the policy making level.

# # #

January 19, 1979

Mike Healy  
Director - Public Affairs  
Bay Area Rapid Transit District  
(415) 465-4100 or (415) 655-5315

# NEWS RELEASE

BART

V-11

FOR IMMEDIATE RELEASE

## BART PRESIDENT CALLS FOR SPECIAL HOT LINE

BART President John Kirkwood of San Francisco has called for a special hot line to be set up at BART for anyone who was on the train that caught fire in the transbay tube last Wednesday evening, January 17, or subsequent trains involved in the incident.

Kirkwood said he believes it is important that BART encourage anyone who may have something to add in the way of information to call.

"This could be very helpful to our overall investigation," Kirkwood said. "We hope that anyone who has specific knowledge of the incident from having been on the scene will call and contribute to the inquiry."

The number to call is 893-8810.

Again this special number is only for people who may have information concerning the incident in BART's transbay tube on Wednesday evening, January 17.

# # #

January 20, 1979

Mike Healy  
Director-Public Affairs

Pat Hill  
543-0223

~~Pat Hill~~  
Pat Hill

# NEWS RELEASE

V-12

**BART**

FOR IMMEDIATE RELEASE

## BART PROVIDING LIMITED HANDICAPPED SERVICE

Limited transbay service is being provided by BART for handicapped persons who are unable to use the regular A.C. Transit buses.

The van, equipped with a wheelchair lift, was made available to BART for use by handicapped patrons by the San Francisco Independent Living Project -- and operates from 6 a.m. to 7 p.m. on weekdays and from 10 a.m. to 6 p.m. on weekends. The van will leave Montgomery Street Station (Market and Sansome Streets) on the hour and MacArthur Station (elevator entrance on 40th Street) in Oakland on the half hour.

Until transbay service is restored BART will continue limited train service in San Francisco and the Eastbay, operating at 15-minute intervals from 6 a.m. to midnight in the Eastbay and at 7-minute intervals between Daly City and Embarcadero Stations. A.C. Transit buses will continue to transport patrons between MacArthur Station and San Francisco.

Additional information may be obtained by calling BART's Information Center at 465-BART -- or the local number listed under Bay Area Rapid Transit District in your local telephone directory.

# # #

January 22, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

V-13

**BART**

FOR IMMEDIATE RELEASE

## INTERIM CONCORD/FREMONT SERVICE

Today, January 23, BART provided limited direct service between Concord and Fremont on a trial basis until transbay service is restored.

The direct Concord/Fremont service will operate from 6 a.m. to midnight Monday through Friday offering Concord passengers direct service to downtown Oakland and Fremont passengers additional trains to MacArthur Station.

The service schedule calls for trains to operate at approximately 14-minute intervals between Richmond and MacArthur and between Concord and MacArthur, and at 7-minute intervals between MacArthur and Fremont. The change in Eastbay service will not affect service between Daly City and Embarcadero Stations.

Oakland West Station will be closed until service is restored in the transbay tube.

Due to this service change the existing evening and Sunday printed timetables are no longer valid. New evening and weekend timetables will be available when transbay service is restored.

# # #

January 23, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall  
(415) 465-4100

# NEWS RELEASE

V-14

**BART**

FOR IMMEDIATE RELEASE

## CONCORD/FREMONT SERVICE

Based on discussions in the BART Board of Directors meeting yesterday, Thursday, January 25, the new trial service schedule, which calls for trains to operate directly between Concord and Fremont, will be continued until transbay service is restored.

The new schedule now calls for service to be provided between Concord and Fremont from 6 a.m. to 6 p.m. Monday through Friday.

BART will continue to operate from 6 a.m. to midnight on the Richmond/Fremont line and between the Concord Station and MacArthur Station in Oakland, and between Daly City and Embarcadero Station in San Francisco.

From 6 a.m. to 6 p.m. trains will operate at approximately 14 minute intervals between Richmond and Fremont and between Concord and Fremont. This will translate into 7 minute intervals between MacArthur Station and Fremont. After 6 p.m. the system will phase into 20 minute intervals between Richmond and Fremont and Concord and MacArthur Station.

Trains operate at approximately 7 minute intervals between Daly City and Embarcadero Station from 6 a.m. to 6 p.m., and at 16 minute intervals from 6 p.m. to midnight.

# # #

January 26, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

V-15

FOR IMMEDIATE RELEASE

BART BOARD PRESIDENT  
COMMENDS FIREMEN

BART Board President John Kirkwood of San Francisco today, Friday, January 26, sent letters of commendation to the Chiefs of both the Oakland and San Francisco Fire Departments for their Department's efforts in last week's fire incident in the transbay tube.

In addressing Chief William Moore of Oakland, Kirkwood expressed BART's deep sympathy for the loss of Oakland firefighter Lt. William Elliot in the tragic fire.

Kirkwood extended BART's heartfelt appreciation for the heroic efforts of the firefighters of both departments in evacuating BART patrons from the tube and extinguishing the fire.

President Kirkwood told both Chief Casper and Chief Moore that it is the intent of the BART Board of Directors to present them with an official document to memorialize the efforts of their firefighters in protecting the welfare and safety of BART patrons and members of the rescue crews.

# # #

January 26, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

BUSINESS WIRE ONLY

V-16

FOR IMMEDIATE RELEASE

Oakland, Ca....Oakland Fire Chief William Moore has called a press conference for 10 a.m. tomorrow, Tuesday, January 30, at 10 a.m. at BART headquarters, 800 Madison Street, Oakland.

Chief Moore will report current findings of the Board of Inquiry on the January 17 fire in the transbay tube.

The meeting will be held in the 5th floor conference room.

# # #

January 29, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall  
465-4100

10/10/10

# NEWS RELEASE

**BART**

V-17

FOR IMMEDIATE RELEASE

Oakland, Ca....BART General Manager C.K. Bernard announced today that Harbor Carriers, Inc., who has proposed a joint BART/ferry commuter rush-hour service between Oakland and San Francisco, has rejected BART's second offer to assist in the financial support of this service.

Harbor Carriers initially proposed that BART pay for chartering two boats for a total of three trips during each rush hour for the sum of \$5,100, or based on the ferry capacity at a cost of \$1.50 per passenger.

BART evaluated this proposal, and established that buses could be operated between Lake Merritt Station and Jack London Square with the ferry boat carrying commuters between Jack London Square and the Ferry Building. Such service would add about five minutes to the commute for Fremont Line passengers, and about twenty minutes to the commute for passengers from the Richmond and Concord lines. Since the added five minutes from the Fremont Line may be inconsequential, BART calculated its average cost per passenger, subtracted the cost of the bus service to Jack London Square (37¢); and on January 29, offered Harbor Carriers 26¢ for each commuter who rides the BART/ferry.

On February 1, Harbor Carriers made a counter-offer providing six trips during each commute for \$5,100 per day, or 75¢ per passenger.

- MORE -

2-2-2-2-2-2

Today, after a re-evaluation using the assumptions most likely to favor the ferry service, BART was able to make a counter-offer of 47¢ per passenger carried.

Unfortunately, Harbor Carriers was unable to accept BART's offer, and has now withdrawn its proposal.

Mr. Bernard said he was sorry we could not work something out, and BART certainly stands ready at any time to participate in this service to the same financial extent that it is providing transbay buses during the time the tube is not in service, and BART certainly appreciates the interest shown by Harbor Carriers.

# # #

February 2, 1979

Mike Healy  
Director-Public Affairs  
(415) 464-4100

# NEWS RELEASE

V-18

**BART**

FOR IMMEDIATE RELEASE

Oakland, Ca.....BART General Manager Keith Bernard today said the transit district has now received and is currently analyzing seven new recommended conditions from the PUC staff related to resumption of transbay service.

Bernard said that meanwhile BART is well on the way to completing all of the tasks toward satisfying the original order issued January 19 which required BART to temporarily discontinue transbay service and that "we are being guided mainly by that order."

He said it is now contemplated that BART will seek a hearing, possibly as early as mid or late next week following completion of a special smoke test in the transbay tube, and assurances that all other requirements have been met to the satisfaction of both the Oakland and San Francisco fire chiefs.

Regarding the new recommendations, Bernard noted that in some cases, such as safety training for employees, BART has well trained employees and has already begun a PUC approved re-certification program for its train operators and station agents. On the subject of evacuation drills, that has always been a part of BART's long-standing emergency response planning, which has called for a number of drills in the past, three of which took place in the transbay tube. More drills at various locations on the system are planned in conjunction with local fire departments and other response agencies with a view to continually refining the emergency procedures.

- MORE -

2-2-2-2-2-2

In the area of transit car inspections, BART has always required inspections on transit cars leaving the maintenance shop. However, as an extra precaution the proper securing of all component housing covers under the cars is being specifically verified and signed off before leaving the shop.

"The other recommendations will required further study," Bernard said, but added that in some cases, particularly the idea of putting fire fighters on every train, could add months to the schedule and millions to the cost.

Bernard said BART will continue to work toward restoring transbay service at the earliest possible time.

# # #

February 2, 1979

Mike Healy  
Director-Public Affairs

# NEWS RELEASE



**BART**

V-19

FOR IMMEDIATE RELEASE

BUSINESS WIRE ONLY

## BART BOARD TO INSPECT TRANSBAY TUBE

Following the regular meeting of the BART Board of Directors on Thursday, February 8, the Board members will tour the transbay tube to check on the progress that has been made in preparation for resumption of revenue service through the tube.

The Board members will entrain at Lake Merritt Station immediately following their meeting -- ride through the tube to Embarcadero Station and return to Lake Merritt.

The Board meeting is scheduled to begin at 9 a.m. at BART headquarters in Oakland and should last approximately one hour.

# # #

February 6, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

V-20

FOR IMMEDIATE RELEASE

## TRANSBAY TUBE SERVICE HEARING SET

BART today, February 7, has asked and been granted a hearing by the California Public Utilities Commission (CPUC) on Sunday, February 11, to present testimony with a view to opening the transbay tube for service as soon as possible, it was announced today by General Manager Keith Bernard.

The hearing is scheduled to begin at 10 a.m. at the State Building in San Francisco Civic Center.

Bernard said that BART will have complied with the CPUC order of January 19 which temporarily shut down the tube for passenger service and will present testimony to support this on Sunday.

He said that if the hearing only takes one day and the CPUC allows restoration of transbay service BART could resume transbay service as early as Monday morning.

# # #

February 7, 1979

Mike Healy  
Director--Public Affairs  
(415) 465-4100

# NEWS RELEASE

**BART**

V-21

FOR IMMEDIATE RELEASE

## BART EVACUATION DRILL

Today, Thursday, February 8, BART will perform a time and motion study in the form of an evacuation drill to measure passenger evacuation time from a disabled train in the transbay tube.

The test, scheduled to begin at BART's Oakland West Station, at 1:30 p.m. will include a 7-car train proceeding from Oakland West into the transbay tube with approximately 110 BART volunteers. The train operator will be given instructions by Oakland Fire Chief Bill Moore where to stop, simulating a disabled train.

After stopping, the train operator will notify BART's Central Control that the train is disabled and request that Central Control notify both San Francisco and Oakland Fire Departments. After notifying the two fire departments, Central Control will activate the fans and exhaust system and cut power on the third rail of the M-1 track (on which the disabled train is stopped). The two fire departments will respond to Oakland West and Embarcadero stations. Firemen will board rescue trains and enter the tube on the M-2 (the opposite) track from each end of the tube.

When the rescue trains reach the site of the disabled train the firemen will proceed cross-passage to begin evacuation operations from the disabled train. After evacuation is completed the trains will be repositioned, if necessary, and the evacuation flow-rate test will be conducted.

- MORE -

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Upon completion of the flow-rate testing, the rescue trains will return the participants to Oakland West and Embarcadero Stations.

Two complete tests will be conducted during an approximate time span of two hours.

# # #

February 8, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

V-22

BAY AREA NEWS SERVICE WIRE ONLY

FOR IMMEDIATE RELEASE

Oakland, Ca.....Bart's planned data gathering evacuation drill which was held in the transbay tube this afternoon (Thursday, February 8) was very successful, meeting its prime objectives.

The drill, which was divided up into three separate phases, was designed to gather information on people flow and air current flow which will go into refining BART's evacuation procedures under various conditions and situations.

This afternoon's drill called for about 140 volunteers to be evacuated by both the Oakland and San Francisco Fire Departments to establish the flow rate of passengers using the maintenance gallery for cross-passage to the opposite trackway.

While it took the Oakland Fire Department 20 minutes to respond coming in on a train from the Oakland West Station, an additional ten minutes elapsed before the actual evacuation began as a result of a delay in the arrival of the San Francisco train carrying San Francisco firemen. The actual evacuation time off the train took 5 minutes and went very smoothly according to BART officials who were assessing and gathering data from the drill.

- MORE -

2-2-2-2-2-2

BART General Manager Keith Bernard, who was on hand with BART Board President John Kirkwood, Vice President John Glenn, Director Arthur Shartsis and Director Barc Simpson, said the information obtained from the exercise will offer important input into honing already established procedures for emergency response.

"I was very pleased with the way the drill went and plan to use the results as part of our testimony before the California Public Utilities Commission to support our belief that transbay service should be restored at the earliest possible time." Keith Bernard said.

BART will appear before the PUC this coming Sunday, January 11, to ask that transbay service be resumed.

# # #

February 8, 1979

Mike Healy  
Director-Public Affairs

# NEWS RELEASE

FOR IMMEDIATE RELEASE

**BART**

V> 23

## BART TO BEGIN CHARGING FARE FOR BUS BRIDGE

Effective Saturday, February 17, 1979, BART will begin charging a 50¢ round trip fare for its special transbay bus service, it was announced today by General Manager, Keith Bernard.

Bernard said that it now appears it will be approximately three weeks before the transit district will be ready to ask the PUC to resume passenger service through the tube.

"In view of this new timetable, and a loss of about \$65,000 per day in revenue and expenses, it becomes necessary to institute the bus charge," Bernard said.

The special bus bridge has been provided free of charge between BART's MacArthur Station in Oakland and the Transbay Terminal in San Francisco since the tube was closed.

Patrons who use the bus bridge are advised to purchase a regular 50¢ BART ticket, separate from their train ticket, as far in advance as possible or at their station of entry, to avoid congestion at the MacArthur Station. This ticket may then be given to the bus driver upon boarding at the MacArthur Station for the transbay trip. There will be no charge for the return trip from the transbay terminal in San Francisco to the MacArthur Station.

For patrons who walk to the MacArthur Station, there will be a special table set up outside the fare gates to sell the 50¢ BART tickets. However, BART officials advise that this table will accept exact fare only and that no change will be available. This table will be set up from 5 a.m. until 9 a.m. Monday through Friday.

2 - 2 - 2 - 2 -

Bernard today met with the Oakland and San Francisco Fire Chiefs, representatives from the California Occupational Safety and Health Administration (OSHA), and the State Fire Marshal's Office to identify and work out a specific set of tasks toward resumption of the service through the transbay tube.

Bernard said that this was a very productive meeting, one in which all parties concerned pledged their efforts to perform various identified tasks that need to be addressed before returning to the CPUC for permission to reopen the tube.

He said these tasks include development and review of additional documentation regarding operation of the ventilation system in the tube, additional independent checkout of the newly installed communications system, and thorough review of passenger evacuation plans in the event of future emergencies in the transbay tube.

Chief William Moore of the Oakland Fire Department has also extended the services of safety engineering consultants Gage-Babcock & Associates of Oakland to assist in the review and offer advice on necessary improvements in the relative documentation on ventilation systems and evacuation procedures.

Additionally, another full-scale demonstration will be held next week in the transbay tube with smoke to practice and familiarize firefighters with the new improved procedures for evacuation and ventilation system management.

Mike Healy

Director of Public Affairs

February 13, 1979

# NEWS RELEASE

**BART**

V-24

FOR IMMEDIATE RELEASE

## FARE FOR BUS BRIDGE BEGINS SATURDAY

Saturday, February 17, BART will institute a 50¢ round-trip fare for its special transbay bus service between MacArthur Station in Oakland and the Transbay Terminal in San Francisco. The Transbay Terminal is located on First and Mission streets, just a short walk from BART's Embarcadero Station.

BART has been providing the bus bridge free since passenger service through the transbay tube was temporarily discontinued as a result of the January 17 fire.

Only a 50¢ BART ticket will be accepted by the bus drivers. BART advises patrons who ride to the MacArthur Station by train to purchase their BART bus ticket upon entering the system in order to avoid congestion at the MacArthur Station. For those persons who begin their trip at the MacArthur Station there will be a table outside the entry gates to sell the 50¢ tickets directly. Exact change for purchase of the ticket at the table will be necessary.

Patrons using discount tickets (senior citizens, handicapped persons, etc.) will not need the 50¢ ticket -- their discount ticket should be shown to the driver before boarding the bus.

- MORE -

2-2-2-2-2-2-2

The special van which the San Francisco Independent Living Project has made available to BART for use by handicapped patrons is still operating from 6 a.m. to 7 p.m. on weekdays and from 10 a.m. to 6 p.m. on weekends. The van leaves Montgomery Street Station (Market and Sansome Streets) on the hour and MacArthur Station (elevator entrance on 40th Street) in Oakland on the half hour.

BART officials say the 50¢ fare is necessary to help defray the financial loss, about \$65,000 per day, due to the tube being closed. The bus fare is estimated to generate about \$8,000 per day. The bus bridge costs about \$30,000 per day to provide. Even with the new fare the average transbay round-trip taken will still cost 20¢ to 30¢ less than it might normally cost on the trains.

The 50¢ ticket will be given to the bus driver at MacArthur Station in Oakland. On the return trip from San Francisco there will be no charge to board the bus.

# # #

February 15, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

V-25

FOR IMMEDIATE RELEASE

## "BART'S WASHINGTON'S BIRTHDAY SCHEDULE"

BART will be on a special holiday schedule on Monday, February 19, in observance of Washington's Birthday.

Trains will operate at 14 minute intervals on the Richmond/Fremont and the Concord/MacArthur line from 6 a.m. to 6 p.m. After 6 p.m. the system will phase into 20 minute intervals until midnight.

In San Francisco the system will operate at 16 minute intervals between Daly City and Embarcadero Station from 6 a.m. to midnight.

The BART bus bridge will operate between MacArthur Station in Oakland and the Transbay Terminal in San Francisco. An exact 50¢ BART ticket will be needed to board the bus at MacArthur Station in Oakland -- there will be no charge for service from the Transbay Terminal in San Francisco to MacArthur Station.

Persons holding discount tickets need only show their BART discount ticket to the bus driver to board the bus at MacArthur Station.

# # #

February 15, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

FOR IMMEDIATE RELEASE

V-26

## BART SCHEDULES SMOKE TEST

OAKLAND, Calif. . . The Bay Area Rapid Transit (BART) District has scheduled another smoke practice in the transbay tube Wednesday, February 21, it was announced today by General Manager Keith Bernard.

The smoke drill will last about three hours beginning at approximately 2 p.m. and will be closed.

Bernard said this will be a full-scale smoke practice using about 8 million cubic feet of smoke mixed with burning diesel fuel and will be held in conjunction with the Oakland and San Francisco Fire Departments, the State Fire Marshal, and representatives from the California Department of Occupational Safety and Health.

He said the primary purpose of the drill is to demonstrate a coordinated management of the transbay tube's ventilation and exhaust system for control of smoke during a situation similar to that of the January 17 fire. The practice will also be conducted to check communications and to familiarize firefighters with the refined procedures.

BART officials met informally in an all-day work session Monday with Oakland Fire Chief William Moore, San Francisco Fire Chief Andrew Casper, State Fire Marshal Phillip Favro, and Milton Terry from Cal OSHA.

2 - 2 - 2 - 2 -

Bernard said the primary purpose of this work session was to receive comments on BART's overall emergency plan for the transbay tube and then to put that plan into practice through various drills.

He characterized the meeting as being very productive but still estimates at least another two and a half weeks before BART will be ready to resume presenting testimony to the California Public Utilities Commission to restore passenger services through the transbay tube.

# # # #

Mike Healy

Director of Public Affairs

February 20, 1979

# NEWS RELEASE

V-27

**BART**

FOR IMMEDIATE RELEASE

## "BARTPOOL" PROGRAM AT CONCORD DOING WELL

BART is continuing its carpool program at the Concord Station because the program has proven to have gained some success in alleviating overcrowded parking at this terminal station.

In September of 1978 BART started issuing windshield stickers for "preferential parking" to those patrons who were willing to join forces with other BART patrons in the Concord area and carpool to the Concord Station with at least two persons per car. Trip characteristics among applicants were computer matched by CalTrans.

BART has issued 369 preferential parking permits since October of 1978. Originally 88 spaces were set aside for carpooling -- but daily demand has increased the number to 115 spaces -- with an average of 250 permit users arriving at the Concord Station each day. Midday parking spaces are being utilized in addition to the 88 spaces marked for permit users.

The carpooling, together with the mutual honoring of transfer policy adopted by the BART Board of Directors and the City of Concord on November 1, 1978, allowing BART patrons to transfer between local service buses and BART Express Buses, is aimed at providing better access to the Concord Station to offer some relief from street parking adjacent to the station.

# # #

February 21, 1979

Mike Healy, Director-Public Affairs  
Contact: Gloria McCall

# NEWS RELEASE

V-28

**BART**

FOR IMMEDIATE RELEASE

## BART TO CONDUCT ADDITIONAL TUBE DRILLS

BART's plans include several more drills of varying nature in the transbay tube.

The first, an evacuation drill, will take place tomorrow, Tuesday, February 27, at 1:30 p.m. This drill will be similar in nature to the evacuation drill held on February 8, except this time non-toxic smoke will be used to simulate a fire situation.

Another evacuation drill will be held on Friday, March 2, also at 1:30, and will be conducted in the same manner as Tuesday's drill.

BART's plans for the two drills include using 4-car trains carry BART employee volunteers. Members of BART's Task Force on Access for Handicapped and Elderly People will also participate.

On Thursday, March 1, BART will conduct another smoke test in the tube. In this test the smoke will be generated from a trailing "A" car on a moving train. The vent system will be used in coordination with BART's Central Control.

# # #

February 26, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

FOR IMMEDIATE RELEASE

**BART**

## BART'S "D" EXPRESS BUS EXTENDS SERVICE

BART Director Nello J. Bianco of Richmond announced today that effective Sunday, March 4, 1979, the "D" line Express Bus will be extended from its present terminus at Diablo Valley College, Pleasant Hill, to Martinez via Pacheco Boulevard.

This new extension of service, according to Bianco, will provide an opportunity for the residents along Pacheco Boulevard to reach Sun Valley Shopping Center, Diablo Valley College, and the shopping areas of Pleasant Hill and Walnut Creek for the first time, thus fulfilling an important transit need in Central Contra Costa County.

The new service will be provided 7 days a week, from approximately 6 a.m. to 12 midnight, with 30-minute service from 6 a.m. to approximately 6 p.m., and hourly thereafter.

In conjunction with this, the experimental "M-1" route will be discontinued and service on the "M" line will be improved midday, providing 30-minute midday service between 9 a.m. and 4 p.m. instead of the present hourly service.

# # #

February 27, 1979

Mike Healy  
Director-Public Affairs  
Contact: Gloria McCall

# NEWS RELEASE

**BART**

FOR IMMEDIATE RELEASE

## INITIAL RESULTS OF EVACUATION DRILL

BART's evacuation drill held today in the transbay tube was termed a success by transit district officials.

The drill, which began at approximately 2 p.m. demonstrated a smooth passenger evacuation flow from train to opposite trackway.

All passengers were evacuated from the train through the gallery into the opposite bore within a period of approximately 5 minutes. While the passengers waited on the catwalk a rescue train carrying Oakland Fire Department firefighters arrived within approximately 15 minutes.

All passengers were BART employee volunteers including two handicapped BART employees. In all there were six handicapped passengers (2 of which were observers who remained on the disabled train). Two wheelchair passengers were carried from the disabled train to the opposite tube -- one blind patron walked through the gallery to the opposite tube with help -- and one BART employee on crutches managed the trip on his own.

Representatives from the Office of Safety and Health Administration (OSHA) and the Public Utilities Commission as well as the State Fire Marshal observed the drill with Oakland and San Francisco Fire Chiefs William Moore and Andrew Casper.

- MORE -

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One million cubic feet of non-toxic smoke was used in the drill over a period of fifteen minutes.

# # #

February 27, 1979

Mike Healy,  
Director-Public Affairs

Contact: Gloria McCall  
(415) 465-4100

MARCH

# NEWS RELEASE

**BART**

V-31

FOR IMMEDIATE RELEASE

## HAYWARD PARKING LOT EXPANSION

The BART Board of Directors today, Thursday, March 1, authorized advertising for the construction of an additional west side parking lot with a pedestrian underpass connection to BART's Hayward Station.

The new parking facility, when completed, will provide an additional 309 permanent parking spaces, bringing the total to 1,170 spaces at the Hayward Station.

Board Vice President John Glenn of Fremont said the additional parking facility should ease parking congestion at the Hayward Station.

Glenn also noted that extra precautions will be taken to ensure the safety of all BART patrons using the underpass through the use of closed circuit television monitoring by the Station Agent.

The estimated cost of construction for this project is approximately \$950,000, with eighty-three percent to be funded under the Federal Aid Urban Program (FAU), and the balance funded by the State Transportation Development Act funds.

# # #

March 1, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

BART

V-32

FOR IMMEDIATE RELEASE

## BART TO HOLD THIRD EVACUATION DRILL TODAY

Today, Friday, March 2, at 1:30 p.m., BART will conduct its third transbay tube evacuation drill in past weeks, using approximately 200 BART employee volunteers.

The primary purpose of the evacuation drill is to demonstrate the transit district's ability to evacuate passengers from a disabled smoking train, and get them safely through the gallery and into the opposite tube where a rescue train will pick them up.

The drill will also demonstrate the ability of the District's vent system to clear smoke from the area surrounding the disabled train.

BART's Director of Safety Ralph Weule says, "it normally takes about 3 to 4 minutes for the fans and vent system to begin clearing the smoke once turned on by Central Control."

The drill will be held in coordination with the San Francisco and Oakland Fire Departments, California's Occupational Safety and Health Office, the Public Utilities Commission and the State Fire Marshall.

# # #

March 2, 1979

Mike Healy  
Director-Public Affairs  
Contact: Gloria McCall

# NEWS RELEASE

V-33

**BART**

FOR IMMEDIATE RELEASE

## BART RESPONSE TO BOARD OF INQUIRY REPORT

BART General Manager Keith Bernard today said that he was pleased to receive the report from the Board of Inquiry and that BART would make a thorough study of its recommendations.

"Overall I would characterize it as a very constructive document," Bernard said. Bernard also said that many of the 78 recommendations contained in the report have already been implemented and many are in the process of being addressed.

He said the report will go to the BART Board of Directors for review and consideration. The report addresses areas which have already been incorporated in the transit district's major comprehensive emergency and fire safety program which will be presented to Directors at Thursday's Engineering and Operations Committee meeting. The meeting is scheduled for 4 p.m. in the Board of Director's room at BART headquarters in Oakland.

This plan calls for hiring an outside expert in fire and safety protection to work with BART in evaluating emergency and fire safety throughout the system.

- MORE -

2-2-2-2-2

The program also calls for a thorough examination of all system facilities, procedures and training relating to safety, including the transit cars, with a view to developing an effective safety enhancement and equipment modification program.

"We will be taking a hard look at the materials used in the manufacture of the transit cars and where possible make changes that will effectively reduce flammability and fire exposure. Particular focus will be placed on the floors and seats," Bernard said.

He said another major aspect of improving overall safety of the system will be in the area of procedures and additional training of employees on a continuing basis.

"We have always had an emergency response plan for the system and part of the program BART will be instituting calls for an intensive effort to test and refine in detail where needed," Bernard said.

Other aspects of BART's safety program will include looking at the possibility of an undercar fire suppression system and better emergency communications throughout the system.

- MORE -

3-3-3-3-3

"It is our desire to work closely with the California Public Utilities staff, Fire Chiefs responsible for various portions of the line and representatives of other concerned agencies on a continual review basis to ensure that the system is always operating at a high level of safety," Bernard said.

Bernard thanked the Board of Inquiry for the work it has performed over these past several weeks which went into producing the 150 page report, and reams of backup documentation.

# # #

March 6, 1979

Mike Healy  
Director-Public Affairs

# NEWS RELEASE

V-35

**BART**

FOR IMMEDIATE RELEASE

BART General Manager Keith Bernard today announced that he has ordered another full-scale evacuation drill to be conducted in the transbay tube before seeking a Public Utilities Commission (CPUC) hearing to restore transbay service.

Bernard told the BART Board's Engineering and Operations Committee at its 4 p.m. meeting today, Thursday, March 8, that the drill has been scheduled for next Thursday, March 15, at 7:30 p.m.

"This was the earliest possible time that this drill could be held," Bernard said.

He said that this would result in BART pushing back its schedule for seeking a CPUC hearing an additional week.

"We're now looking at possibly March 23 or 24 at the earliest for a hearing," he said.

Bernard also presented the Committee with a proposal outlining a long range commitment to safety evaluation and improvements throughout the system; which would include hiring an outside fire and safety expert.

- MORE -

2-2-2-2-2

"I believe it's important that BART not just confine its activities to the transbay tube, but broaden the scope to perform a detailed fire and safety evaluation of the entire system working closely with an outside expert," Bernard said

The Engineering & Operations Committee, which is chaired by Director Barc Simpson of Walnut Creek, also witnessed a fire resistance demonstration performed by Solar Turbines, a division of International Harvester..

The test, which called for 2,000° being applied to a plate made of "solimide," was requested by BART as part of an effort to explore new materials for its transit cars.

Solimide is a material that is used in the space program for its heat resistance properties.

# # #

March 8, 1979

Mike Healy  
Director-Public Affairs

# NEWS RELEASE

V-36

**BART**

FOR IMMEDIATE RELEASE

## BART TO ST PATRICK'S DAY PARADE

For a front row seat to Oakland's gigantic St. Patrick's Day parade this Saturday, March 17, take BART to either the 19th Street or 12th Street City Center Station and you will be right where the action is with no parking or traffic hassles.

Scheduled to start at 11 a.m. at Lakeside Park, the parade will continue to Broadway, pass the reviewing stand at City Center and on to Jack London Square.

On Saturdays BART operates between Richmond and Fremont and between Concord and MacArthur Station in Oakland. West Bay patrons can take BART along the Daly City/Embarcadero Station line, walk from Embarcadero Station to the Transbay Terminal at First and Mission Streets and take the AC/BART shuttle bus to MacArthur Station. All transfers to downtown Oakland are made at MacArthur Station.

# # #

March 15, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

V-37

**BART**

FOR IMMEDIATE RELEASE

## BART HOLDS ITS LARGEST EVACUATION DRILL

BART today, Thursday, March 15, will conduct its fourth and largest transbay tube evacuation exercise in recent weeks as the transit district moves closer to seeking a hearing before the California Public Utilities Commission for approval to restore transbay passenger service.

As many as six hundred people, who have volunteered through the Red Cross, are expected to participate in today's drill. In the last three drills BART employees numbering 150 to 250 have participated as volunteer passengers.

BART General Manager Keith Bernard said the use of a larger number of people who are basically unfamiliar with the inside of the transbay tube is important in order to more closely approximate an emergency situation during peak travel hours.

He said the exercise has several objectives which include demonstrating BART's ability to evacuate such a large number of passengers into the opposite trackway in no more than 20 minutes from the time the train comes to a stop. This includes the time it might take for a train operator to assess what the problem might be, communicate with central control, making the decision to evacuate, the announcement to evacuate and the evacuation process itself.

- MORE -

2-2-2-2-2-2

"Another dimension of this demonstration will be to confirm passenger understanding of evacuation instructions, including the use of emergency door handles, and general crowd behavior as the group moves from the train through the cross passage doors to the opposite trackway," Bernard said.

Light non-toxic smoke will be used to simulate a fire underneath the middle of the train. Former drills have called for smoke at the end of the train.

Bernard said other objectives will involve monitoring various systems in the emergency plan such as the fan and ventilation operation, coordinated communications, and rescue procedures.

"Overall the drill is designed to demonstrate the preferred evacuation method, and obtain additional data on passenger behavior under evacuation conditions," he said.

The evacuation demonstration will be held in coordination with the San Francisco and Oakland Fire Departments. Representatives from the CPUC, California Occupational Safety and Health Administration, and the State Fire Marshall's office along with safety consultants who will be observing.

3-3-3-3-3-3

Bernard commended the Red Cross for that organization's efforts to assist BART in providing volunteers for the demonstration.

"We are hopeful of seeking a hearing before the CPUC by late next week, the week of March 19," Bernard said.

# # #

March 15, 1979

Mike Healy  
Director-Public Affairs

# NEWS RELEASE

V-38

**BART**

FOR IMMEDIATE RELEASE

## BART BOARD ENDORSES SAFETY PROGRAM

Oakland, Ca.....The BART Board of Directors yesterday, Thursday, March 22, unanimously endorsed a comprehensive emergency preparedness and fire safety program for BART. The Board also authorized the General Manager to hire an outside expert in fire and safety protection.

According to General Manager Keith Bernard BART is committed to improving the level of system safety way beyond the current focus of the transbay tube.

The basic objectives of the program presented to the directors yesterday are to minimize the occurrence of fires and other emergency incidents and maximize the effectiveness of BART staff and other agency personnel in dealing with such incidents if they should occur in the future.

Bernard said the safety consultant would be retained to work closely with the BART staff to develop an emergency preparedness and fire safety monitoring program which will intensify the District's current level of safety checks and emergency handling capabilities.

- MORE -

2-2-2-2-2-2

While there is no cost estimate yet the program calls for a thorough examination of all system facilities, procedures and training relating to safety enhancement and equipment modification program.

"We will be taking a hard look at the materials used in the manufacture of the transit cars and where possible make changes that will effectively reduce flammability and fire exposure. Particular focus will be placed on the floors and seats," Bernard said.

Bernard said recommendations received from the Board of Inquiry and other agencies will be built into the program for a further review and analysis. Many of these recommendations have already been accomplished by the transit district.

Semi-annual reports on system safety audit and monitoring activities will be made to the Board of Directors.

"I am confident this program will further enhance BART's overall safety level in both the short and long term," Bernard said.

Directors noted that BART already has one of the outstanding safety records of any transit system in the world, having served over 2.5 billion passenger miles without a passenger fatality.

# # #

March 23, 1979

Mike Healy  
Director-Public Affairs

# NEWS RELEASE

**BART**

~~SECRET~~ V-39

FOR IMMEDIATE RELEASE

## CPUC SETS HEARING FOR TRANSBAY TUBE

Oakland, Ca.....BART today, Friday, March 23, requested and has been granted a hearing by the California Public Utilities Commission (CPUC) for Thursday, March 29, to hear testimony with regard to resuming service through the transbay tube as soon as possible.

The hearing is scheduled to begin at 9:30 a.m. at the State Building in San Francisco Civic Center.

Service through the transbay tube has remained closed pending compliance with an order of the CPUC issued January 19 following a train fire in the transbay tube on January 17.

This will be the second hearing before the CPUC on service through the transbay tube since January 19. The first hearing, held February 11, was adjourned pending the development of further documentation on safety improvements.

# # #

March 23, 1979

Mike Healy  
Director-Public Affairs  
(415) 465-4100

# NEWS RELEASE

**BART**

V-40

FOR IMMEDIATE RELEASE

DISTRICT RESIDENTS TO RECEIVE  
PARKING PERMITS AT DALY CITY

Permit parking for San Francisco residents will be in effect beginning Monday, April 9, 1979, at BART's Daly City Station.

A 250-space auxiliary parking lot, approved by the BART Board of Directors in September, 1978, located on St. Charles Avenue, will be reserved for San Francisco residents only on a first come first serve basis.

Qualified BART District residents should register for a "permit parking sticker" starting April 2 through April 27, 1979, from 3:30 to 6:30 p.m. on Mondays, Wednesdays and Fridays at the Daly City Station.

To qualify applicants must show a current driver's license and the DMV registration card for the vehicle that will be used in the permit lot. Both of these documents must show a San Francisco address for eligibility.

# # #

March 27, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE



**BART**

V-41

FOR IMMEDIATE RELEASE

## BART/BONANZA TO GREAT AMERICA

Wondering what to do with the young ones on weekends and during Easter Week! Why not take them on a trip to Marriott's Great America via BART and Bonanza Bus.

Starting this Saturday, March 31, the tours will be offered every weekend (daily during Easter Week) through May, with departures from BART's MacArthur Station at 9 a.m. and returning at 5:15 p.m. Between June 1 and August 31 Bonanza will offer two trips daily -- the 9 a.m. departure and a second departure from BART's MacArthur Station at 10 a.m. returning at 6:15 p.m.

For only \$17.50 per person (\$16 from 4 to 12 years of age, and free for children 3 and under) you will enjoy round trip transportation in a luxurious motor coach, admission to Marriott's Great America, including all the rides and a variety of new shows, plus a \$1 BART ticket for your return trip home from MacArthur Station.

Flyers for the special tours with detailed information may be picked up at any of the following East Bay BART stations:

- MORE -

2-2-2-2-2-2

Concord, Walnut Creek, Pleasant Hill, Lake Merritt, 12th  
Street City Center; 19th Street, MacArthur, Central Berkeley,  
Richmond and El Cerrito Del Norte.

For further information on the tours, and for reservations call  
Bonanza Tours, Inc., in San Francisco at (415) 981-1260.

# # #

March 28, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

APRIL

# NEWS RELEASE

*Business Wire*

V-42

FOR IMMEDIATE RELEASE

**BART**

## BART WINDS UP TESTIMONY BEFORE PUC

SAN FRANCISCO ..... Officials of the Bay Area Rapid Transit (BART) District today (Monday, April 2) completed the process of presenting direct evidence and testimony to the California Public Utilities Commission (CPUC) to support its request to resume passenger service through the transbay tube at the earliest possible time.

BART's transbay tube, a key corridor of the system linking San Francisco with Oakland and eastbay communities, has been closed to passenger service as a result of an order issued by the CPUC on Friday, January 19, following a train fire in the tube on Wednesday, January 17.

BART General Manager Keith Bernard said that meeting the six points of the original order issued by the CPUC on January 19 was only the beginning of BART's commitment to reassess the total spectrum of safety on a systemwide basis.

"While it would be impossible for BART or any like system, or for that matter any mode of transportation to offer an absolute guarantee of safety, it will be an ongoing objective to continue to improve with a view to always strive for the highest level of safety achievable within our resources," Bernard said.

- MORE -

2-2-2-2-2

Bernard stressed that during the retraining period of train operators, a second person would be stationed on the train for transbay trips during all operating hours to provide emergency assistance should it become necessary.

He said that in the longer term BART would assess the cost effectiveness of having a second person on the train.

Bernard said the central question here is the capability to evacuate a heavily loaded train with a reasonable chance of survival in a serious fire.

"We believe that such a capability exists and that the probability of a serious fire occurring in the transbay tube on a heavily loaded train is very low," he said.

Mr. Peter Hackley of Kaiser Engineers, a fire safety consultant retained by BART to provide expertise in developing the transbay tube evacuation plan, said that evacuating a 10-car train with a 2.5 load factor would take from 17 to 23 minutes, depending on where the train might stop during a given incident and its relationship to the exit doors through the gallery.

In a statistical probability analysis it was determined that an undercar fire of some kind could be expected to take place somewhere on the system every 1.6 years. Using the same analysis it was determined that a fire on a train in the transbay tube, in the peak commute direction, with a load factor of 2.0 or greater could be expected in a time frame ranging

3-3-3-3-3

from 3,000 to 28,000 years, or on an average of every 7,700 years.

Bernard said this represents a worst case condition and that while there is a reasonable probability of survival in such a situation, the possibility that lives could be lost in a BART fire cannot be ruled out.

"By the same token, that level of risk exists in just about all facets of our daily lives in some form or another," Bernard said.

BART submitted several hundred pages of written testimony and exhibits in support of its application to resume transbay service.

# # # #

Mike Healy,  
Director, Public affairs

April 2, 1979

V-43

FOR BUSINESS WIRE ONLY

FOR IMMEDIATE RELEASE

PUBLIC COMMENT INVITED AT CPUC-BART HEARING

Members of the public are invited to offer comments on BART's application to restore transbay train service, which is currently being heard before the California Public Utilities Commission (CPUC).

The hearing is expected to continue through Tuesday. Public testimony or comments may be given before the Commission between the hours of 5 and 7 p.m. following each day's testimony.

The hearing is being held at the State Building in San Francisco, 350 McAllister Street, Room 1158.

# # #

Mike Healy,  
Director, Public Affairs

March 30, 1979

# NEWS RELEASE

V-44

**BART**

FOR IMMEDIATE RELEASE

## DISTRICT RESIDENTS RECEIVING PARKING PERMITS AT DALY CITY

Monday, April 2, BART Police started issuing parking permits to BART District residents at BART's Daly City Station.

The permits will allow District residents to park in a 250-space auxiliary parking lot at BART's Daly City Station.

BART police will issue the special parking permits on Mondays, Wednesdays and Fridays between the hours of 3:30 and 6:30 p.m. through April 27, and all District residents who want to take advantage of the BART District residents only auxiliary parking lot should register for a "permit parking sticker."

Applicants must show a current driver's license and the DMV registration card for the vehicle that will be used in the permit lot, and both documents must show a BART District address for eligibility.

# # #

April 3, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

V-45

**BART**

FOR IMMEDIATE RELEASE

## BART BACK IN TRANSBAY SERVICE

BART General Manager Keith Bernard today said that he is pleased with the Public Utilities Commission's order to resume transbay service.

Bernard said that BART will resume service through the transbay tube tomorrow morning beginning at 6 a.m. for the morning commute.

He said all lines would return to normal operation providing service from 6 a.m. to midnight Monday through Saturday and 9 a.m. to midnight on Sunday.

Monday through Saturday normal schedules call for trains to operate directly between Concord and Daly City, Fremont and Daly City and Richmond and Fremont from 6 a.m. until 7 p.m. and then on two lines, Richmond/Fremont and Concord/Daly City until midnight. Sunday trains operate between Richmond and Fremont, and Concord and Daly City from 9 a.m. to midnight.

The direct Concord/Fremont schedule, instituted temporarily during the interruption in transbay service, will be discontinued effective tomorrow.

- MORE -

2-2-2-2-2

Bernard commended the Public Utilities Commission for an extremely conscientious and thorough job in addressing problems resulting from the January 17th fire in the transbay tube.

# # #

April 4, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

V-46

**BART**

FOR IMMEDIATE RELEASE

## MAKE A DATE WITH BART AND BORGE

That droll polisher of the ivories Victor Borge will appear at the Paramount Theater in Oakland on Monday, April 16, and BART will be very happy to take you to the theater and home again.

The Paramount Theater is just a few steps from BART's 19th Street Station.

Borge's appearance at the Paramount is to aid the Oakland Symphony Sustaining Fund -- so your attendance will provide a two-fold function -- fun for you and money for the coffers of the Oakland Symphony.

The concert is scheduled to start at 8 p.m. and should be over by approximately 10 p.m., which will allow plenty of time for BART to escort you home.

Also, if you are in to musical hits from Hollywood, you might want to let BART take you to the Paramount on Friday, April 20, when the Oakland Symphony Pops will present an evening filled with musical hits from Hollywood over the years.

April 5, 1979

# # #  
Mike Healy  
Director-Public Affairs  
Contact: Gloria McCall

# NEWS RELEASE

**BART**

BUSINESS WIRE ONLY

V-47

FOR IMMEDIATE RELEASE

Oakland, Ca.....This morning, Thursday, April 5, BART patrons commuted to work through the transbay tube for the first time since January 17.

Transbay patronage for the combined exits of BART's Embarcadero and Montgomery Street Stations was approximately 9,500, with a total patronage exit figure of approximately 19,000 as of 9 a.m. today. This compares favorably with an average pre-fire 9 a.m. total patronage of 24,000 for those two stations.

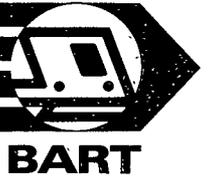
BART provided buses at MacArthur Station this morning in the event that some patrons might prefer the bus bridge; however, patronage on the buses was so light that the buses were discontinued permanently as of 10 a.m. today.

April 5, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE



V-49

FOR IMMEDIATE RELEASE

## BART BOARD CALLS FOR DALY CITY "TAIL TRACK" ALTERNATIVE

The BART Board of Directors today, Tuesday, April 10, unanimously called for development of plans for a turn-around and storage facility to be located between the Daly City and Balboa Park Stations.

This plan would serve as an alternative to a year old proposal to construct a 6,000 foot track extension and train storage tracks beyond the Daly City Station in order to improve train service and offer an annual savings estimated to be about \$1.5 million.

The District would implement such a plan only if it was not able to go forward with its original proposal to extend south of the Daly City Station.

BART Director Nello Bianco of Richmond, who made the motion which directed the staff to develop another plan, said that in the event BART's much needed turn-back and storage track had to be constructed between Daly City and Balboa Park, it would mean a two-thirds reduction in train service to Daly City.

All of the Board members agreed that the proposed turn-back was vital to the future of the system.

- MORE -

2-2-2-2-2-2

Extensive testing indicated the current track configuration at the Daly City Station would serve as a bottleneck for train intervals below 3.5 minutes. Ultimately BART hopes to reduce train intervals between San Francisco and the East Bay to 2 minutes.

Cost of the project is estimated to be in excess of \$20,000,000.

# # #

April 10, 1979

Mike Healy  
Director-Public Affairs  
(415) 465-4100

# NEWS RELEASE

**BART**

V-50

FOR IMMEDIATE RELEASE

## BART TO CONSIDER DROPPING MONITORED STATION PROGRAM

BART General Manager Keith Bernard today, Tuesday, April 10, recommended to the Board of Directors discontinuance of a program begun last year to eliminate the need for agents in some of the system's stations by substituting electronic monitoring.

Bernard said that while this program was developed with a view to realizing an ultimate saving of approximately \$1 million annually, the potential savings were reduced because of an unacceptable level of service.

"The main problem has been with the Automatic Fare machines which have not been as reliable as they should be for such a program to work well," Bernard said.

"In those stations which are not under this program, agents perform various duties including unjamming tickets, etc.," Bernard said.

Currently eight stations are under the "Remotely Staffed Station" program. Bernard's recommendation follows recent completion of a 51-page evaluation of the program by the BART staff. The Board of Directors referred the item to its Engineering & Operations Committee which will meet on April 25.

# # #

April 10, 1979

Mike Healy  
Director-Public Affairs

# NEWS RELEASE

V-51

**BART**

FOR IMMEDIATE RELEASE

## BART POLICE TO CRACK DOWN ON SMOKERS

Effective Monday, April 16, BART police will begin strict enforcement of the transit district's no smoking rule which prohibits smoking in the stations or on the trains.

BART police will issue citations to anyone observed smoking in the non-smoking areas of the system which could result in fines up to \$50, in accordance with Assembly Bill 2448, which went into effect on January 1, 1979. This bill makes smoking on BART an infraction and thus subject to citation and possible fine.

Since the bill went into effect BART has been providing a period of warning while no-smoking signs were being placed in conspicuous areas of stations and trains, public address announcements were provided and BART police provided written warnings to smokers.

However, beginning Monday BART police will be on a close lookout for smokers and will begin active enforcement by issuing citations to violators. The amount of the fine will be set by the court in the county where the infraction occurs -- and it could be \$50.

Remember, starting Monday, April 16, that cigarette on BART could cost you \$50.

# # #

April 12, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

V-52

FOR IMMEDIATE RELEASE

## HAROLD TAYLOR NAMED NEW BART POLICE CHIEF

Harold Taylor has been named Chief of Police for the Bay Area Rapid Transit (BART) District, it was announced by BART General Manager Keith Bernard.

Taylor has been serving as Acting Chief since January of this year, following the resignation of former Chief William B. Rumford, Jr., in November of 1978.

Taylor joined the BART Police Department in December of 1971, and served as a Sergeant until his promotion to the rank of Lieutenant in July, 1972. From January, 1975, through December 1978, Taylore served as Captain with BART's Police Department until his appointment as Acting Chief.

Chief Taylor earned his Bachelor of Arts degree in Administration of Criminal Justice from Cal State in Sacramento and has served as a police officer for the City of St. Louis, Missouri, and just prior to joining BART served with the University of California Police Department as a police sergeant.

- MORE -

2-2-2-2-2-2

He has an extensive background in all phases of law enforcement and is active in many Bay Area police organizations and activities. Taylor brings to the Chief's position an understanding of the BART system and the needs of the people it serves.

Chief Taylor resides in Walnut Creek with his wife Charlene, who is a teacher with the Mt. Diablo School District, and their son Victor.

# # #

April 16, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

V-53

FOR IMMEDIATE RELEASE

## NEW SUNDAY AND EVENING SCHEDULES FOR BART

BART's 34 stations are now fully stocked with the transit district's brand new edition of its pocket-size Sunday and evening timetable.

Train departures which are given for each station for Sundays and evening service should make Sunday and evening trip planning easier, according to BART's Director of Field Services Bill Fleisher, by minimizing waiting time on station platforms.

For example, a patron wanting to go from Oakland to San Francisco for the evening could determine from the timetable that a train was departing the MacArthur Station bound for the west bay at 7:19 p.m. Allowing enough time to purchase a ticket and get to the train platform, the patron, by planning ahead, could narrow his or her waiting time to no more than a few minutes or less. BART suggests allowing some margin for possible schedule variance.

BART operates from 6 a.m. to midnight Monday through Saturday and from 9 a.m. to midnight on Sunday. The new printed schedules show departure times from each station from 7 p.m. to midnight Monday through Saturday, and from

-- MORE --

2-2-2-2-2

9 a.m. to midnight on Sundays. Evening and Sunday trains operate at 20-minute intervals providing direct Concord/Daly City and Richmond/Fremont service with train-to-train transfer points at MacArthur, 19th, and 12th St.-City Center Stations in Oakland.

For additional information on BART service and connecting bus lines call BART's phone information center at the following toll-free numbers:

South San Francisco/San Bruno .....	873-BART
San Francisco/Daly City .....	788-BART
Fremont/Union City .....	793-BART
Hayward/San Leandro .....	783-BART
Oakland/Berkeley/Orinda .....	465-BART
Livermore/Pleasanton .....	462-BART
Richmond/El Cerrito .....	236-BART
Walnut Creek/Lafayette/Concord.....	933-BART
Antioch/Pittsburg .....	754-BART
TTY .....	839-2220/839-2218

# # #

April 19, 1979

Mike Healy  
Director, Public Affairs

# NEWS RELEASE

**BART**

*Sent to: Examiner, Chronicle, Tribune, etc Times,  
Daily Review & Tri-Valley Herald and Directors*  
V- 54

FOR IMMEDIATE RELEASE

## NEW STOP FOR "EL BARTITO"

Direct service to the Alameda County Welfare Department at the corner of Winton Avenue and Amador in Hayward, California, is now available on the free "El Bartito" shuttle from BART's Hayward Station.

The new stop on the "El Bartito" shuttle will make travel to the Alameda County Welfare Department more convenient. The "El Bartito" service, which began operating early in 1978, was initiated in order to reduce the need for additional parking space at the Hayward Government Center.

The free "El Bartito" ride is provided by two vans, one of which can carry persons in wheelchairs. This express van service may be used by the general public, as well as the employees of the Government Center.

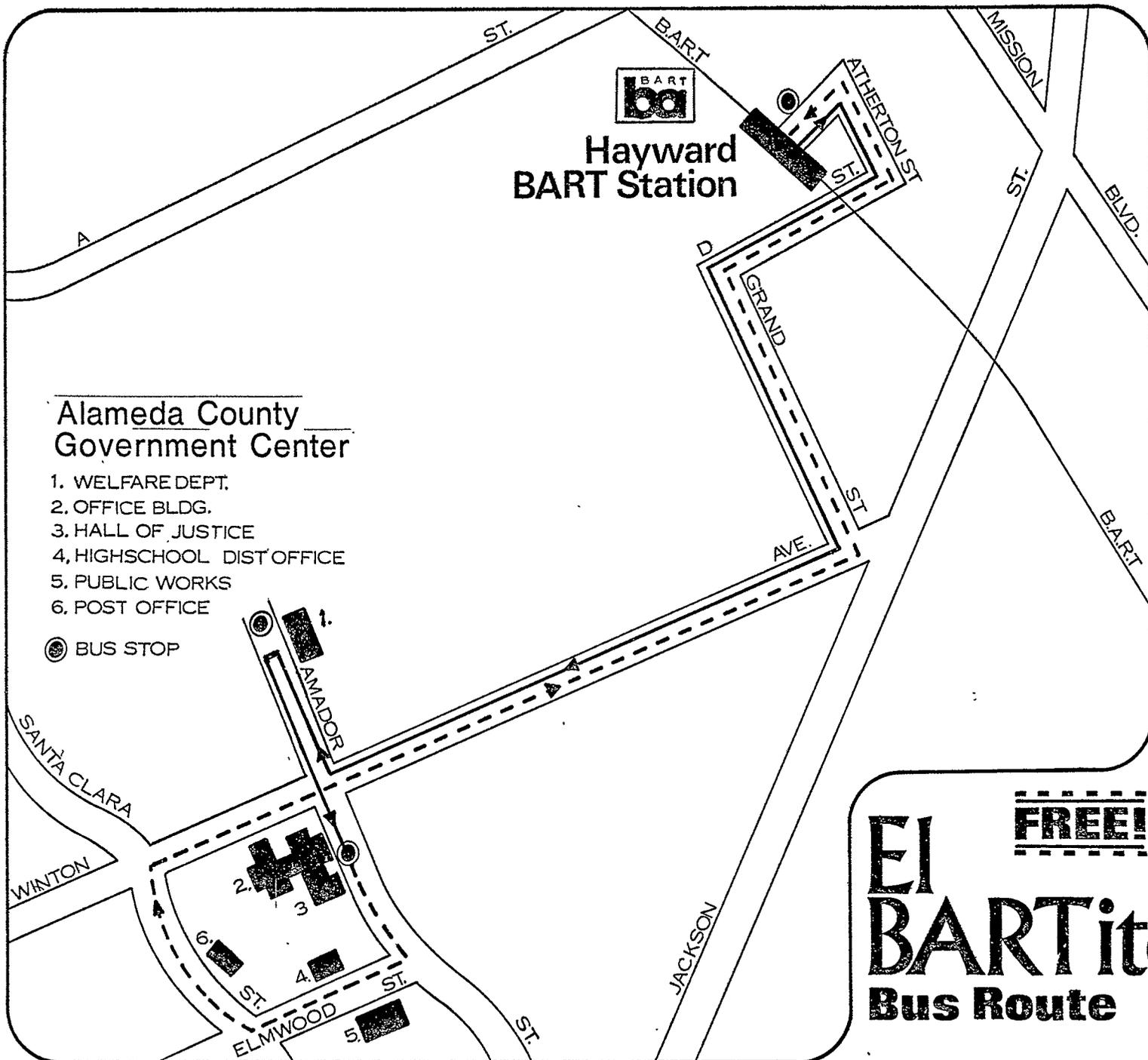
The riding time between the Hayward BART Station and the Government Center is approximately seven minutes. Waiting time is usually about seven minutes, since the van drivers communicate by shortwave radio to announce when they are ready to leave for each leg of the trip, and the vans move in unison.

"El Bartito" vans make stops at the Hayward BART Station, the Alameda County Welfare Department, and the Alameda County Government Center on Amador. Operating hours are from 7:30 a.m. to 6:30 p.m., Monday through Friday.

# # #

April 24, 1979

Mike Healy  
Director, Public Affairs



**Hayward  
BART Station**

**Alameda County  
Government Center**

- 1. WELFARE DEPT.
- 2. OFFICE BLDG.
- 3. HALL OF JUSTICE
- 4. HIGHSCHOOL DIST OFFICE
- 5. PUBLIC WORKS
- 6. POST OFFICE

 BUS STOP

**FREE!**  
**El  
BARTito  
Bus Route**

# NEWS RELEASE

**BART**

*Wire Service & Directors*

V-55

FOR IMMEDIATE RELEASE

## BART TO HAND OUT LAPEL BUTTONS TO ITS RIDERS

To commemorate the re-opening of the transbay tube, and offer a goodwill gesture to its patrons, BART will be giving out lapel buttons at all stations at the beginning of Friday evening's (April 27) commute period.

These buttons, containing the legend "Transbay-The Only Way" are two inches in width and feature a smiling train coming out of a circular structure. Twenty thousand in all will be distributed by BART station agents while they last. The buttons cost approximately \$3,000.

BART hopes its riders will wear the buttons to promote the use of BART in general, and especially during this time of gasoline allocations and rising fuel costs.

Since the resumption of transbay service BART's overall patronage has almost returned to normal. Daily patronage has been fluctuating at around 147,000 to 148,000. Prior to the transbay tube closing in January, average daily patronage was approximately 150,000.

# # #

April 26, 1979

Mike Healy  
Director, Public Affairs

BUSINESS WIRE ONLY

V-56

FOR IMMEDIATE RELEASE

In view of the current Airporter strike, BART is advising travelers bound for San Francisco International Airport that BART trains are operating from the downtown area to Daly City every seven minutes.

From Daly City, it's an easy connection to a 3-b SAMTRANS bus direct to the airport.

BART's Powell Street Station is the closest access from Taylor and Ellis Street when the Airporter service picks up its patrons.

# # #

Mike Healy, Director  
Public Affairs

April 27, 1979

NEWS WIRE ONLY

V-57

FOR IMMEDIATE RELEASE

JOINT NEWS RELEASE FROM BART AND DALY CITY

Daly City and BART have scheduled an administrative public meeting on BART's proposed turnback facility for Monday, May 7, 1979, at 2:00 p.m. in the Pacelli Community Center Building, Westlake Park, Daly City. Staff representatives from both the City and BART will present and discuss the problems, alternatives, and issues involved. Questions and comments from interested individuals and groups are invited.

BART has identified a need to construct an improved turnback facility at the Daly City Station to enable expansion of train capacity throughout the BART system. Several storage tracks are also required to improve operating flexibility and reduce costs, particularly energy consumption.

BART's original proposal for the facility involves use of the Southern Pacific Railroad right-of-way between the Daly City Station and Washington Street. Because this plan would interfere with the City's redevelopment plans, an alternative route next to the I-280 freeway has also been developed. A third option, which partially meets BART's turnback and storage needs is also being developed. It would be located between the Balboa Park and Daly City Stations and would result in a two-thirds reduction of BART's service at Daly City.

Each of these three plans will be presented at Monday's meeting and their impacts discussed.

-- MORE --

2-2-2-2-2

City staff will describe how the proposed facility is inconsistent with the City's General Plan and Redevelopment Plan. The City presentation of issues will also cover station access, traffic parking and neighborhood impact.

The purpose of the meeting is to lay all of the concerns, issues, and problems on the table for evaluation by both agencies and the public.

The meeting will provide an opportunity to interested citizens of the area to learn more about the project and provide feedback directly to BART and the City staff. The meeting Monday afternoon will be the first formal meeting in more than six months.

Both parties have expressed the hope that this meeting can clarify the issues and initiate a process to find mutually agreeable solutions.

# # #

April 27, 1979

Mike Healy, Director, Public Affairs  
BART  
(415) 465-4100

Raymond E. Legsinger, Assistant City Manager  
City of Daly City  
(415) 992-4500

# NEWS RELEASE

BART

V-57



OFFICE OF THE CITY MANAGER

## CITY OF DALY CITY

JOINT NEWS RELEASE

April 27, 1979

Daly City and BART have scheduled an Administrative Public Meeting on BART's proposed turn back facility for Monday, May 7, 1979, at 2:00 p.m. in the Pacelli Community Center Building, Westlake Park, Daly City. Staff representatives from both the City and BART will present and discuss the problems, alternatives and issues involved. Questions and comments from interested individuals and groups are invited.

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BART's original proposal for the facility involves use of the Southern Pacific railroad right-of-way between the Daly City station and Washington Street.

Because this plan would interfere with the City's redevelopment plans, an alternative route next to the I-280 freeway has also been developed. A third option, which partially meets BART's turnback and storage needs is also being developed. It would be located between the Balboa Park and Daly City stations and would result in a two-thirds reduction of BART service at Daly City.

Each of these three plans will be presented at Monday's meeting and their impacts discussed.

City staff will describe how the proposed facility is inconsistent with the City's General Plan and Redevelopment Plan. The City presentation of issues will also cover station access, traffic, parking and neighborhood impact.

The purpose of the meeting is to lay all of the concerns, issues and problems on the table for evaluation by both agencies and the public.

The meeting will provide an opportunity for interested citizens of the area to learn more about the project and provide feed back directly to BART and City staff. The meeting Monday afternoon will be the first formal meeting of representatives of the District and the City in more than six months.

Both parties have expressed the hope that this meeting can clarify the issues and initiate a process to find mutually agreeable solutions.

April 27, 1979

Mike Healy, Director-Public Affairs  
BART  
(415) 465-4100

Raymond E. Letsinger, Assistant City Manager  
City of Daly City  
(415) 992 4500

# NEWS RELEASE



V- 58

FOR IMMEDIATE RELEASE

## SAFETY POSTERS TO APPEAR THIS WEEK ON BART TRAINS

Large red and white posters will soon appear in all BART cars containing safety tips and information on emergency procedures which the transit district hopes its patrons will familiarize themselves with.

Included in the posters is information on such things as where fire extinguishers are located (two per car), how emergency door releases work, communication with the train attendant, and special notes on evacuation procedures for the transbay tube, the Berkeley Hills Tunnel, and aerial portions of the line.

The new transit car posters, which are 21" x 22", will also contain tear cards for take-home with safety information in both Spanish and Chinese as well as English.

According to BART General Manager Keith Bernard, this is just one element in a public information program aimed at creating a higher public awareness about what to do should there be an emergency.

He said BART also plans to include safety information in future editions of its brochures, issue bulletins periodically, and explore various other means of providing information on safety to the public.

-- MORE --

2-2-2-2-2

BART kicked off its safety information campaign on April 5, the first day of resumed transbay service, with a special passenger bulletin. The bulletin outlined the transit system's plans for a long-range emergency preparedness and fire safety program, and contained a facsimile of the new poster on the back.

Bernard said that each transit car will have two posters, one on each side near the side exit doors.

# # #

April 30, 1979

Mike Healy, Director  
Public Affairs

(415) 465-4100

# NEWS RELEASE

**BART**

V-59

FOR IMMEDIATE RELEASE

## BART BOARD COMMITTEE ADOPTS POSITIVE DALY CITY ACTION

The BART Board's Public Information and Legislation Committee, which is chaired by Nello Bianco of Richmond, today voted to cooperate with Daly City in its redevelopment efforts adjacent to the Daly City BART Station.

BART Director Wilfred Ussery of San Francisco, who made the motion, said he wants the transit district to take a positive role in making its badly needed turnback track project compatible with Daly City's redevelopment plans. This would include measures to minimize adverse impacts on the neighborhood, and create air rights development opportunities over the BART tracks.

Another element of Ussery's motion directs staff to explore the possibility of constructing a "people mover" to link the Daly City BART Station with the redevelopment area.

Ussery also proposed BART sponsorship of special grants to provide parking and other support facilities required for the redevelopment project. The motion included a commitment to provide replacement housing for any residential displacement caused by the turnback project.

BART's original proposal calls for extension of tracks about 6000 feet south of the Daly City Station on the Southern Pacific right-of-way and would affect four houses. An alternative which involves extension along Interstate 280 would affect only one.

-- MORE --

2-2-2-2-2

The motion will go to the full board for approval at its next regular meeting scheduled for Thursday, May 10, at 9 a.m.

Meanwhile, Daly City and BART staff representatives have a joint public meeting scheduled to discuss the issues and proposals involved this Monday, May 7, at 2 p.m., in the Pacelli Community Center Building, Westlake Park, Daly City.

# # #

Mike Healy, Director  
Public Affairs

May 3, 1979

(415) 465-4100

MAY

# NEWS RELEASE

**BART**

V-60

FOR IMMEDIATE RELEASE

## BART REORGANIZATION ANNOUNCED

BART General Manager Keith Bernard today announced a number of organizational changes intended to improve the effectiveness and efficiency of BART's management structure, and also result in projected cost savings of more than \$200,000 annually.

The new organization structure eliminates the position of Assistant General Manager for Operations, and the position of Assistant General Manager for Administration, both of which were recommended by previous organizational plans. Both these positions are currently unfilled. At the same time, the new structure makes several department consolidations which in effect reduces the number and levels of management personnel by six positions.

Summarizing, a major objective of the new organization along with a functional streamlining is to bring the General Manager closer to operating matters by having a direct reporting relationship with key departments such as Field Services, which oversees operations, rather than having that department reporting to an Assistant General Manager. Additionally, strong emphasis will be placed on emergency preparedness, with the Director of Safety also reporting directly to the General Manager. In the past, the Safety Department reported to the Assistant General Manager for Operations.

-- MORE --

2-2-2-2

In an effort to better align functions and at the same time reduce top management positions, several departments and groups have been consolidated. These include bringing the departments of Power and Way, Engineering, and Design and Construction under the Director of Maintenance and Engineering. This single department, which also includes Rolling Stock and Shops, will be headed by Richard Demko who will also be named Acting General Manager in the absence of the General Manager.

Further, all administrative functions will now be under a newly created position of Director of Administration, a position which is not yet filled.

Bernard said the initial work leading to the reorganization was actually begun in 1977 when the District hired Booz-Allen & Hamilton, Inc., a San Francisco consulting firm, to study the management structure. Many of their recommendations, which included having two Assistant General Manager positions as part of an organization hierarchy, have been modified through subsequent internal study. Others have been incorporated into the final structure.

"I believe the result is appropriate, and essentially completes BART's transition, in terms of organization philosophy, from a major construction project to an operating company," Bernard said, adding that further study of some areas in the structure is anticipated.

He noted that he had planned to implement organizational changes in January, but deferred action pending the reopening of the transbay tube.

Bernard assumed his new post as BART's General Manager on January 11 of this year.

-- MORE --

3-3-3-3

Since beginning initial service in 1972 the organization has gone through many changes with appropriate emphasis placed on solving the multitude of start-up problems which followed.

"While there are many problems yet to be solved, the organization must focus effectively on day-to-day service and operations while at the same time continuing to work toward bringing the system to its full potential."

Other departments reporting directly to the General Manager include Employee Relations; Affirmative Action & Training; Planning and Analysis; and Public Affairs.

The three statutory officers appointed directly by the Board of Directors--the General Counsel, Director of Finance, and District Secretary--will maintain a dual reporting relationship to the board and to the General Manager on day-to-day matters.

Bernard said the changes will become effective immediately.

# # #

May 4, 1979

Mike Healy, Director  
Public Affairs

# NEWS RELEASE

**BART**

V-61

FOR IMMEDIATE RELEASE

## BART RIDERSHIP SEES UPWARD SWING

In recent days BART ridership has seen a sharp turn upward from a weekday average in April of approximately 148,000 to a high on Friday, May 4, of 163,000.

Overall, this trend so far represents an approximate 8 percent increase over the system's ridership of 150,000 on a typical weekday prior to the January 17 closing of the transbay tube. BART officials point out that while this new ridership appears to reflect a trend which may be attributed to the gas crisis, it is too early to determine its long-range effects.

BART analysts, using the November 1978 ridership as a base, have determined that the major portion of the increase has taken place on the transit system's east bay lines, up 24 percent, with intra San Francisco ridership up 8 percent. It is noted that most of the new trips are being taken during the midday and late evening hours. Transbay patronage which was still down 12 percent by the end of April is now down only about 2 percent from the pre-closing base.

Keith Bernard, BART's General Manager, said the off-peak increases suggest that people are using the system for a variety of reasons other than to get to and from work.

-- MORE --

2-2-2-2

He noted that BART serves numerous shopping and restaurant areas and should offer an attractive way to beat the gas crunch, particularly for midday and evening travel when the capacity for accommodating increased ridership is greater than during the commute periods. He added that BART will be keeping a close watch on the trend to determine how the transit system might respond to any further increases.

Also BART's express buses which link outlying areas of Contra Costa and Alameda Counties with several east bay stations have seen a ridership increase of 56 percent in April over April a year ago; ridership went from 99,539 recorded in April 1978, to 155,337 for April 1979. However, according to BART officials, much of this increase may be attributed to an increase in express bus service miles this past year. Ridership figures for May are not yet available.

# # # # #

May 8, 1979

Mike Healy, Director  
Public Affairs  
(415) 465-4100

# NEWS RELEASE

**BART**

V-62

FOR IMMEDIATE RELEASE

## BART PRESENTS TENTATIVE BUDGET FOR 1979/80

BART General Manager Keith Bernard last night (Tuesday, May 8) submitted to the transit district board's Administration Committee a \$95.2 million tentative operating budget for the 1979/80 fiscal year which also calls for a mid-year (January 1980) fare increase. This would be the first fare increase since November 1975.

The proposed budget provides for a continuation of weekend service, begun in 1978; assumes start-up of regular Richmond/Daly City service in January 1980; provides for restaffing eight stations which are currently under the "Remotely Staffed Station" program; and includes potential costs associated with the transit system's new safety preparedness program, as well as potential costs to meet the Public Utilities Commission requirement for having a second person on board all transbay trains.

In terms of personnel, the net result of the above-mentioned increases and requirements along with the necessity to reverse cuts made last year due to Proposition 13, is 98 additional positions, bringing the total staffing level of the District to 2206. Other factors affecting the budget increase, which works out to about 12.9 percent over the current years budget, include operation of express buses which connect outlying areas in Alameda and Contra Costa Counties with several east bay BART stations, and the potential requirement to also have an additional person on all trains traveling through the Berkeley Hills tunnel (included in the 98 positions), as well as the tube.

-- MORE --

While it is estimated that operating revenues from current fare levels will amount to \$32.4 million during the coming fiscal period, \$34.7 million is needed to ensure a fully funded budget. A fare increase would have to generate an additional \$2.3 million for half a year, or annualized, approximately \$5 million, translating into a possible 20 to 25 percent fare hike.

Other revenue sources making up the remainder of the budget include an estimated \$47.8 million from the half cent sales tax levied in the three BART counties, \$1.8 million from property tax, \$3.5 million from the combination of Transportation Development Act funds and Section 5 Federal funds. Additionally, \$7.5 million is anticipated from 25 percent of the one-half cent sales tax (AB 1107 funds) allocated by the Metropolitan Transportation Commission to A.C. Transit, S. F. Muni, and BART.

Bernard noted that the original budget submitted for the current fiscal year was \$91.6 million. However, as a direct result of the passage of Proposition 13, the board cut the budget by \$7 million and adopted a budget of \$84.5 million for the 1978/79 fiscal year, which included a \$7 million unfunded deficit.

That deficit grew to approximately \$12 million as a result of having to reverse some of the Proposition 13 staffing cuts, coupled with lower than expected sales tax growth, and the costs and revenue losses associated with the transbay tube fire and subsequent tube closing for better than two months. However, recent assistance from the Metropolitan Transportation Commission has resulted in defraying the financial shortfall for this fiscal period.

The tentative budget will be reviewed by the Administration Committee, and then go to the full board for preliminary adoption at its regular meeting scheduled for Thursday, May 24. A Budget Pamphlet will be published and made available upon request prior to a public hearing scheduled for June 7. The board is expected to consider final adoption of the budget at a board meeting on Thursday, June 21.

May 9, 1979

# # #

Mike Healy, Director  
Public Affairs  
(415) 465-4100

# NEWS RELEASE



**BART**

BUSINESS WIRE ONLY

V-63

FOR IMMEDIATE RELEASE

## BART PUTS MORE CARS INTO SERVICE

In order to accommodate the recent surge in ridership, much of which has been attributed to the gas crunch, BART today will begin putting 20 additional transit cars into service during the midday hours.

Ridership on the BART system has continued to increase with Wednesday reaching 168,384, or better than 18,000 above the base of 150,000, established prior to the closing of the transbay tube in January.

The additional cars will be added to trains on both the Concord-Daly City and Fremont-Daly City lines. Midday trains are normally much shorter than commute hour trains. However, BART analysts have determined that most of the ridership increase has been during the midday hours when BART can comfortably increase capacity.

# # #

May 10, 1979

Mike Healy, Director  
Public Affairs  
(415) 465-4100

BUSINESS WIRE ONLY

V-64

FOR IMMEDIATE RELEASE

BART BOARD LOOKS TO DIRECT RICHMOND/DALY CITY SERVICE

The BART Board of Directors today voted to begin direct Richmond/Daly City service in October of this year or as soon thereafter as possible.

Director Arthur Shartsis of Oakland made the motion which was quickly seconded by Director Nello Bianco of Richmond. The motion was supported by BART Board President John Kirkwood of San Francisco, and Directors Eugene Garfinkle, also of San Francisco, and Wil Ussery whose district comprises portions of San Francisco and the east bay. Directors Robert Allen of Livermore and BART Vice President John Glenn of Fremont opposed. Directors Barc Simpson of Walnut Creek and Harvey Glasser of Alameda were absent.

The long awaited direct service would either be under the transit system's "close headways" program (currently pending Public Utilities Commission approval) or under a schedule which would call for redistribution of current service.

Under close headways, or closer spacing of trains, BART would be able to provide full direct service between Richmond and Daly City without affecting service on other lines. However, under the alternative redistribution of service plan, the transit district would provide equalized direct service between Richmond/Daly City, Concord/Daly City and Fremont/Daly City. The schedule would call for a Daly City-bound train to leave Richmond every 21 minutes, Concord every 21 minutes, and Fremont every 21 minutes. Currently trains leave Fremont and Concord for Daly City every 14 minutes, with no direct service from Richmond

If BART's application for close headways is not approved by October 1 or BART has no definite indication by that time, the direct service would then begin approximately three weeks later. Under close headways the direct service might begin as soon as Thanksgiving.

Both Shartsis and Bianco who have been advocating direct Richmond/Daly City service since coming on the board agreed that it was needed and long overdue.

# # #

May 10, 1979

Mike Healy, Director  
Public Affairs (415) 465-4100

# NEWS RELEASE

**BART**

V-65

FOR IMMEDIATE RELEASE

## BART OPENS PERMIT PARKING LOT AT DALY CITY STATION

BART will open its new permit parking lot for San Francisco and other BART District residents at the Daly City Station on Monday, May 21, 1979.

The new 250-space lot, located on St. Charles Avenue, will be reserved for San Francisco and other BART District residents on a first-come, first-served basis.

BART District residents interested in obtaining a space should register for a "Parking Permit Sticker" at the Daly City Station. Applications will be accepted on weekday afternoons between 4 p.m. and 6 p.m. beginning Wednesday, May 23. Registration for permits first began in early April and was temporarily discontinued pending opening of the lot.

To qualify, applicants must show a current driver's license and the Department of Motor Vehicles' registration card for the vehicle that will be used in the permit lot. Both documents must show a BART District address for eligibility.

# # #

May 18, 1979

Mike Healy, Director  
Public Affairs

(415) 465-4100

# NEWS RELEASE

**BART**

V-66

FOR IMMEDIATE RELEASE

## BART ATTEMPTS TO OUTFLANK PIGEONS

BART has a new angle (or curve as the case might be?) for dealing with a long-standing pigeon dilemma at some of its stations.

The transit district has taken a venturesome step and purchased 144 brown and black rubber snakes for the tenacious pigeons to deal with. As an experiment, these rubber snakes have been placed on the roof and various ledges of the Pleasant Hill BART Station, mostly out of the view of patrons to determine if the pigeons will get the message and find new quarters.

"If this works," said BART's Plant Support Supervisor Bill Lane, "we will place the snakes at four other stations as well." The other stations that have attracted gangs of pigeons over the years are both El Cerrito stations, Walnut Creek, San Leandro, and Daly City.

"The use of rubber snakes to deter pigeons has been successfully tried in Phoenix, Arizona," Lane said and added that BART had tried just about everything else.

He said that last year the District had given large plastic owls a try; but the pigeons didn't buy it and the owls were eventually retired, heavily weighted with droppings. Nets were strung up at the Pleasant Hill Station to keep the birds out, and chicken wire at Walnut Creek. Neither has done the job adequately.

-- MORE --

2-2-2-2

Initial indications are that these are mighty tough pigeons. In other words, according to BART officials, some of the snakes appear to be getting the same treatment as the owls, while others seem to be doing the job.

"It is still early in the game," said Lane. "We'll be keeping close watch on this."

The cost of the snakes was \$96.00.

# # #

May 17, 1979

Mike Healy, Director  
Public Affairs

(415) 465-4100

# NEWS RELEASE



**BART**

V-67

FOR IMMEDIATE RELEASE

## BART BOARD COMMITTEE TO SEEK COMMUNITY INPUT

BART Director Nello Bianco of Richmond, who chairs the board's Public Information and Legislation Committee (PILC) yesterday announced that he plans to take his committee out into the community on a regular basis in an effort to strengthen public input to BART policy.

Bianco said his plans call for holding PILC meetings at various locales around the three BART counties beginning this summer.

He said he hopes that this will afford the public a better opportunity to get in touch with their elected representatives on the BART board and give board members a stronger perspective on the public perception of the transit district.

"I want to know how people really view BART and what problems they might have regarding the system so that in general we can better serve the community."

The concept of community meetings was strongly supported by Director Wil Ussery of San Francisco who suggested that the public and community leaders might also become more involved in the use of BART stations as a planning tool for various development activity and air-rights use.

"This is an area that needs to be addressed for future planning purposes and holding meetings in communities should help to stimulate more involvement," Ussery said.

-- MORE --

2-2-2-2

BART Director Robert Allen of Livermore said such meetings around the District might also serve as public forums on any future extensions that might be considered by BART.

Schedule of meetings in the community will be announced at a future date.

# # #

May 18, 1979

Mike Healy, Director  
Public Affairs

(415) 465-4100

# NEWS RELEASE

V-68

**BART**

FOR IMMEDIATE RELEASE

## BART TO THE BIG TOP

Beginning this Saturday, May 26, BART will have available free children's tickets to "Circus Vargas" which will be given out while they last at all stations on the system except those stations still under the remote monitor program. The tickets are valued at \$3.00 each and will allow children 11 and under to attend the circus free of charge.

Circus Vargas, which is billed as the world's largest big top, is scheduled to perform at El Cerrito Plaza, only a few steps from the BART station, June 5-7. Watching the circus set up beginning at 10 a.m., Tuesday, June 5, will be an attraction in itself, taking most of the day, and the public is invited to watch this massive undertaking. The show will follow at 8 p.m. On Wednesday and Thursday the shows are scheduled for 4:30 p.m. and 8 p.m.

Additionally, BART will give out adult discount coupons worth \$2.00 each. These coupons will be honored at all Circus Vargas performances around the bay area. The children's tickets will be good for the El Cerrito Plaza performance only. Forty thousand children's tickets and 40,000 adult coupons will be given out, compliments of Circus Vargas.

BART's El Cerrito Plaza Station is located on the Richmond line. As an early kick-off to the ticket give-away, a Circus Vargas clown will be at the Lake Merritt Station on Friday, May 25, to give away children's tickets and balloons, beginning at 11:30 a.m. From Lake Merritt, the circus clown will travel around the system.

# # #

May 24, 1979

Mike Healy, Director  
Public Affairs

BUSINESS WIRE ONLY

V-69

FOR IMMEDIATE RELEASE

LADY CLOWN TO KICK OFF CIRCUS TICKET GIVE-AWAY ON BART

Modine, the lady clown, will kick off the "Circus Vargas" ticket give-away on BART Friday, May 25, beginning at 11:30 a.m. at the transit system's Lake Merritt Station.

Circus Vargas is sending Modine as a kind of advance goodwill ambassador to meet patrons and hand out free children's tickets, along with balloons, to the Big Top performances scheduled June 5 - 7 at the El Cerrito Plaza next to the BART Station.

Along with the free children's tickets, valued at \$3.00 each, \$2.00 discount coupons for adults will also be given away at random to BART patrons.

The big Circus Vargas ticket give-away will begin this Saturday, May 26, around the system. All Station Agents will have them for handout while they last.

# # #

May 24, 1979

Mike Healy, Director  
Public Affairs

# NEWS RELEASE

V-70

**BART**

FOR IMMEDIATE RELEASE

## BART'S ORPHEUM EXPRESS

Beginning today Friday, May 25, BART passengers will be offered a chance to win two free tickets to the San Francisco Civic Light Opera's current production of "Bells Are Ringing" at the Orpheum Theatre which is located directly above the Civic Center Station.

Members of the public may pick up a special "BART's Orpheum Express" flyer which contains an entrant coupon in any of the transit system's 34 stations. The coupon need only be filled out and sent in to BART, attention Passenger Service, 800 Madison Street, Oakland, Ca., 94607 by midnight June 5, 1979.

According to Passenger Service Supervisor Kay Springer, winners will be selected by random drawing on June 6 and notified by mail.

Ms. Springer said 34 pairs of tickets will be given away, which will translate into one winner to be picked per station on the system. She said the drawing was being sponsored by the Civic Light Opera to encourage people to save on gasoline and ride BART to the show.

"Bells Are Ringing" stars Florence Henderson and Dean Jones.

BART operates from 6 a.m. to midnight Monday through Saturday, and 9 a.m. to midnight on Sundays.

# # #

May 25, 1979

Mike Healy, Director  
Public Affairs

# NEWS RELEASE

**BART**

V-71

FOR IMMEDIATE RELEASE

## BART'S MEMORIAL DAY SERVICE -- MONDAY

BART service on this Monday, May 28, Memorial Day holiday, will closely approximate normal weekday service.

Trains will operate over three lines--Concord/Daly City, Fremont/Daly City, and Richmond/Fremont at 15 minute intervals. This translates into seven and a half minute service between Fremont and Oakland and Oakland and Daly City.

In the evening, beginning at 6 p.m., train operations will phase into normal night service. BART's night schedule provides direct Concord/Daly City and Richmond/Fremont service at 20-minute intervals. Any required train-to-train transfers may be made in the downtown Oakland and MacArthur stations.

Express buses, which connect several east bay BART stations with outlying areas in Alameda and Contra Costa Counties will operate on a regular holiday schedule.

# # #

May 25, 1979

Mike Healy, Director  
Public Affairs

# NEWS RELEASE

**BART**

V-72

FOR IMMEDIATE RELEASE

## BART SETS PUBLIC HEARING ON BUDGET

BART Board President John Kirkwood has set Thursday, June 7, for a public hearing on the transit district's tentative operating budget for the 1979-1980 fiscal year. The hearing will be held in the Board of Directors' room at BART's Lake Merritt Headquarters, 800 Madison Street, Oakland, beginning at 9 a.m.

Pamphlets containing a complete summary of the tentative budget are now available, and members of the public interested in obtaining a copy may pick one up from the District Secretary's office on the 5th floor of the BART administration building.

The BART Board of Directors at last Thursday's meeting adopted a tentative operating budget of \$95.2 million for the coming year.

Final adoption of the budget will be considered by the board on Thursday, June 21.

# # #

May 30, 1979

Mike Healy  
Director of Public Affairs



# NEWS RELEASE

V-73

**BART**

FOR IMMEDIATE RELEASE

## BART TRAIN OPERATORS COMPLETE SPECIAL EMERGENCY TRAINING

All BART train operators have successfully completed a special Emergency Procedures training program, it was announced this week by the transit district's officials.

The special safety training, which began in March, was designed to familiarize train operators with various revisions to BART's emergency response plan and newly detailed procedures developed as a result of the train fire last January in the transbay tube.

In addition to the 237 train operators that went through the 4-hour course, BART also provided the training for 152 other personnel, among them 127 members of the transit district's Police Services division, several transportation supervisors and maintenance technicians, all of whom work on the line.

"Everyone taking the training was required to pass a tough examination at the end of the course," said Technical Training Manager Alex Braun.

Braun said, in the case of the train operators, passing the additional course was mandatory. If any had not passed they would not have been certified to operate a train through the transbay tube.

The program required that a thorough knowledge be gained of the general emergency plan and specific responses to emergency situations, improved communication systems, and all of the physical changes made in the transbay tube to enhance emergency response.

As part of its emergency preparedness program, BART will be holding drills on a continuing basis as a follow-up to the training.

# # #

June 1, 1979

Mike Healy  
Director of Public Affairs

# NEWS RELEASE

**BART**

V-74

FOR IMMEDIATE RELEASE

## MERRY MAY, A RECORD MONTH FOR BART

Oakland, Calif. . . It now appears that May was a record month for BART in terms of total ridership compared with all other months of operation since the system first began operating in September 1972.

Total ridership for the month of May was better than 4.2 million, according to the transit system's analysts, or about 23.5 percent above the total ridership of 3.4 million recorded for May 1978. It should be noted, however, that in May 1978 BART had not yet begun Sunday service, so four Sundays with a possible average of 30,000 trips per Sunday are not included.

The second highest month on record was December 1977 when AC Transit was shut down due to a strike. Ridership for this period was 3,972,270.

Average weekday ridership on BART during this past month has fluctuated between 162,000 and 175,000 or peaking at about 17 percent above the 150,000 weekday average which was forecasted for the period.

BART officials say the major gain has been seen during the midday and late evening hours of operation, about 86.4 percent, while peak period ridership has only seen a 14.6 percent gain.

In an effort to accommodate the recent ridership surge, BART has put additional transit cars into service during the midday and evening hours.

# # #

June 1, 1979

Mike Healy  
Director of Public Affairs

# NEWS RELEASE

**BART**

V-75

FOR IMMEDIATE RELEASE

BART TO HOLD SUNDAY DRILL

BART has scheduled an emergency response drill to be conducted this Sunday, June 3, beginning at 6 a.m. in the subway area south of the Civic Center Station in San Francisco.

The training exercise is being held in conjunction with the San Francisco Fire Department and is designed to measure response time to the scene and provide a familiarization for fire fighters of the subway area.

From Civic Center Station a 5-car train will head toward Daly City at which point a fire condition will be simulated and power on that section of track shut off.

This is the first such drill conducted in the downtown San Francisco portion of the system. The drill is expected to be complete by 7:30 a.m. The system opens for service at 9 a.m. on Sundays and closes at midnight.

# # #

Mike Healy  
Director of Public Affairs  
(415) 465-4100

June 1, 1979

# NEWS RELEASE

**BART**

V-76

FOR IMMEDIATE RELEASE

## BART'S PRINTED SUNDAY AND EVENING SCHEDULE STILL GOOD

BART's recently issued timetables for Sunday and evening train departures will continue to be in effect, the transit district announced today.

Although the pocket-size schedules show an effective date of January 1 to June 1, 1979, the shutdown of the transbay tube from January 17 to April 5, delayed issuance of the schedules until mid-April.

BART patrons should continue to use the schedules -- available in all BART stations -- until BART publishes a new Sunday and Evening timetable, expected sometime this summer.

# # #

June 6, 1979

Mike Healy  
Director of Public Affairs

Contact: Gloria McCall

# NEWS RELEASE



V-77

**BART**

FOR IMMEDIATE RELEASE

## BART TO DRAW WINNING ENTRIES FOR "BELLS ARE RINGING"

The 34 winning coupons, good for two tickets each to the San Francisco Civic Light Opera's production of "Bells Are Ringing" will be drawn at random at BART headquarters on Wednesday, June 6.

Conducting the drawing will be BART's Passenger Service Supervisor Kay Springer who will draw one winning entry from 34 boxes, each box representing a station on the line where the entry was submitted. Over 2000 entries have been received thus far since the contest began Friday, May 25. Deadline for entries was midnight Tuesday, June 5.

Each winner will receive a letter asking them to contact the Press Office of the Orpheum Theater to arrange for pickup of their passes and preferred date of performance Monday through Friday.

On Friday, June 8, at 12:30 p.m., Dean Jones, one of the stars of Bells Are Ringing which is currently running at the Orpheum Theatre, will present the letters to the first five winners at BART's Civic Center Station in San Francisco. The show also stars Florence Henderson.

The Civic Center Station is only a few short steps to the Orpheum Theater.

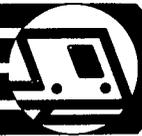
# # #

Mike Healy  
Director of Public Affairs

Contact: Gloria McCall

June 5, 1979

# NEWS RELEASE



**BART**

## MEMO TO EDITORS

Dean Jones, one of the stars of the San Francisco Civic Light Opera's "Bells are Ringing," will present winning letters to the first five winners in the "BART Orpheum Express" drawing on Friday, June 8, at 12:30 p.m. at BART's Civic Center Station.

The letters, which entitle each winner to two free passes for "Bells Are Ringing," request the recipient to contact the Press Office of the Orpheum Theatre to arrange for pickup of their passes and preferred date of performance Monday through Thursday.

The drawing was conducted at BART Headquarters this morning, Wednesday, June 6, with one winner drawn from each of the 34 boxes, representing each of the 34 stations on the BART system.

The remaining 29 winners will receive their letters in the mail.

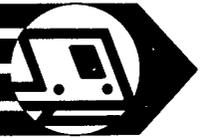
# # #

June 6, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE



V-79

FOR IMMEDIATE RELEASE

**BART**

## BART BOARD PLANS INSPECTION TOUR

Members of the BART Board of Directors have scheduled a facility tour of the BART system on Sunday, June 10, 1979, commencing at 6 a.m. from BART's Walnut Creek Station.

The tour will proceed to the Embarcadero Station in San Francisco and conclude at the El Cerrito Del Norte Station in Berkeley, and is designed to provide Board members with first-hand observation and an on-scene explanation of the purpose and function of various BART structures and support systems.

The Board will observe ventilation systems in the Berkeley Hills tunnel, the transbay tube and other underground structures as well as inspect aerial and at-grade structures and a joint BART/Muni subway station.

The tour is expected to conclude before 9 a.m.

# # #

June 8, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

V-79

FOR IMMEDIATE RELEASE

REGISTRATION HOURS FOR PARKING PERMITS  
AT DALY CITY EXTENDED

In addition to the weekday 4 p.m. to 6 p.m. hours, BART District residents can now register for parking permits for the new Daly City parking lot on Tuesday and Thursday mornings between 9 a.m. and 11 a.m. at Daly City Station.

The new 250-space lot, located on St. Charles Avenue, is reserved for San Francisco and other BART District residents on a first-come, first-serve basis.

Approximately 175 applications have been received to date. To qualify, applicants must show a current driver's license and the DMV registration card for the vehicle that will be used in the permit lot. Both documents must show a San Francisco address for eligibility.

The lot has been open for use since May 21, 1979.

# # #

June 8, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

FOR IMMEDIATE RELEASE

## BART TO CONDUCT ENGINEERING TEST IN BERKELEY HILLS TUNNEL

On Thursday, June 14, 1979, BART will perform a time and motion study in the form of an engineering test to measure passenger evacuation flow rates in the Berkeley Hills tunnel.

The test, conducted by BART's Safety Department, will commence at approximately 10:45 and should be completed shortly before noon.

During the test there will be a delay in service on the Concord-Daly City line -- trains will be single-tracking between Orinda and Rockridge stations -- and midday patrons should allow extra time on Thursday to reach their destinations if they are planning a trip on BART in the test area.

# # #

June 11, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

V-81

**BART**

FOR IMMEDIATE RELEASE

## BART GENERAL MANAGER COMMENDS BART POLICE

BART General Manager Keith Bernard yesterday, June 11, 1979, issued letters of commendation and personally expressed his appreciation for the professional manner in which three BART Police Officers handled difficult situations.

On May 2, 1979, BART Police Officers Helen Lopez and Robert Villa responded to a call for help from the Station Agent at BART's 24th Street Station. The two officers managed to control the situation, avoid violence and apprehend the suspect.

On May 13, 1979, BART Police Officer Laura Bacigalupi responded to a similar call at BART's Hayward Station, controlled the situation and apprehended the suspect.

In both incidents the officers were both physically and verbally assaulted -- yet they managed to deter further violence to themselves while protecting BART patrons.

# # #

June 12, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

V-82

**BART**

FOR IMMEDIATE RELEASE

BART BOARD COMMITTEE TO HOLD FIRST  
COMMUNITY INPUT MEETING IN MARTINEZ

BART Director Nello J. Bianco of Richmond, who chairs the Board's Public Information and Legislation Committee (PILC), announced today that he will take the Committee to Martinez on July 11, 1979, for a 7 p.m. meeting.

This will be the first in a series of meetings to be held in various communities in the BART District (San Francisco, Alameda, and Contra Costa Counties) in an effort to strengthen public input to BART policy.

Director Bianco, as well as the other Committee members Wil Ussery and John Glenn, want to hear from the people the problems they have encountered regarding access to BART, fares, parking, route locations, etc., they feel BART Directors should be aware of.

"Involvement with the people and community leaders in the various areas of the BART District will give the Board a better perspective of public perception of the transit district so that BART can better serve the communities and the BART patron," Bianco said.

# # #

June 12, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

V-84

FOR IMMEDIATE RELEASE

## BART/ORPHEUM EXPRESS WINNERS

Of the 34 winners in BART's drawing for free passes to the San Francisco Symphony's production of "Bells Are Ringing," the first five coupons drawn were presented winning letters by Dean Jones, one of the stars of the production.

Those who received their letters from Dean Jones are Mr. and Mrs. V. H. Jenison of San Francisco whose winning coupon was drawn from Balboa Park Station; Mrs. Alfie Flynn of Hayward, Union City Station; Carrie Bradley of Oakland, Fruitvale Station; David Jones of San Francisco, Powell Street Station; and Reverend Daniel Pacheco of San Bruno, Daly City Station.

All of the winners were happy at being presented their letters by Dean Jones -- but, perhaps the happiest were Mr. and Mrs. Jenison of San Francisco -- this being the first time they have ever won anything, and just in time to celebrate their 50th wedding anniversary.

# # #

June 15, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE



V-85

**BART**

FOR IMMEDIATE RELEASE

## BART BOARD ADOPTS BUDGET

The BART Board of Directors today, Thursday, June 21, 1979, adopted the operating budget for fiscal 1979/80, effective July 1.

The budget, which was given a public hearing on June 7, 1979, calls for an anticipated operating expense of \$95.2 million, including the cost of full weekend service for the entire year and direct Richmond/Daly City service to begin January 1, 1980.

The adopted budget does not include a fare increase as previously proposed. However, the \$2.3 million unfunded deficit created by costs of restaffing eight stations, the Public Utilities Commission (PUC) requirement for a 2nd BART employee on all trains in the transbay tube and possibly the Berkeley Hills tunnel, as well as costs associated with the District's Emergency Preparedness Program will have to be offset.

The BART Board, however, expressed the view that while a fare increase in the coming year could not be ruled out, it would be a last resort after every other possible source of funding has been explored.

# # #

June 21, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

V-86

FOR IMMEDIATE RELEASE

## MIDDAY PARKING HOURS LENGTHENED

BART is now in the process of installing new midday parking signs at all BART station parking lots.

The new signs, which read "NO PARKING 7-9 A.M.," will allow more freedom for shoppers who might want to continue their shopping later than the prior 9 a.m. to 4 p.m. midday parking regulations allowed.

In addition to the midday parking signs, BART is also installing signs reading "ATTENDED VEHICLES ONLY 4 P.M. TO 6 P.M.," which should ease congestion during the commute "pickup" hours.

The new signs have been installed at all stations on the Concord line, and at Fruitvale, MacArthur and Fremont stations, and should be completed throughout the District by Friday, June 29.

BART provides parking at 22 of its 34 stations.

# # #

June 27, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

V-88

FOR IMMEDIATE RELEASE

## BART REJECTS THE NEW DOLLAR

On Monday, July 2, the Federal Reserve Bank will begin distribution of the new Susan B. Anthony dollar which is sized between the quarter and the half dollar.

A correctly operating change machine in a BART station will reject the Anthony dollar and direct it to the coin return cup. However, the tolerance within any coin machine can, with wear, exceed the variation permitted with the result that any coin or vending machine could recognize the Anthony dollar as being a quarter.

In order to avoid problems for our patrons BART will post signs on all vending machines in BART stations warning customers that the new Susan B. Anthony dollar should not be inserted in any vending machines.

If the dollar is popularly accepted BART will study the possibility of adjusting all automatic fare machines to accommodate this new dollar coin.

# # #

June 29, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall

JULY 1979

# NEWS RELEASE

**BART**

V-87

FOR IMMEDIATE RELEASE

## BART REPORTS WORK SLOWDOWN

OAKLAND . . . . Due to a work slowdown which continues to worsen in the BART maintenance shops by members of United Public Employees (UPE) Local 390, BART's daily car count has dropped drastically, thus hampering the transit system's carrying capacity, it was announced today by BART General Manager Keith Bernard.

Bernard said he believes the slowdown, which has had its major impact on commuters, is directly related to current contract negotiations. UPE Local 390 represents maintenance, clerical, and some professional employees with a contract due to expire at midnight June 30.

He said these past weeks transit car availability in the mornings has been dropping at the rate of approximately 15 cars per week, mostly B cars (those that make up the middle of the trains), resulting in shorter trains and no spares, and in some cases passengers being left on platforms.

Normally the combined A (lead cars) and B cars available for service on a typical weekday morning is on the order of 360 cars which are then deployed to make up 30 trains, plus two extra commuter trains for the Concord line, and spares to replace those trains taken out of service for malfunctions. Because of the work slowdown there has been a steady decline in daily car availability to 300 last week, reaching a low of 273 cars this morning.

-- MORE --

2-2-2-2

Bernard said that in his view this slowdown is not in the interest of good faith bargaining and in fact reflects a "public be damned" attitude on the part of the union.

He added that he felt it was time to bring this to the public's attention because after several attempts to get the union to cease the slowdown, it continues, to the inconvenience of passengers. Also, the District has received increasing calls from commuters, complaining about the overcrowding, and not being able to board crowded trains in many instances.

# # #

Mike Healy  
Director of Public Affairs

June 28, 1979.

# NEWS RELEASE

V-89

**BART**

BUSINESS WIRE ONLY

FOR IMMEDIATE RELEASE

## NEGOTIATIONS CONTINUE - TRAINS RUN

BART officials today said that in their view progress was being made in contract negotiations with its two major unions, Amalgamated Transit Union Local 1555 and United Public Employees, Local 390, and it was hoped that a settlement with the union negotiating committees could be reached without a work stoppage.

Over this past weekend the unions agreed to work under the old contract on a day-to-day basis while talks continued.

Talks are scheduled for Tuesday and Thursday and will be considered for Wednesday, the 4th of July holiday.

While ridership remains at approximately 165,000 a day, BART is still experiencing shorter than normal trains during the commute period as a result of a continuing negotiation-related slowdown in the train maintenance shops by members of Local 390. This morning (Monday, July 2) transit cars available for service dropped from a low of 272 on Friday to a new low of 254. Normally, the transit system has about 360 cars available on a typical day.

# # #

Mike Healy  
Director of Public Affairs

(415) 465-4100

July 2, 1979

# NEWS RELEASE

V-90

**BART**

BUSINESS WIRE ONLY

FOR IMMEDIATE RELEASE

## BART'S 4TH OF JULY SERVICE

BART's operating schedule tomorrow, Wednesday, the 4th of July holiday, will approximate the transit system's regular Saturday schedule.

From 6 a.m. to approximately 7 p.m. trains will operate at 15-minute intervals over three routes -- Concord/Daly City; Richmond/Fremont and Fremont/Daly City. After 7 p.m. the system will phase into normal evening schedules of 20 minute intervals over two routes Concord/Daly City and Richmond/Fremont.

The rock band Journey, along with J. Geils and Nazareth, will be performing at the Coliseum's "Day on the Green" on July 4 from 11 a.m. to 6 p.m., and BART will provide extra trains to get rock fans home from BART's Coliseum Station.

BART advises buying round trip tickets in advance for 4th of July trips.

At approximately 4:30 p.m. the BART walkway to the Coliseum will be closed for approximately 2 minutes during the 60 second rocket display heralding the stars of the show.

# # #

July 3, 1979

Mike Healy  
Director-Public Affairs

Contact: Gloria McCall  
(415) 465-4100

# NEWS RELEASE

**BART**

V-91

FOR IMMEDIATE RELEASE

## BART TO HOLD PUBLIC MEETING IN MARTINEZ

BART's Public Information and Legislation Committee (PILC) will hold its next meeting on July 11 in the City of Martinez, in an effort to encourage more public input to the transit system, it was announced today by BART Director Nello Bianco of Richmond. The meeting is scheduled for 7 p.m. in the City Council Chambers at Martinez City Hall, 525 Henrietta Street.

Director Bianco, who chairs the committee, said he believes that the best way to operate the transit system is through first hand knowledge of problems of access, fares, parking, route locations, etc., BART patrons have encountered, and the best way to obtain that information is by involvement with the people.

The Martinez meeting on July 11 is the first in a series of meetings Director Bianco is planning to schedule throughout the BART District (Alameda, Contra Costa and San Francisco counties).

Directors Wil Ussery of San Francisco and Harvey Glasser of Alameda are also members of the PILC Committee.

# # #

July 5, 1979

Mike Healy  
Director, Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

**BART**

July 8, 1979

V-92

BART'S WAGE & BENEFIT OFFER

FOR IMMEDIATE RELEASE:

A final offer comprising a wage and benefit cost package representing an approximate increase of 21% over a three year period was given yesterday evening to United Public Employees Union Local 390, and Amalgamated Transit Union (ATU) Local 1555, it was announced today by BART's Director of Employee Relations Larry Williams. Prior to that the Union had flatly rejected BART's last settlement proposal.

Williams, who is heading up the transit system's negotiating team, said the package comprises a 15.5% increase over current pay in wages and pension contribution reimbursements; a 3.5% cost of living adjustment already paid as of June 30 instead of in the first quarter of the new fiscal year as would normally be the case; and a significant increase in benefits worth 2% over three years.

On top of this package is an increase in shift differentials of 1% (from 6% to 7% for swing shift and from 8.5% to 9.5% for graveyard). Further, the District has offered a program to buy back accrued sick leave at the end of each year which could result in adding as much as 1.8% to an employees paycheck, depending on how many days the employee has saved during the year.

Williams said this was BART's final offer, which he believes represents a fair and equitable package. The Unions countered with a final proposal and requested that the two proposals be submitted to binding arbitration. BART General Manager, Keith Bernard, responded that arbitration is out of the question and that there is no reason why the parties could not reach agreement through the bargaining process. "That process culminated in our final offer when further negotiations appeared futile and it was clear that BART service is continuing to worsen under the shop workers slowdown of the last few weeks.

Williams advised the Unions that if the offer was not accepted by Tuesday midnight, the existing contract which has been extended on a day by day basis since July 1 would no longer be extended.

With regard to the offer, Williams said BART wages paid in various work categories represented in the contract negotiations are 22% higher on the average than prevailing wage rates for comparable work among other Bay Area public agencies and transit operators.

As an example, the average wage of a BART Train Operator is currently \$21,902 compared with an average of \$17,533 among transit agencies surveyed, resulting in a 25% difference. Under the wage package offered by BART, this BART wage would increase to \$24,082 by the end of the third year while the average among other transit agencies is not expected to increase beyond \$21,479 leaving BART salaries still ahead of prevailing wage rates by 12%. In the case of a Janitor, who currently makes \$17,618 annually, the current disparity is 51% over prevailing rates. Under the BART offer, this salary would rise to \$20,349, still 42% ahead of the expected prevailing rates at the end of the three year contract.

In addition to the direct wage increase the employee will achieve more than proportional increases in take home pay from a special 5% retirement reimbursement feature that puts more money in the employees pocket without adding to the gross salary.

In terms of benefits, the District has offered increases in several areas including increased hospital coverage, increased surgical services, added outpatient services, increased Major Medical limit and an improved dental plan which would offer coverage for "Orthodonture" and raise the current coverage for "prosthodontics".

With regard to the final offer, BART's General Manager said "it would be incomprehensible to me how the employees could refuse such a substantial increase in pay and benefits at a time when Bay Area transit is in severe financial difficulties."

"BART employees perform skilled and difficult work, and it has been BART's policy to always pay top wages. However, BART wages have now risen so far above prevailing rates it is necessary to put limits on the uncontrolled cost of living clause inherited from the original contracts," he said.

# # #

July 8, 1979

Mike Healy  
Director of Public Affairs

(415) 465-4100

SUMMARY OF WAGE AND  
BENEFITS IMPROVEMENTS IN  
BART FINAL OFFER

July 7, 1979

WAGES

The District has offered two options for wage increases:

Option #1

1. Effective 1/1/80, the District shall reimburse each employee for two percent (2%) of the employee's PERS contribution with no decrease in salary;
2. Effective 1/1/81, the District shall reimburse each employee for an additional three percent (3%) of the employee's PERS contribution plus a three percent (3%) wage increase;
3. Effective 1/1/82, the District shall pay a five percent (5%) increase in wages; PLUS
4. Payment of one (1) quarterly cost of living adjustment on 6/30/82.

OR

Option #2

1. Effective 1/1/80, the District shall reimburse each employee for two percent (2%) of the employee's PERS contribution with no decrease in salary;
2. Effective 1/1/81, the District shall reimburse the employee for an additional three percent (3%) of the employee's PERS contribution plus a three percent (3%) wage increase; and
3. Payment of quarterly cost of living adjustments during the third year of the agreement with a 5.5% cap.

FRINGE BENEFITS

(The District pays the full premium for all health and welfare benefits for employees and eligible dependents.)

Vacation

Effective 1/1/80 improve the vacation schedule to provide the following:

- \* three (3) weeks after 1 year of service
- \* four (4) weeks after 8 years of service
- \* five (5) weeks after 15 years of service
- \* six (6) weeks after 20 years of service

Page Two

Sick Leave

Effective 7/1/79 inclusion of a sick leave "buy-back" plan which provides an end of year pay off option of up to forty percent (40%) of the twelve (12) days annual sick leave accrual, depending on usage; plus

Pay off of (33-1/3%) of the employee's total unused accrued sick leave balance upon service retirement from the District. (Maximum sick leave accrual is two-hundred (200) days.

Health Insurance

Effective 8/1/79, improve the Blue Cross Health Plan to provide the following:

- a. Increase number of days hospital coverage to 365 days (up from 70 days)
- b. Increase "Relative Value Schedule" for surgical services to \$9.00 (up from \$6.00)
- c. Add "Outpatient diagnostic laboratory and X-Ray" services of \$100/accident/calendar year for sickness (none presently provided)
- d. Increase "Supplemental Accident Benefit" to \$500 per accident (up from \$300)
- e. Increase "Major Medical" limit to \$1,000,000 (up from \$250,000)

Dental Insurance

Effective 7/1/81 improve the present Dental Insurance Plan to provide the following:

Ninety percent (90%) of usual and customary charges for "prosthodontics" (dentures) - (presently 50%)

Add "Orthodonture" coverage which will pay fifty percent (50%) of usual and customary charges with a (\$50) deductible and \$500 lifetime maximum. (None presently provided).

(District's present Dental Insurance Plan provides ninety percent (90%) of usual and customary charges for basic dental services except as noted above.)

Group Life

Effective 1/1/81 increase basic life insurance coverage equivalent to one-times the employee's annual salary (presently \$10,000 coverage for all employees). (Employees may also purchase additional supplemental Life Insurance coverage at group rates, with employee paying the premium for the supplemental insurance.)

Shift Differential

Improvements in shift differential as follows:

	<u>7/1/80</u>	<u>7/1/81</u>
Swing Shift Premium:	6½%	7%
Graveyard Shift Premium:	9%	9½%

(Present Shift Differential premiums are, Swing Shift - 6% and Graveyard Shift 8½%)

Mileage Allowance

Effective 7/1/79 increase mileage allowance reimbursement to eighteen cents (18¢) per mile. (Up from 15 cents).

Prescription Drug Plan

Effective 1/1/80 the District will provide a new prescription drug plan which will pay one-hundred percent (100%) of usual and customary charges for prescription drugs with a \$1 (one-dollar) deductible.

Vision Care Plan

Effective 7/1/80 the District will provide a new vision care plan covering visual examinations, lense replacements and frames replacements at prescribed intervals, with a \$10 (ten dollar) deductible. (Coverage is provided for all employees and eligible dependents.)

Holidays

Effective 7/1/79 employees will be allowed twelve (12) recognized holidays per year (up from 11).

WORK RULE RELATED BENEFITSUniform Allowance - ATU 1555

Effective 7/1/79, thirteen dollars (\$13) per month to each covered employee for uniform cleaning and maintenance allowance; effective 1/1/81 allowance increases to fourteen dollars (\$14) per month.

Furnished Equipment - UPE 390

Effective 7/1/80 an average increase in the semi-annual tool allowance of five dollars (\$5). (The District provides all mechanic's tools).

Effective 7/1/79 an increase in the safety shoe allowance to sixty dollars (\$60). (up from \$30 per year.)

Leadworker & Instructor Premium

Employees who are assigned temporarily as "Leadworkers" or "Instructors" receive an added premium on top of base pay for all hours so assigned: (Present premium is 40-cents per hour).

Effective 7/1/79 the premium increases to forty-five cents (45¢) per hour and fifty cents (50¢) per hour on 1/1/80.)

###

July 6, 1979

BACKGROUND INFORMATION - BART CONTRACT NEGOTIATIONS - JUNE 1979

FORWARD: BART's contracts with its two major unions, Amalgamated Transit Union (ATU) Location 1555, and United Public Employees Union Local 390, have been continued on a day by day basis since midnight, Saturday June 30. Combined, these two unions represent approximately 1700 of the transit system's 2,200 employees. Since negotiations began March 16, agreement has been reached on many important items. In the District's view the major issues involved are outlined as follows:

WAGES & BENEFITS:

The unions as late as yesterday demanded a 5 percent wage increase and continuation of the current "cost of living adjustment" (COLA) formula which this past year alone resulted in a 9.6% increase not including a 3.5% increase paid on June 30. Since July 1, 1975, the unions have enjoyed a full percentage COLA formula (point for point movement of CPI) paid quarterly and compounded annually; i.e., July 1 on each succeeding year became the base wage. This formula has resulted in a total increase of better than 30 percent over the past four years and has substantially contributed to escalating the pay rates in many job categories 16 to 53 percent above prevailing wage rates for comparable work in other local public agencies, including other transit systems.

A recent survey shows the following:

<u>Classification</u>	<u>Local Public Agency Average 6/30/79</u>	<u>BART Average Salary 6/30/79</u>	<u>BART Salary Differential</u>
Secretary II	\$12,936/year	\$18,156/year	+40%
Janitor	11,659	17,618	+51%
Clerk Typist	11,592	16,689	+44%
Keypunch Operator	11,628	17,744	+53%
Auto Mechanic	20,700	24,128	+16%
Accountant	19,500	26,119	+34%
Train Operator	17,533*	21,902	+25%
Station Agent	17,316*	21,902	+26%
Buyer	21,732	30,402	+40%

\* (Transit Industry Comparison)

Even without the 5 percent wage increase called for by the unions, the following table shows what would happen to some of the same wage rates projected over the next three years:

PROJECTED SALARIES AFTER 3 MORE  
YEARS UNDER PRESENT COLA FORMULA

<u>Class</u>	<u>Annualized S.T. Wage' 6/30/79</u>	<u>Annualized S.T. Wage Eff. 6/30/82 Assuming Annual COLA</u>		
		<u>At 6%</u>	<u>At 8%</u>	<u>At 10%</u>
Train Op. & Sta. Agent	\$21,902	\$26,085	\$27,590	\$29,152
Vehicle Mech. (MW III)	24,128	28,737	30,394	32,114
Janitor (U.W.)	17,618	20,983	22,194	23,450
Secretary (Secty. II)	18,156	21,624	22,871	24,166
Sr. Acct. (S/A III)	26,119	31,108	32,902	34,764

BART POSITION:

It is imperative that BART hold the line in order to avoid runaway operating costs now as well as reduce the impact on future years. Financial resources are not unlimited and ultimately the taxpaying public in general and the patron who has to pay a higher fare are impacted. (Not taking into account the union demand, a fare increase is already a strong possibility for January 1980 to make up a projected \$2.3 million unfunded deficit in the coming year.) Additionally, BART could become the benchmark for achieving parity by bargaining units representing employees in other local public agencies, including transit operators, thus broadening the ramifications considerably. Among the major Bay Area transit operators this could have the effect of worsening an already bleak financial outlook. MTC reported at its June 6 meeting that over the next two years the combined deficit of MUNI, AC Transit and BART is estimated to be about \$30 million.

BART is, therefore, attempting only to slow down the wage escalation rate in those job categories that have moved way out front of local comparable job categories, such as the previous samples shown in the above comparison survey.

BART OFFER:

In keeping with the President's wage guidelines BART management is offering a seven (7) percent cost package, or stretched over a 3-year contract period, which BART is seeking, 21 percent. One approach on how this might be applied would be to continue cost of living but under a new formula that would result in holding the line on those categories that are way ahead of the 75th percentile for prevailing wage rates for like work, and bring up those categories that fall below the 75th percentile. This would ultimately achieve a scaled back wage rate in general. However, a more realistic approach encompassed in BART's current offer, is to have general across-the-board wage adjustments which scale all BART wages uniformly back toward the prevailing rates over time. A portion of the 7 percent offer could then be applied to increasing an already substantial benefits package. One such improvement is an innovative program to reduce absenteeism and control sick leave abuse. Currently, absenteeism runs about 10 percent per annum in many of the job categories listed. This unique program would call for the District to buy back accrued sick leave (12 days a year maximum can be accrued) on a percentage basis that could result in as much as 1.82 percent of base wage to the employee. BART management believes the package overall is a fair and equitable offer, and ensures that the transit system is competitive in the job market.

BENEFITS:

It is management's hope that savings generated through reduced expenditures for wages, as indicated above, could be applied to BART's proposed improvements to virtually every one of its existing fringe benefits. Noteworthy improvements have been offered in holidays, vacations, health and dental plans, and life insurance, to name a few.

The following benefits are currently provided by the District:

- A. Pension Plan - member of the Public Employees Retirement System (PERS).
- B. Health Insurance - Employee's choice of Blue Cross or Kaiser Plan coverage fully paid by BART for employee and dependents.
- C. Dental Plan - Liberal plan including 90% coverage for unusual, customary, and reasonable charges for dental services fully paid by BART for employee and dependents.
- D. Disability Insurance - Short-term and long-term protection against loss of earnings for illness or accidents paying up to approximately two-thirds (2/3) employee basic earnings, fully paid by BART for employee.
- E. Life Insurance - Free \$10,000 basic life insurance coverage for all employees with optional supplemental coverage available at employee's expense.
- F. Assault Insurance - \$50,000 coverage for death or dismemberment occurring as a result of felonious assault fully paid by BART.
- G. Vacation - Three (3) weeks after one (1) year.  
Four (4) weeks after ten (10) years.  
Five (5) weeks after eighteen (18) years.
- H. Holidays - Eleven (11) paid holidays per year.
- I. Sick Leave - Twelve (12) days paid sick leave per year with maximum accrual up to two hundred (200) days.
- J. Bereavement Leave - Up to three (3) days with pay for death of immediate family member or for attendance when death appears imminent.
- K. Free Transportation - On all BART trains for employees and eligible dependents.
- L. Jury/Witness Leave - Continuation of full pay for all time served as a subpoenaed witness or juror provided jury/witness fees returned to BART.
- M. Military Leave - Thirty (30) days with pay per fiscal year after one (1) year of service with BART.

Average cost of providing the above standard benefits is approximately thirty (30) percent of payroll for the average employee.

#### WORK RULES

BART management is seeking some important changes in the work rules which are needed in order to achieve more efficient management and control of District operations. Examples are:

##### Discipline & Grievance Procedures:

Current contract language allows any derogatory material in an employee's file to be removed at the employee's request after six months, leaving no record for accountability and thus making effective discipline extremely difficult, particularly in cases of habitual offenders. BART's objective would be to retain such material indefinitely, believing that employees should be accountable for their actions or inactions, whatever the case might be, in future disciplinary proceedings. Also, in some cases, employees under disciplinary suspensions or discharge recommendations must continue to be paid pending final arbitration under the grievance procedure, which in many instances has taken as long as a year. For example, eight (8) of the employees recently arrested for using and selling drugs on BART property have remained in a fully paid status for approximately ten (10) months pending completion of the arbitration process. Thus, it is conceivable that an employee in this status could even work at another job while receiving full pay from BART awaiting the outcome of an arbitration. BART seeks to eliminate language from the contract that allows this.

##### Mandatory Overtime:

Current contract does not give District management the authority to require overtime except in very unusual or "emergency" conditions. Otherwise, all overtime is on a voluntary basis. The unions have sometimes effectively used this

clause in the contract to discourage employees from working overtime and seriously interfered with the District's ability to provide required levels of service to the public. Thus, the District is demanding the ability to assign overtime in inverse seniority order as required when there are insufficient volunteers available for overtime work.

NO STRIKES/NO LOCKOUTS:

The unions want to eliminate the "No Strike/No Lockout" clause which has been included in our contracts since the first contract was signed in 1973. This clause is designed to assure uninterrupted transit service to the public during the life of the agreement.

BART Position:

BART wants to retain the clause and is demanding changes to the language to assure that bargaining unit employees do not suffer internal union discipline and fines for exercising their voluntary contractual rights to work during an illegal non-primary strike such as the BART Police Officer Association strike in the fall of 1977. The District is particularly concerned that BART employees continue to report for work in the event of other transit district strikes, particularly with the advent of San Francisco Muni's soon to begin service within the BART subway.

FINAL NOTE:

The BART Board of Directors has already taken its top level management personnel off the automatic cost of living formula as a further step to scale down management salaries and reduce overall expenditures for wages. In addition, the General Manager has recently reorganized District Management, reducing the number of top level managers by six positions for a net direct labor savings of \$200,000 per year. In the process, the highest level in the management structure with a pay range of \$3,609 to \$5,388 has been eliminated.

FACT SHEET

1. BART - total personnel - 2,200.

2. UNIONS.

- . Amalgamated Transit Union, Local 1555 --  
represents 454 (active) transportation personnel

Train Operators	200
Station Agents	180
Foreworkers	59
Clerks & Secty's.	15

- . United Public Employees, Local 390 --  
represents 1,175 maintenance, clerical and professional personnel.

3. NEGOTIATIONS - joint - began March 16.

- . Over 40 sessions at the table, average session 6-10 hours.
- . Approximately 95 issues to be negotiated.

4. NEGOTIATING TEAM - seven (7) people

- . Team is headed by BART's Director of Employee Relations, Larry Williams

5. CURRENT CONTRACTS -- July 1, 1976-June 30, 1979

6. SAMPLE OF CURRENT WAGE RATES --

Train Operators-	hourly \$10.53	- annual (as of 6/30/79)	\$21,902
Station Agents	- hourly \$10.53	- annual (as of 6/30/79)	\$21,902
Maint. Worker I-	hourly \$ 9.14	- annual (as of 6/30/79)	\$19,011
" " II-	hourly \$10.53	- annual (as of 6/30/79)	\$21,902
" " III-	hourly \$11.60	- annual (as of 6/30/79)	\$24,128
Utility Worker (Janitor)	- hourly \$ 8.47	- annual (as of 6/30/79)	\$17,618
" " (Leadworker)	- hourly \$11.05	- annual (as of 6/30/79)	\$22,984
Secretary I	- hourly range \$6.70-\$7.92		
Secretary II	- hourly range \$7.49-\$8.88		
Secretary III	- hourly range \$8.11-\$9.64		

7. COST OF LIVING ADJUSTMENTS -- July 1, 1975-June 30, 1979

<u>Contract Year</u>	<u>Total of 4 Qtrly. COLA's</u>	<u>Cumulative COLA</u>
7/1/75 - 6/30/76	6.16%	6.16%
7/1/76 - 6/30/77	4.60%	10.76%
7/1/77 - 6/30/78	6.18%	16.94%
7/1/78 - 6/30/79	13.11%	30.05%

Adjustments are made quarterly in accordance with Consumer Price Index movement.

8. SHIFT DIFFERENTIAL -- Both 390 and ATU 1555

Swing shift - 6%  
Graveyard shift - 8-1/2%

# NEWS RELEASE

**BART**

V-93

BUSINESS WIRE ONLY

FOR IMMEDIATE RELEASE

BART MAINTAINS CONTRACT DEADLINE  
FOR 12:01 A.M. WEDNESDAY

Effective at 12:01 a.m. Wednesday morning, July 11, BART will go forward with its announced plan to discontinue the formal contract under which employees represented by United Public Employees Union Local 390 and Amalgamated Transit Union Local 1555 have been working on a day to day basis since the contract expired June 30, it was announced today by the transit system's Director of Employee Relations Larry Williams.

According to Williams the discontinuance of the contract may not significantly change the working relationship the district has with its employees, but does offer management more flexibility in its ability to manage.

Williams said specifically that the District's concern is and has been for some weeks the production slowdown in the maintenance shops which has resulted in the number of transit cars available for service on a typical day dropping from about 360 at the beginning of June to 219 this morning (Tuesday, July 10).

- MORE -

2-2-2-2-2-2

"This has had a severe impact on service, particularly during the commute periods which has seen shorter than normal trains, creating crowded conditions, few or no spare trains, and in some cases passengers being left on the platforms because they could not board a train," Williams said.

He said this problem is now being addressed through a more effective management process which the absence of the old formal contract will enhance. BART management will, as a result, be in a better position to effectively demand performance from the work force.

"It should be made clear that we currently have no plans for reducing anyone's pay on a production level basis as we discussed this past Sunday," Williams said.

He said the District had only been considering the production rate pay system option as an incentive for bringing the car count back up to normal, but had never decided to actually put it into effect.

BART's final wage and benefit offer representing an approximate increase of 21 percent over a three year period was presented to the unions on Saturday evening.

# # #

July 10, 1979

Mike Healy  
Director, Public Affairs  
(415) 465-4100

# NEWS RELEASE

**BART**

V-94

FOR IMMEDIATE RELEASE

## NO QUORUM EXPECTED FOR THURSDAY'S BART BOARD MEETING

BART Board President John Kirkwood of San Francisco today announced that he does not expect a quorum to be present for the Board of Directors' regularly scheduled meeting this Thursday, July 12, at 9 a.m.

He said that while the meeting could not be formally cancelled under the Board rules, lack of a quorum will result in an adjournment.

Kirkwood said that he would call for a special board meeting should it become necessary to consider ratification of any new contract or take up other matters related to BART's relationship with its two major unions.

# # #

July 10, 1979

Mike Healy  
Director, Public Affairs

# NEWS RELEASE

V-95

**BART**

FOR IMMEDIATE RELEASE

## IN THE EVENT OF A BART STRIKE

As you are aware, the Bay Area Rapid Transit District faces the possibility of a work stoppage by members of United Public Employees, Local 390, and Amalgamated Transit Union, Local 1555. In the event that such a stoppage occurs, trains will not operate.

BART advises its passengers to seek alternate means of transportation and offers the following information to aid the public in making travel plans.

A. C. TRANSIT: In Alameda County and the Richmond area, AC Transit will operate their normal service and will provide additional service if equipment and personnel are available. They will not create any new lines. Buses that serve BART stations will stop at the closest bus stop near the station, but will not cross picket lines to enter the station parking lots. Weekend service will be monitored to see if additional service is needed. Call A.C. Transit for route information: 653-3535.

SAN FRANCISCO MUNICIPAL RAILWAY: For intra San Francisco travel, call Municipal Railway at 673-6864 for information.

CAR POOLING: For areas that are not served by other public transportation operators, such as in Contra Costa County, the forming of car and van pools is advised. BART parking lots will be available for parking for those interested in car pooling. Parking restrictions will not be enforced as long as BART trains are not running. Information on forming car pools may be obtained by calling 861-POOL.

2-2-2-2-2-2

BART EXPRESS BUSES: If BART trains are not running, the BART Express Bus Service from outlying areas in Contra Costa County will not be running.

GENERAL:

It is highly recommended that commuters who will be driving to and from work make arrangements to either start earlier or later, as freeways and the Bay Bridge will be highly congested during the normal commute hours.

In the event of a work stoppage, BART will look into the possibility of running trains on a limited basis at a later date. Commuters are advised to monitor the local news media for up-to-date information or to call the following numbers for a taped message on BART service.

- Oakland/Berkeley/Orinda .....465-BART
- Fremont/Union City .....793-BART
- Hayward/San Leandro .....783-BART
- Richmond/El Cerrito .....236-BART
- Lafayette/Concord .....933-BART
- Livermore/Pleasanton .....462-BART
- Antioch/Pittsburg .....754-BART
- San Francisco/Daly City .....788-BART
- South San Francisco/San Bruno .....873-BART

# # #

Mike Healy,  
Director of Public Affairs  
(415) 465-4100

July 12, 1979

# NEWS RELEASE

V-96

**BART**

FOR IMMEDIATE RELEASE

## BART EXPRESS BUS SERVICE

Potential loss of BART Express Bus Service in the event of a BART strike was one of the major concerns voiced at last Wednesday evening's meeting of the BART Public Information and Legislation Committee in Martinez. Committee Chairman Nello Bianco described the situation as a travesty because service is stopped when either BART or A. C. Transit goes on strike. When BART has a strike, A. C. Transit is unable to operate the service without endangering their extensive operations in the East Bay.

Appearing at the meeting, Robert Armstrong of Tri-Delta Transit expressed his agency's grave concerns about the situation and their willingness, if necessary, to step into the void to maintain some level of service.

Bianco welcomed this positive approach and declared:

"I would fully support efforts of local communities and agencies to contract with A.C. Transit or other bus operators to provide local service to their areas. I would also urge MTC to make the funds available to support any such local service contracts."

# # #

Mike Healy  
Director of Public Affairs  
Contact: Gloria McCall  
(415) 465-4100

July 13, 1979

# NEWS RELEASE

V-97

**BART**

FOR IMMEDIATE RELEASE

## BART TO ADDRESS SLOWDOWN

BART General Manager Keith Bernard today said that train service, particularly during the commute periods, has worsened due to the impact of a continuing slowdown by workers in the transit system maintenance shops, and that disciplinary procedures will be stepped up beginning immediately.

Charging that the unions have clearly not followed through on efforts to demonstrate good faith as indicated last Friday, Bernard said that workers who fail to perform their expected duties could receive immediate suspension or discharge.

Citing a car count which is now down to 170 cars from a typical day average of 360 cars, and attempts by the unions to deny the slowdown rather than reduce it, Bernard made it clear that the unions had thus destroyed hope for a resumption of good-faith bargaining. "We have acted with the utmost restraint over the past six weeks," he said, "in the hope that constructive negotiations would not be jeopardized by antagonistic attitudes in the shops. We began a discipline process last week when the contracts expired but deferred it pending the outcome of Friday's pledges by the union to address the car count problem. While I am hoping that the unions will still submit a realistic position regarding our final contract offer, we must now take strong action to remedy the shortage of transit vehicles and resulting substandard service which BART riders have been enduring for some weeks.

BART has been engaged in labor negotiations since mid-March which culminated in talks running through the first week in July on a day-by-day basis. The major stumbling block between the two parties is that the old contract has resulted in bringing BART workers' salaries 16 to 53 percent above prevailing

- MORE -

2-2-2-2

wage rates for comparable work. BART has offered a series of pay increases, pension contribution reimbursements and improved benefits totaling 21% over three years in return for elimination of a cost of living provision responsible for currently inflated wages. "This package results in \$20 million in additional labor costs over the next three years," said Larry Williams, BART's chief negotiator. "To allow the cost of living to continue instead would result in \$28 million over the same period, and would escalate the distortion of BART's wage structure compared to the rest of the industry," he said.

BART's General Manager dismissed protestations by the unions that there was no slowdown as unfounded propoganda which adds insult to the injury which every BART rider and taxpayer has been suffering. BART has a substantial set of reliable statistics on all aspects of car availability, reliability and maintenance actions over the last three years, he said, which point to the conclusion that shop production has drastically fallen off in the last several weeks. Bernard charged further that the very abnormal rates of failure in certain easily tampered-with components suggests some failures may be the result of deliberate actions. In the Concord Yard reversed wires have been discovered creating a failure once the train has actually been dispatched from the yard to the station platform. This not only adds to the maintenance backlog, but also deliberately disrupts the patron's service.

Bernard said that he believes that most BART workers are loyal employees who would not stoop to such actions which damage the public, and it is unfortunate that a few people by their concerted efforts may have been able to cause havoc with BART service and reflect adversely on the unionized work force as a whole.

# # #

Mike Healy  
Director of Public Affairs  
(415) 465-4100

July 18, 1979

# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

## INTER-OFFICE COMMUNICATION

To: Department Heads

Date: July 18, 1979

From: Director of Employee Relations

Subject: Notices to ATU - Division 1555 and UPE, Local 390

The attached letters were hand-delivered today to ATU - Division 1555 and UPE Local 390 as noted. They are being forwarded for your information and guidance.

Please be sure that a copy is immediately posted on all bulletin boards in your respective locations. Further, please inform all affected employees of this notice and refer them to their respective union representatives if they have further questions.

Be sure that all supervisory personnel are provided with a copy of this notice and instructed to follow accordingly. You may exercise your best judgment in applying these new procedures to any employee performance problem as you deem appropriate. However, we urge you to review any contemplated actions with the Labor Relations Section so that we may be fully informed as to actions being taken or contemplated. If you have further questions, please let us know.

  
Larry Williams

attachments

LAW:bg

cc: C. K. Bernard

Michael Healy  
Public Affairs  
LMA-1



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

July 18, 1979

Mr. Paul Varacalli, Executive Secretary  
United Public Employees Local 390  
522 Grand Avenue  
Oakland, California 94610

JOHN H. KIRKWOOD  
PRESIDENT  
JOHN GLENN  
VICE-PRESIDENT  
KEITH BERNARD  
GENERAL MANAGER

Mr. James Danzy, President  
Amalgamated Transit Union - Division 1555  
360 - 17th Street, Room 217  
Oakland, California 94612

Gentlemen:

As you will recall, growing out of our agreement last week to appoint a special union committee to meet with management regarding the car count problem, we indicated that should operating conditions start to return to normal we did not then intend to change conditions which existed under the old collective bargaining agreements.

The special union committee met with Dick Demko and George Wells at 7:00 p.m. on Saturday to begin an exploration of the car count problem. It was our clear understanding that the union committee would cooperate with management and would meet with employees around the District and encourage them to address the car count problem. However, although the car count did come up to 199 as of 8:00 a.m. on July 16, it again was down to 182 as of 8:00 a.m. on July 17, 176 as of 4:00 p.m. July 17, and 170 as of 8:00 a.m. July 18, 1979. Needless to say, the drop in the car count does not suggest in any way that sufficient efforts have been taken by the unions to address this problem. Therefore, we can no longer continue to be guided by the provisions of the old agreements and thus tender the attached notice to you.

Effective beginning with any work shift starting on or after 12:01 a.m. Thursday, July 19, 1979, the work performance of Transit Vehicle Mechanics, Transit Vehicle Electronic Techs, Inspectors, and their respective supervisory Foreworker II's shall be reviewed on a shift-by-shift basis. Any employee who fails to perform the expected duties of his/her position shall be disciplined, up to and including immediate suspension or discharge.

Sincerely,

Larry Williams  
Director of Employee Relations

cc: C. K. Bernard  
BART Board of Directors  
J. Maher, UPE Local 390

DIRECTORS

BARCLAY SIMPSON  
1ST DISTRICT  
NELLO J. BIANCO  
2ND DISTRICT

ARTHUR J. SHARTSIS  
3RD DISTRICT

HARVEY W. GLASSER, M.D.  
4TH DISTRICT

ROBERT S. ALLEN  
5TH DISTRICT

JOHN GLENN  
6TH DISTRICT

WILFRED T. USSERY  
7TH DISTRICT

EUGENE GARFINKLE  
8TH DISTRICT

JOHN H. KIRKWOOD  
9TH DISTRICT



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

July 18, 1979

Mr. Paul Varacalli, Executive Secretary  
United Public Employees Local 390  
522 Grand Avenue  
Oakland, California 94610

JOHN H. KIRKWOOD  
PRESIDENT  
JOHN GLENN  
VICE-PRESIDENT  
KEITH BERNARD  
GENERAL MANAGER

Mr. James Danzy, President  
Amalgamated Transit Union - Division 1555  
360 - 17th Street, Room 217  
Oakland, California 94612

Gentlemen:

Effective 12:01 a.m. Thursday, July 19, 1979, the District plans to be guided by the provisions of the old agreements between BART and your respective unions effective July 1, 1976 - June 30, 1979, except that the following shall not be in effect:

DIRECTORS  
BARCLAY SIMPSON  
1ST DISTRICT  
NELLO J. BIANCO  
2ND DISTRICT  
ARTHUR J. SHARTSIS  
3RD DISTRICT  
HARVEY W. GLASSER, M.D.  
4TH DISTRICT  
ROBERT S. ALLEN  
5TH DISTRICT  
JOHN GLENN  
6TH DISTRICT  
WILFRED T. USSERY  
7TH DISTRICT  
EUGENE GARFINKLE  
8TH DISTRICT  
JOHN H. KIRKWOOD  
9TH DISTRICT

1. UPE Local 390 - Supplemental Provision -  
Section 60 - Grievance Procedure
2. ATU Division 1555 - Supplemental Provision -  
Section 70 - Discipline Other Than Discharge  
Section 71 - Procedures in Discharge Cases  
Section 72 - Derogatory Material  
Section 73 - Grievance Procedures & Formal Arbitration
3. UPE Local 390 and ATU Division 1555 - General Provisions -  
Section 4 - Contracting Work  
Section 10 - Beneficial Practices  
Section 12 - Investigation of Employees  
Section 13 - Access to Personnel Files  
Section 34 - Cost of Living

The District may alter or rescind the above understanding with regard to other provisions of the old agreements as it deems appropriate.

Sincerely,

Larry Williams  
Director of Employee Relations

cc: C. K. Bernard  
BART Board of Directors  
J. Maher, UPE Local 390

V-98

FOR IMMEDIATE RELEASE

BART PLANS TO PROVIDE NORMAL SATURDAY SERVICE

BART is anticipating normal three route service for tomorrow Saturday, July 21, transit officials said today.

Last Saturday the system had to reduce its normal three route service to two routes due to a shortage of transit cars.

BART also advises rock fans who are planning to take BART to the Coliseum for a Day On the Green tomorrow to buy round trip tickets to avoid congestion at the fare vending machines following the event.

The Ted Nugent-Aerosmith concert is scheduled from 9 a.m. to 6 p.m. and BART is scheduled to provide service at 14 minute intervals until 7 p.m.. After 7 p.m. the service will phase into evening schedules on two routes.

BART will provide additional trains after the concert, if they are available, to get rock fans home from the Coliseum.

# # #

July 20, 1979

Mike Healy  
Director, Public Affairs

# NEWS RELEASE

**BART**

V-99

FOR IMMEDIATE RELEASE

## BART'S CIVIC CENTER STATION PASS OFFICE TO BE TEMPORARILY CLOSED

Effective this Wednesday, July 25, the pass office in BART's Civic Center Station in San Francisco will be closed until further notice due to a work backlog and lack of personnel.

The pass office was opened each Wednesday from 9 a.m. to 3 p.m. to receive and process applications by handicapped persons for the Bay Region Discount cards, and also BART's bike permit program.

According to BART officials, most of the applications for the handicapped discount cards issued through the Civic Center Station were from persons generally served by the San Francisco Muni system. Anyone needing Bay Region Discount cards or bicycle permits may still obtain them at BART's Lake Merritt Station on Mondays between the hours of 9 a.m. and 3 p.m. For further information call 465-4100, Ext. 510.

Muni riders who wish further information on Bay Region Discount cards may call the San Francisco Municipal Railway at 558-2335. Other transit operators that issue Bay Region Transit Discount cards are: AC Transit 654-7878; Golden Gate Transit at the Toll Plaza, 921-5858; Santa Clara County Transit, 299-4141; and San Mateo County Transit, 573-2252.

# # #

Mike Healy  
Director of Public Affairs  
(415) 465-4100

July 23, 1979

# NEWS RELEASE

**BART**

V-100

FOR IMMEDIATE RELEASE

## BART BOARD POSITION ON CONTRACT NEGOTIATIONS

The BART Board of Directors today affirmed its resolve to hold to the basic position which has guided the contract negotiations since March. The board, however, encouraged the management staff to make every effort to negotiate a contract settlement at the table within the confines of the 21 percent final offer, in hopes of avoiding a strike.

BART's Director of Employee Relations and chief negotiator Larry Williams said the board also gave firm direction that the final full COLA quarterly payments currently offered for the end of the third year must have a 2 percent cap.

He said the District welcomes any opportunity to explore variations within that 21 percent limitation that might be acceptable to both parties.

"We are still waiting for a counter proposal to our final offer which the unions said on Friday the 13th would be forthcoming," said Williams.

He said that if there is no meaningful settlement reached soon the board will call a special meeting, probably in early August, to consider further reducing the current offer, which is excessive in the board's mind.

Further, the board has directed that while the staff should do everything possible to get back to the table in good faith, under the guidelines expressed, third party intervention was not acceptable, taking the view that in the end the taxpayer and rider would undoubtedly end up paying more.

2-2-2-2

Williams said that the board also directed management to take any steps necessary to increase the daily car count immediately so that service to the public could return to normal.

General Manager Keith Bernard said that while the production rate in the shops appears to have returned to normal, the refusal of union maintenance personnel to work overtime does not allow quickly addressing the backlog of cars needing maintenance.

"The best we seem to be able to do at this point is to keep up, or maintain a count something above 200 cars per day for service."

Management has not yet decided what action it will take in this matter.

Mike Healy  
Director of Public Affairs  
(415) 465-4100

July 26, 1979

Rec'd July 30.

# United Public Employees Local 390



Affiliated with the Service Employees International Union, the largest AFL-CIO Union in California

July 27, 1979

**PAUL VARACALLI**  
Executive Secretary

522 Grand Avenue  
Oakland, Calif. 94610  
Phone 465-0120

Mr Larry Williams, Director  
BART Employee Relations  
800 Madison Street  
Oakland California 94607

Representing over  
6,000 public employees

Dear Mr Williams

- in—
- Acalanes Schools
- Alameda County
- Alameda Water District
- ABAG
- City of Albany
- Albany Schools
- BART
- of Berkeley
- Contra Costa County
- C.C. Mosquito District
- City of El Cerrito
- City of Fremont
- Fremont Schools
- City of Hayward
- City of Oakland
- Oro Loma Sanitary
- City of Piedmont
- City of Pinole
- City of Pleasant Hill
- Port of Oakland
- City of Richmond
- Richmond Housing
- San Lorenzo Schools
- City of San Pablo
- San Ramon Schools
- Union City
- Union Sanitary District
- ut Creek

I regret your July 27 letter in which you add to an already deteriorating situation by advising us of your intent to relocate our members employed at the Concord Shop and replace them with Strikebreakers even before a walkout occurs.

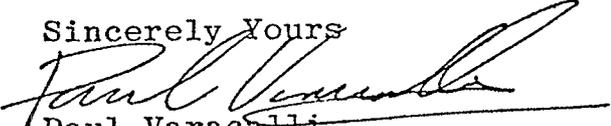
At our Joint Council Leadership meeting scheduled for tomorrow morning, I shall recommend that such Strike Action take place against the District as of 12:01 a.m. Friday, August 3, 1979, following the formal Strike Vote by ATU Local Division 1555.

As I'm sure you realize by now in light of our efforts this past month, we take this step reluctantly, since such action will not only cause irreparable damage to our membership, but is not the solution in light of the worsening energy crisis.

Your Board of Directors leaves us little choice. since they have again refused the proposal made to submit the unresolved issues to Impartial Arbitration, as provided by state law.

We are concerned about published reports that may imply we are advocating more direct confrontations. That is not, nor will it be, the policy of this Union or its membership. In the time remaining, I shall be prepared to meet with officials from your Police Services or similar entities to ensure that this economic action is conducted in an orderly manner.

It is also my intent to contact General Manager Bernard some-time Monday morning to make yet another effort to both reverse the action declared in your July 27 letter, as well as seek other means to settle this persistent dispute.

Sincerely Yours  
  
Paul Varacalli

cc Board of Directors.  
R K Bernard ✓  
J Danzy, ATU1555  
upe#390-aflcio

# NEWS RELEASE

**BART**

V-101

FOR IMMEDIATE RELEASE

## BART TAKES NEW ACTION TO INCREASE CAR COUNT

BART management today notified United Public Employees Local 390 that as a temporary emergency measure to increase production, effective 4 p.m. Monday (July 30), all represented maintenance personnel assigned to the transit system's Concord Shop would be reassigned to the larger Richmond and Hayward shops.

General Manager Keith Bernard said this redeployment of personnel was only temporary but necessary in order to return the availability of transit cars to at least the minimum number (310 cars) needed for an acceptable level of public service. Normally BART has 360 cars available on a typical day.

Bernard said that with the statement made by union leader Paul Varacalli at the District's board meeting on Thursday, ". . . we'll try to do a decent job for you. But it will not be the optimum that we ought to be working . . .," it became clear that in the absence of a contract the current inadequate car count would not change.

He said that even though the production rate in the shops appears to have returned to normal it would take substantial overtime on the part of maintenance workers to make the necessary repairs on the backlog of cars that has been building over the past six weeks and bring the count quickly up to normal.

"However, our repeated requests for voluntary overtime work have been denied by the maintenance employees," said Bernard.

2-2-2-2

Bernard said that in view of this and management's responsibility to the public to provide the best possible service, maintenance support will be increased at the Richmond and Hayward shops with the temporary reassignments; and a small number of qualified BART supervisory and engineering personnel (numbering about 28) will be assigned for a short period of time to work two 12-hour shifts on transit cars at the smaller Concord Shop.

He said that if everyone got behind this effort the car count could be up to at least 300 or possibly better within a week.

Larry Williams, BART's chief negotiator, said BART is still anxious to get back to the negotiating table and awaits a realistic counter proposal from the unions.

"While the Board of Directors has reaffirmed its guidelines we are most willing to explore any possible variations within the 21 percent increase in salary and benefits that BART has offered over the next three years," he said.

General Manager Bernard said he believed BART employees do skilled and difficult jobs and it has always been the District's policy to pay competitive wages. But he noted BART union employees are already 15 to 53 percent above prevailing wage rates for comparable work, and what's more, the District is facing a \$2.5 million unfunded deficit in the current year's budget and realistically has gone as far as it can go with the 21 percent offer that is now on the table.

Further, assuming the offer were accepted, at the end of the 3-year agreement most affected workers would still be 12-15 percent ahead of their counterparts in the long run in terms of wages.

# # # #

July 27, 1979

Mike Healy  
Director of Public Affairs  
(415) 465-4100

# NEWS RELEASE

V-102

**BART**

FOR IMMEDIATE RELEASE

## NEW 'EL BARTITO' SIGNS UNVEILED MONDAY

A modest ceremony keyed to the unveiling of the new EL BARTITO bus signs and information program which is highlighted by the comic strip character Gordo is scheduled at BART's Hayward Station this Monday, July 30, at 9 a.m.

BART Vice President John Glenn will preside over the unveiling which gives recognition to a special public information program begun this month. The program, consisting of new signs and posters, was launched to make more potential riders aware of the free EL BARTITO shuttle service which operates between the Hayward BART Station and the Alameda County Government Center in Hayward.

Glenn said EL BARTITO provides a vital service which comes more sharply into focus in these days of energy shortages and should provide a model for such potential service opportunities elsewhere.

The principal ingredient of the new promotion effort to attract more riders is the comic strip character "Gordo." Gus Arriolo, creator of Gordo, has created a specially drawn cartoon which depicts Gordo driving his bus, the name of which is "El BARTito."

Other elements of the promotion program will include new signs at the Hayward Government Center Parking Lot urging those who use their cars to try the free EL BARTITO system. Computerized messages, all juror notices, and payroll checks for those county employees working at the Hayward Government Center, as well as an intensive distribution of a small pamphlet which describes the free EL BARTITO service, has been initiated.

2-2-2-2

Early in 1978, the EL BARTITO service began operating in an effort to reduce the need for additional parking space at the Hayward Government Center. This express van service may be used by the general public as well as the employees of the Government Center. The ride and waiting time is usually about seven minutes since the van drivers communicate by short wave radio to announce when they are ready to leave on each leg of the trip, and the vans move in unison.

Stops on the EL BARTITO system are located at the Hayward BART Station, Alameda County Welfare Department and the Alameda County Government Center on Amador.

EL BARTITO operates between 7:30 a.m. and 6:30 p.m., Monday through Friday, seven minutes apart.

# # #

Mike Healy  
Director, Public Affairs

July 27, 1979

(415) 465-4100

BART LABELS CONCORD SHOP TAKEOVER AN OUTRAGE

BART General Manager Keith Bernard today called the takeover of the Concord Shop early this morning by some 30-40 members of the United Public Employees Local 390 and Amalgamated Transit Union Local 1555 a totally irresponsible act that once again signals a public-be-damned attitude.

Bernard said that as a result of this action he has ordered the indefinite suspension of all employees involved.

The take-over and barricading of the Concord Maintenance Shop took place at approximately midnight last night after two foreworkers who were trying to protect the facilities were forceably removed by union leaders.

Bernard said that what was particularly perplexing, aside from the take-over itself, was a hand-delivered letter to Mr. Larry Williams, BART's Chief negotiator, from 390 Executive Secretary Paul Varacalli some eight (8) hours later explaining it was not the unions' policy to advocate direct confrontations and that he planned to contact the "General Manager" about their concern over the temporary personnel reassignments this morning.

He said that while BART Police and management representatives have monitored the situation throughout the night and morning, they have refrained from taking any forceable action to regain control of the shop in the interest of avoiding any possible violence.

"It seems clear that the union leadership is completely out of control and has turned to this desperate action to intimidate BART management and the Board of Directors," Bernard said.

He noted the situation continues with the employees still in possession of the shop after repeated directives to leave by BART management personnel.

It is BART's intention to avoid use of force unless necessary to address actions of sabotage or threats to life safety, he said.

"It is my sincere hope", Bernard said, "that the union leadership will recognize the futility of their actions and return control of the shop to management."

He said, BART management is anxious to regain control of the shop, inspect it for damage, and assure the safety of its operation so that it can be returned to normal productive service.

Mike Healy, Director  
Public Affairs

July 30, 1979

AUGUST 1979

# NEWS RELEASE

V-104

**BART**

FOR IMMEDIATE RELEASE

## BART TO APPEAL COURT ORDER

The BART Board of Directors today, Monday, August 6, voted to appeal portions of a court order issued this past Friday (August 3) in Contra Costa County Superior Court which grew out of last week's forceable takeover of the transit system's Concord maintenance shop, and condemned the violence which caused the ejection from the shop of management personnel.

The Board took strong objection to two points of the order issued by Superior Court Judge Robert J. Cooney, which severely impairs BART's ability to safely and effectively manage the system.

Under the order BART is currently restricted from its traditional right to transfer "massive" numbers of employees from one worksite to another as needed, and to impose immediate discipline on those employees involved in the seizure of the Concord maintenance shop, which involved the forceable removal of two foremen.

BART General Manager Keith Bernard said that the court order actually goes beyond the union contract which expired June 30. While the order does allow BART to determine initially what the discipline should be in certain cases, the discipline cannot be imposed pending a ruling by an arbitrator, a process which could take several months.

- MORE -

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He said that even under the terms of the expired contract appropriate discipline could be imposed immediately, subject to potential appeal and ultimately arbitration. "BART must be able to impose such discipline on an immediate basis if we are to manage the system effectively and safely," said Bernard. "Otherwise you might have situations which could lead to chaos and outright anarchy with no recourse."

Bernard said that in terms of safety there are cases where an employee may take an action, or fail to take an action that could have direct catastrophic affect to BART passengers, other employees, or the system at large such as the Concord shop takeover.

He said a recent example is an incident that occurred on July 20 in which a train operator left the cab of his train without authorization or proper precautions, to address a problem on the platform. While on the platform the train was automatically dispatched, with passengers, and proceeded to the next station unattended. The operator was given a hearing and immediately suspended for 30 days.

"Luckily nothing happened, but such an action on the part of an employee could have had serious consequences and BART's ability to impose discipline in an expedient manner becomes paramount to effective management," Bernard said.

3-3-3-3-3

BART says the appeal is of paramount importance for the District and does not believe the two specified points of Friday's court order should stand unchallenged.

In the meantime BART has offered to get back to the table to resume formal negotiations at the earliest possible time or whenever the unions are ready.

In a formal resolution this morning, the transit system's Board of Directors noted that employees represented by the unions who are presently paid from 16 to 53 percent higher than employees elsewhere doing comparable work, and would receive pay increases of possibly 30 to 42 percent over the next three years if their demands were met. This could cost the District better than \$15 million more than management's offer which comprises 21 percent in wages and benefits over the next three years.

# # #

August 6, 1979

Mike Healy  
Director, Public Affairs

BEFORE THE BOARD OF DIRECTORS OF THE  
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

In the matter of  
labor relations policy/

Resolution No. 2727

THE BART BOARD FINDS:

1. BART is presently involved in contract negotiations as a result of the expiration of the labor contracts of United Public Employees Local 390 and Amalgamated Transit Union Division 1555.
2. BART employees are presently paid from 16% to 53% more than employees elsewhere are paid for comparable work.
3. The unions have demanded cost-of-living increases which could total pay increases from 30% to 42% over the next three years, or more than \$15 million more than management's offer.
4. BART has made an offer comprising a pay and benefits increase of 21% over the next three years.
5. Maintenance employees have conducted a work slowdown which has led to a reduction in transit car availability from 360 to less than 200 cars, thereby causing great inconvenience to the public.
6. The union members and union representatives conducted an illegal seizure of the Concord Shop, and some union individuals were further involved in physically forcing BART management personnel out of the shop.
7. The management of a rapid transit system requires sound practices of employee discipline to insure safe performance of the system.

THE BART BOARD RESOLVES:

1. The Board commends its management and managers in their restraint and judgment in dealing with union provocation and illegal acts.
2. The Board instructs management to continue to negotiate aggressively to achieve a labor contract consistent with BART's mandate to provide reasonably priced and efficient public transportation. In line with this goal, BART shall continue to act responsibly to avoid a strike.
3. The Board instructs management to take all acts necessary to insure that transit car availability be returned to levels achieved before the union slowdown.
4. The Board condemns the violence which occurred in the Concord shop and which caused the forceful ejection from the shop of management personnel.

Adopted August 6, 1979

5. The Board supports a policy of discipline of any employee who is involved in violence at any time against any employee or manager, which discipline may include termination.

6. The Board supports a policy of discipline of any employee involved in a trespass, seizure, sit-in, or slowdown, which discipline may include termination.

7. The Board instructs management to abide by the August 3, 1979 Order of Judge Robert Cooney pending appeal, or other legal action, regarding Sections 4 and 6 of such Order, which appeal or legal action shall be taken so that BART may retain all possible alternatives regarding the conduct of BART business and discipline.

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# NEWS RELEASE

V-105

**BART**

FOR IMMEDIATE RELEASE

## NELLO BIANCO HONORED IN PITTSBURG

BART Director Nello Bianco was honored for his dedication to public service by the Pittsburg City Council at its meeting last night, Monday, August 6.

Bianco, a BART Director since 1969, has been a dedicated public official for the past 12 years -- beginning with his position on the Richmond Personnel Board.

Pittsburg's Mayor Joe DeTorres presented Bianco with a plaque which commended Nello for his outstanding service to the City of Pittsburg -- and to all of Contra Costa County.

Among the many Contra Costa citizens who turned out last night to honor Nello were his wife Betty, and their children.

Bianco has been a leader in assuring the people of Contra Costa County that the first BART extension will be to continue BART from Concord to Pittsburg and Antioch -- and then to other communities in the county.

Bianco said he is very pleased and honored by the commendation and he will continue to serve his constituents with the same dedication.

# # #

August 7, 1979

Mike Healy  
Director, Public Affairs  
Contact: Gloria McCall

# NEWS RELEASE

BUSINESS WIRE ONLY

V-106

**BART**

FOR IMMEDIATE RELEASE

## BART FILES APPEAL TO LAST WEEKS COURT ORDER

BART attorneys this morning filed an appeal of a court order issued last Friday (August 3) in Contra Costa County Superior Court which severely impairs BART's ability to safely and effectively manage the transit system.

Under the order, which pertains to the forcible takeover of the transit system's Concord Maintenance Shop last week, BART is currently restricted from its traditional right to transfer "massive" numbers of employees from one work site to another as needed, and to impose immediate discipline on those employees involved in the seizure of the Concord facility which included the forcible ejection of two foremen.

The order further prevents BART from determining what discipline measures might be imposed on those employees who were outside and failed to report to their assigned work sites during the period of the Concord Shop takeover, leaving it totally within the discretion of a third party arbitrator.

Said BART General Manager Keith Bernard, "Our ability to effectively restore the service to normal levels and even to run a safe system has been severely hampered."

He said the ability to implement discipline is fundamental to running any operation and BART is no different. Without that ability there is no immediate recourse to effectively contend with such situations as the Concord Shop takeover or provide a deterrent to other actions which could interfere with BART operations.

Bernard noted that the transit system does have an interim appeal procedure for any employee who for some reason or other receives some discipline measure.

In the meantime, BART and the unions will be formally getting back to the bargaining table this Friday, August 10.

# # #

Mike Healy  
Director of Public Affairs

# NEWS RELEASE

**BART**

V-107

FOR IMMEDIATE RELEASE

## BART SETS DISCIPLINE FOR CONCORD SEIZURE PARTICIPANTS

BART today announced disciplinary action against employees who forcibly seized and held the Concord shop for four and a half days. All employees involved and their union officials have been advised by letter of the disciplinary action.

Two employees who physically ejected two foremen from the Concord maintenance facility early Monday morning, July 30, are to be dismissed. They are Mr. John Maher, who is president of the BART Chapter of United Public Employees Local 390; and Mr. James Danzy, President of Amalgamated Transit Union Local 1555.

Also, four other persons involved in the forcible removal of the foremen, but who did not actually come into direct physical contact with them, will each be given 180 calendar day suspensions.

Further, all employees who participated in the takeover and barricaded themselves inside the Concord shop will be suspended for 90 days.

In view of a court order issued by Judge Robert J. Cooney, Contra Costa County Superior Court, actual imposition of the disciplinary measures will be deferred by the District until either the matter is arbitrated or that order is dissolved.

BART filed its appeal from the judge's order with the California State Appellate Court on Wednesday, August 8.

General Manager Keith Bernard said that the employees involved should not be surprised that the disciplinary actions are being administered without regard

2-2-2-2

to union status. Those responsible for such unlawful and unacceptable action as taking over a shop, physically ejecting two foremen, and interfering with BART's ability to provide service to the public must be held accountable.

"The public bought and paid for BART. Neither I nor any other employee is entitled to seize possession of all or any part of it for his own purposes," he said.

Bernard also said that the District's inability to implement discipline immediately in such cases invites recurrence and severely inhibits the ability to operate a safe, efficient transit system. The ability to implement discipline, followed by a fair appeal process is also a major issue in the current negotiations, as well as the subject of BART's appeal of Judge Cooney's order.

# # #

August 13, 1979

Mike Healy  
Director of Public Affairs  
(415) 465-4100

# NEWS RELEASE

V-108

**BART**

FOR IMMEDIATE RELEASE

## LARGE FARE INCREASE NECESSITATED BY BART UNION ECONOMIC DEMANDS

The BART Board's Administration Committee, chaired by Director Eugene Garfinkle of San Francisco, last night, Tuesday, August 14, 1979, received a financial outlook report which indicated that meeting the union's current economic demands would necessitate a 50 percent fare increase to cover the resultant increase in the deficit.

BART General Manager Keith Bernard reported that patrons are already facing a 25 percent fare increase and possible service cuts in order to finance BART's three year budget which results in an unfunded deficit of \$25.9 million over the next three years.

The transit district's offer of a 21 percent increase in wages and benefits over the next three years actually reduces the deficit problem somewhat.

Bernard said, however, that if the union demands for full cost of living adjustments were added to BART's offer the result would be a widening of the deficit gap by about \$14 million for a total deficit over the next three years of \$39.9 million. This estimate conservatively assumes that the consumer price index, which is now running at 14 percent, would continue to move upward at the average rate of 10 percent per annum.

Director Barc Simpson of Walnut Creek, a member of the committee, said he believed such a dramatic increase would hurt those people who need BART the most.

2-2-2-2

He said that in his view BART would suffer a general reduction in ridership.

Garfinkle, in summing up said that he wanted the committee to have an opportunity to discuss and focus on what the financial effects of the union demands would be.

He said the committee would bring the report before the full board at its next regular meeting for discussion.

Bernard said he believed the report underscores the reality of BART's financial outlook and the importance of the outcome of contract talks to the public.

Bernard also said that it appears that the contract talks are stalled indefinitely until the unions express a willingness to negotiate within the financial limits set by the Board of Directors.

# # #

Mike Healy  
Director of Public Affairs  
(415) 465-4100

August 15, 1979

# NEWS RELEASE

**BART**

V-109

FOR IMMEDIATE RELEASE

## BART COMMENDS TRAIN OPERATOR

BART's General Manager Keith Bernard today, August 15, commended BART Train Operator William Koenig of Richmond for the calm and professional manner in which he handled a fire on his train on June 24, 1979.

Approaching MacArthur Station at approximately midnight on June 24 Koenig was advised by BART's Central Control of a fire in the trailing "A" car of his train. After pulling the train into MacArthur Station, Koenig evacuated the passengers, extinguished the fire and uncoupled the car from the consist.

Through his personal efforts during a potentially hazardous incident Koenig protected his passengers and saved BART from what could have been a costly incident.

# # #

August 15, 1979

Mike Healy  
Director, Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

V-110

**BART**

FOR IMMEDIATE RELEASE

"YES VIRGINIA, THERE IS A SAN FRANCISCO"  
(BART'S NEW DESTINATION MESSAGE SAYS SO)

Because BART's destination signs in the East Bay now read SAN FRANCISCO, rather than DALY CITY, as has been the case since BART first began revenue operation, doesn't mean that BART is cutting Daly City off the route.

The new destination message is now offered to alleviate confusion for BART patrons who are not familiar with the Bay Area, but do know they want to go to San Francisco.

During its almost seven years of operation BART has had many complaints from tourists and newcomers to the Bay Area that they have missed trains because they were not aware that trains destined for Daly City did, in fact, go to San Francisco.

Within the next two weeks all destination signs and "next train messages" should be completed to read SAN FRANCISCO on all direct route service to the West Bay.

Destination signs at Oakland West Station and through San Francisco still read DALY CITY.

# # #

August 16, 1979

Mike Healy  
Director, Public Affairs

Contact: Gloria McCall

BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

# NEWS RELEASE

V-112

**BART**

FOR IMMEDIATE RELEASE

## BART REPORTS HALF MILLION DOLLAR LOSS DURING LABOR DISPUTE

BART today reported losses totaling \$560,000 since June 1 as a direct result of a work slowdown and related sabotage in its maintenance shops during the months of June and July.

The report which was presented to the transit district Board's Engineering and Operations Committee showed that BART has lost \$440,600 in passenger revenue due to a daily ridership reduction from 165,000 to a low of about 140,000, which averaged out for the period to about 20,000 per day. Using the average fare of 75 cents per trip, this works out to about a \$15,000 per day loss, which closely corresponds to the reduction in cars available for service for the same time frame.

Additionally, the system has suffered a loss of \$43,400 as a direct result of sabotage. The damage includes eight (8) broken windshields, costing \$4,000 each to replace, disappearance of tools, and damage caused to sundry equipment.

The BART staff reported that it would cost the District \$80,400 to restore the fleet from the current average of about 200 to 360 cars that were normally available for service on a typical day prior to the slowdown.

BART General Manager Keith Bernard said that these losses represent one of the travesties of this whole labor situation which somehow seems to get lost in the shuffle as it drags on.

He said BART is in the midst of a fight for economic survival and for some reason this is not clearly understood.

2-2-2-2

"We are facing \$25.9 million deficit over the next three years with no visible funding source to make it up, except the prospect of a 25 percent fare increase in January 1980, which still leaves a significant deficit to be addressed by other means. If BART were to agree to the union demands, the District would be faced with a \$39.9 million unfunded deficit and the patrons would be faced with a 50 percent fare increase or service cuts this coming January instead of a 25 percent increase."

He said this was clearly unacceptable and that such increases would ultimately put the cost to use public transportation out of the reach of most people.

"Make no mistake," he added, "how this economic dispute is resolved at BART will also have a large impact on other public agencies as well as public transit throughout the Bay Area.

Bernard said that BART has offered a wage and benefit package increase worth 21 percent for a total dollar cost of about \$22 million over the next three years. If a mediator could offer some fresh ideas within that framework, BART would certainly consider such an approach to resolving the issue.

"However, as long as the unions continue to ignore the economic realities involved, there does not appear to be any grounds for agreement," he said.

# # # #

Mike Healy  
Director of Public Affairs  
(415) 465-4100

August 16, 1979

ECONOMIC IMPACTS  
OF BART MAINTENANCE WORKER SLOWDOWN

The slowdown in vehicle maintenance work at the BART shops, which occurred from early June through July 18, has produced serious, continuing negative economic impacts: loss of ridership and associated fare revenue, additional maintenance expense to eventually restore the fleet of available vehicles to normal, and associated destruction, damage or loss of District property. The total documented loss to date exceeds one-half million dollars.

Lost Ridership & Fare Revenue

During May and June, BART patronage averaged more than 165,000 trips each weekday as commuters who were unable to buy gasoline, or unwilling to pay steadily increasing prices for it, switched to transit in record numbers. As BART car availability declined from 360 to under 200 and capacity diminished during July because of the maintenance worker slowdown, ridership dropped to nearly 140,000 trips per weekday. The relationship between declining car availability and patronage is clearly illustrated in the attached graph. Weekend ridership also diminished after car availability worsened.

In the future, some patronage loss may occur when and if gasoline becomes more available and patrons, who switched to BART during the shortage, return to auto commuting because of unpleasant memories of extreme crowding during the slowdown. This is a real possibility, although accurate estimation of this impact is not currently feasible. Based on documented statistics through August 14th, however, lost revenue has amounted to \$440,600.

Additional Maintenance Requirements

The slowdown in the shops has dramatically reduced the number of cars available each day and increased the backlog of cars requiring routine preventative maintenance, as well as unscheduled maintenance. Normally, there are approximately 70 cars in the

maintenance cycle including those awaiting maintenance actions. Currently there are approximately 240 cars awaiting maintenance. Based on the 170 car addition to the maintenance backlog, the estimated person-hours of work associated with this backlog, and the average hourly maintenance worker overtime rate, the cost of restoring the fleet to normal availability is \$80,400. Current statistics on car availability and shop production are shown on the attached table.

Extraordinary Damage or Loss of Property

During the period from early June through today, a significant amount of damage to District property has taken place, which can clearly be attributed to acts of sabotage by irresponsible employees. This includes broken windshields and other expensive damage to revenue vehicles, disappearance of tools, as well as damage to fixed plant and other equipment. The itemization of this extraordinary damage now amounts to \$43,400.

Summary

To date, BART has experienced significant real economic losses, as a result of the acrimony surrounding the protracted and still unresolved labor negotiations, mainly because of the slowdown by vehicle maintenance workers.

Documented losses so far include:

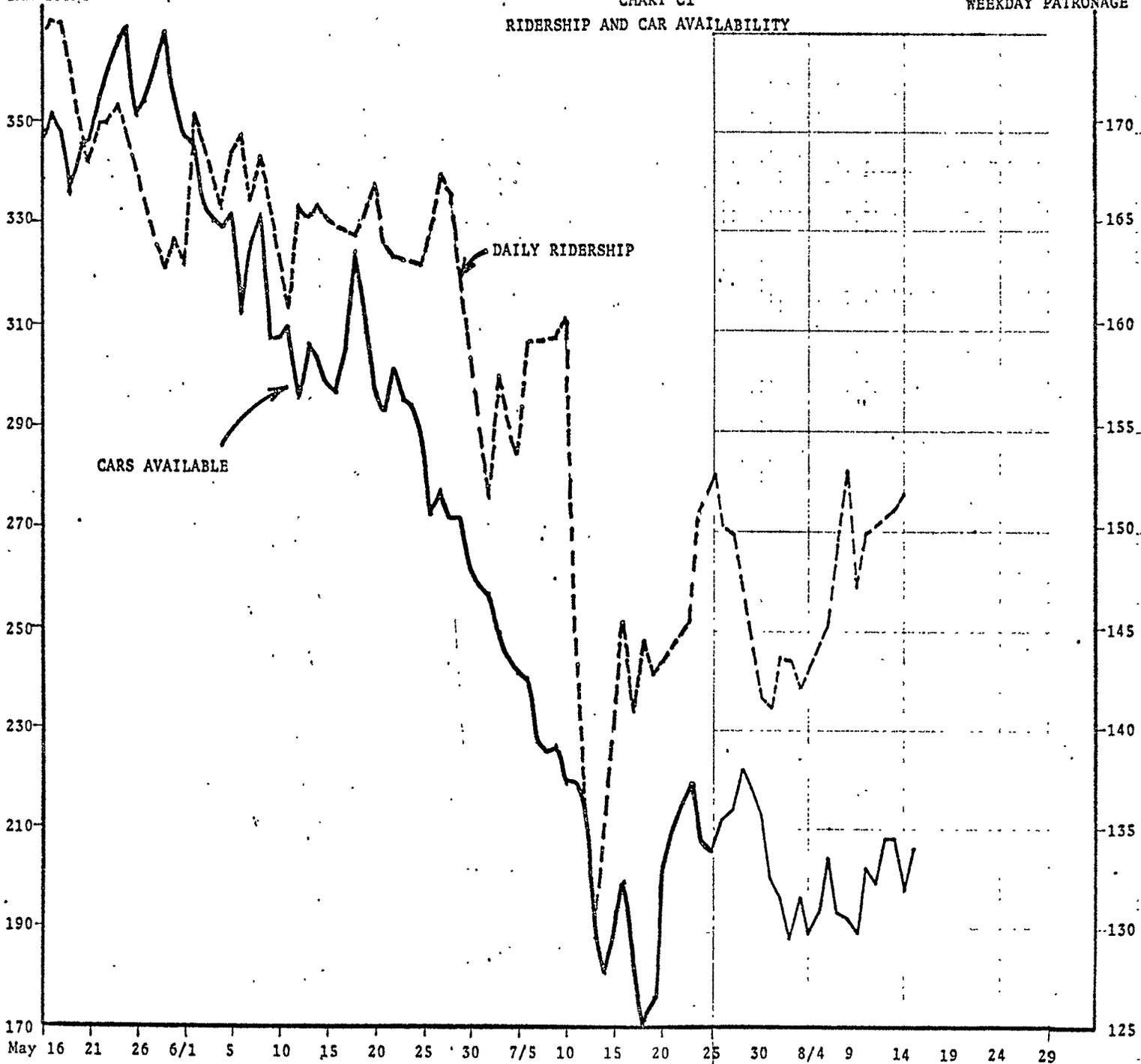
Loss fare revenue	\$440,600
Additional maintenance requirements	80,400
Extraordinary Damage	<u>43,400</u>
TOTAL	\$564,400

In addition to this amount, there exists the strong possibility of further fare revenue losses that may occur if the new riders, obtained during the gasoline shortage, revert to their cars because of poor train service caused by the maintenance worker slowdown.

CAR COUNT

CHART C1  
RIDERSHIP AND CAR AVAILABILITY

WEEKDAY PATRONAGE



CAR AVAILABILITY DATA

	<u>JUNE 1978 AVGE/DAY*</u>	<u>JULY 1 - DEC 31, 1978 AVGE/DAY*</u>	<u>JAN 1 - MAY 31, 1979 AVGE/DAY*</u>	<u>JUNE 1 - JUNE 30, 1979 AVGE/DAY*</u>	<u>JULY 1 - JULY 18, 1979 AVGE/DAY*</u>	<u>JULY 19 - AUG 9, 1979** AVGE/DAY*</u>	<u>TARGET</u>
Cars Available	384	364	358	304	214	205	360
Cars in Maintenance	48	68	71	126	216	225	70
Cars out for Parts (% in maint.)	1 (2.1%)	3 (4.4%)	4 (5.6%)	6 (4.8%)	18 (8.3%)	19 (8.4%)	5 (7)
Cars Shopped/day	44	49	44	44	36	39	--
Cars Returned to Service/day	45	49	44	41	31	42	50
<u>Daily Average Rates:</u>							
Failure Rate/100 Revenue Car Hours	13.20	13.79	14.04	13.69	11.78	12.57	--
Mainline Failures/day	19	21	18	19	15	17	--
Yard Failures/day	21	18	18	18	15	15	--
PMs/day	10	9	7	8	4	7	--
MODs/day	0	1	0	0	0	0	--

\*Averages rounded to nearest whole number.

\*\*July 30 through August 4 excluded as non-representative (Concord shop 'lock-in')

CAR AVAILABILITY DATA

	<u>JUNE 1978 AVGE/DAY*</u>	<u>JULY 1 - DEC 31, 1978 AVGE/DAY*</u>	<u>JAN 1 - MAY 31, 1979 AVGE/DAY*</u>	<u>JUNE 1 - JUNE 30, 1979 AVGE/DAY*</u>	<u>JULY 1 - JULY 18, 1979 AVGE/DAY*</u>	<u>JULY 19 - AUG 9, 1979** AVGE/DAY*</u>	<u>TARGET</u>
Cars Available	384	364	358	304	214	205	360
Cars in Maintenance	48	68	71	126	216	225	70
Cars out for Parts (% in maint.)	1 (2.1%)	3 (4.4%)	4 (5.6%)	6 (4.8%)	18 (8.3%)	19 (8.4%)	5 (7.1%)
Cars Shopped/day	44	49	44	44	36	39	--
Cars Returned to Service/day	45	49	44	41	31	42	50
<u>Daily Average Rates:</u>							
Failure Rate/100 Revenue Car Hours	13.20	13.79	14.04	13.69	11.78	12.57	--
Mainline Failures/day	19	21	18	19	15	17	--
Yard Failures/day	21	18	18	18	15	15	--
PMs/day	10	9	7	8	4	7	--
MODs/day	0	1	0	0	0	0	--

\*Averages rounded to nearest whole number.

\*\*July 30 through August 4 excluded as non-representative (Concord shop 'lock-in')

# NEWS RELEASE

V-113

**BART**

FOR IMMEDIATE RELEASE

## BART CUTS BACK SATURDAY SERVICE

BART today announced that effective this Saturday, August 25, there would be a temporary reduction of its Saturday service in an effort to conserve car usage for weekday travel.

The transit district Board's Public Information and Legislation Committee, chaired by Director Nello Bianco of Richmond, received a staff report which indicated that service was extremely marginal due to the current low car count (150 transit cars fewer than normally available) and that it is not getting any better.

Saturday service, which normally approximates weekday service, will be reduced from 30 trains to 24 trains providing 18 minute service over three routes, instead of 14 minute service.

BART General Manager Keith Bernard said this reduction would put 12 lead, or "A" cars, and 16 "B" (middle cars) into a reserve status and generally yield car use savings of about 350 hours.

Bianco said the service cutback was a very hard choice but unfortunately a necessary one until the number of cars available for service daily begins to return to normal.

- MORE -

2-2-2-2-2-2

"The victims of course are the rider-taxpayers and the situation has become intolerable," Bianco said.

The car count today dipped down to 178 at 4 a.m. when trains are made up and had only reached 186 by 8 a.m.

Bernard said the low car availability, attributed to decreased maintenance productivity in the shops during June and July, has resulted in overcrowded trains, patrons occasionally being left on platforms, additional stress on those cars that are in service, and generally poor service. This, in turn, has already resulted in approximately \$500,000 in revenue losses since late June.

He said that now, even with normal maintenance productivity, it would not be possible to build the fleet back up to normal without substantial overtime being worked. However, overtime work has been generally refused by union workers.

# # #

August 21, 1979

Mike Healy  
Director, Public Affairs

# NEWS RELEASE

**BART**

V-114

FOR IMMEDIATE RELEASE

## BART SETS INTERIM WORKING CONDITIONS

BART today notified its two major unions that effective Wednesday, August 22, the District would be setting interim terms and conditions of employment.

General Manager Keith Bernard said that while the terms and conditions are essentially guided by those of the old contract in most areas, some provisions have been written to specifically address the unions' publicly stated intention to order "selective strikes," "rolling sit ins," and the continued refusal of maintenance workers represented by United Public Employees Local 390 to work the necessary overtime in order to bring the car count back toward normal.

He said the latest union bulletin dated today, Tuesday, August 21, clearly implies new threats of possible sickouts to the District, possibly as a result of a "Special Tribunal" called for Friday by UPE 390 to review the dismissal of an employee for chronic long term periods of absenteeism and refusal to report to work. "It is now clear that the unions intend to strike, based on their latest bulletin," he said, "the only question is when, and after how much more disruption to existing service."

- MORE -

He said BART must make every effort to guard against such actions on the part of the unions if the public which pays for the system is to be properly served. Further, it is imperative that everything possible be done to improve the current unacceptable levels of service being provided, particularly during the well traveled commute periods.

In order to deter the threats of sickouts, the District, like Alameda County in the case of the Sheriff deputies' dispute, is toughening the sick leave provision. Instead of the District being required to pay from the first day of an employee's absence due to a stated sickness, the first three days will go unpaid. Exceptions will be made in those cases where verified hospitalization is involved. Otherwise employees will continue to accrue one day sick leave per month as under the expired contract.

Overtime provisions have also been altered to give BART the prerogative to schedule overtime at its discretion. This will be particularly important to the transit district's effort to improve the daily car count.

Containing 32 separate general provisions plus special supplemental provisions which pertain to each union separately, the new interim document is designed to offer a specific framework for employees during the absence of a signed contract, and at the same time ensure that BART has the flexibility to effectively provide service during the current tenuous situation

3-3-3-3-3

BART also announced today that it plans to temporarily cutback its Saturday service from 14 minute train intervals over three routes to 18 minute intervals as a direct result of a need to conserve car usage for midweek travel.

Bernard said the reduction to Saturday service would only be in effect until sufficient cars were available to provide normal service during the week.

He said that while the unions have rejected BART's offer of a 21 percent pay and benefits package over the next three years, the District will continue to pay the 3.5 percent cost of living adjustment given June 30, even though continuing that increase in base pay has always been an integral part of the cost of BART's offer. The 3.5 percent increase to union members base is really an extra pre-negotiated payment in the last contract with a view that it would become part of the new pay package.

Last week BART spelled out the meaning of acceding to the union demands for a full cost of living provision, reporting that it would escalate an already projected unfunded deficit of \$25.9 million over the next three years to \$39.9 million. This would most likely translate into a 50 percent fare increase instead of a 25 percent increase which the District now faces in January 1980.

Bernard said that he is still hopeful that both parties might resolve the issue at the bargaining table.

4-4-4-4-4

"But it will take some willingness on the part of the unions to work out a new contract within the range of the final offer before significant progress can be made," Bernard said.

"We are ready to negotiate within the financial limits described above. However, we are not prepared to compromise on future fare or tax increases, either directly or through arbitration, which would allow a third party, not responsible to the public to make that decision."

# # #

August 21, 1979

Mike Healy  
Director, Public Affairs

# NEWS RELEASE



V-115

**BART**

FOR IMMEDIATE RELEASE

BART AGREES TO MEET WITH  
LABOR AD HOC COMMITTEE

The BART Board of Directors today in an effort to head off a renewed strike threat, directed the transit district's management negotiating team to meet with a special labor ad hoc committee headed by ILWU President James R. Herman.

In agreeing to the meeting the Board stressed their understanding that the committee was empowered to speak on behalf of the two unions involved in the current labor negotiations, United Public Employees Local 390, and Amalgamated Transit Union Local 1555.

The meeting has been set for 10 a.m. this Saturday, August 25.

General Manager Keith Bernard said he is hopeful the meetings will prove productive and lead to a solution to the current impasse.

Further, the Board reaffirmed its opposition to mediation or arbitration, noting a \$15-million difference between the two sides and that BART has already offered more than is currently funded.

- MORE -

2-2-2-2-2

The Board also stressed its concern with the low car count and the resultant negative impact on BART service. John Kirkwood, President of the Board stated that continued service and an increasing car count would be a good indicator of the sincerity of the new thrust to solve the impasse at the table.

The Board also reaffirmed its position that management should continue to do whatever is necessary to return the car count to normal.

The Board's action followed a 2.5 hour executive session late this morning.

# # #

August 23, 1979

Mike Healy  
Director, Public Affairs

# NEWS RELEASE

V-116

**BART**

FOR IMMEDIATE RELEASE

## BART BOARD SETS PROPERTY TAX RATE

The BART Board of Directors set a reduced single tax rate of 31.6 cents to be levied in Alameda, Contra Costa and San Francisco counties for the transit district's debt service for General Obligation bonds.

As a result of Proposition 13, the District Directors have not set the additional 5 cents tax rate for administrative purposes, as was done before 1978.

In lieu of this BART will receive a share of the maximum \$4 per \$100 of assessed valuation to be levied by the counties as provided by Proposition 13. The share will amount to about 35 percent of what the 5 cent tax would have generated for the coming year, or \$1.85 million.

Last year's debt service tax rate, set in accordance with previous equalization practices was 35.6 cents for the three counties within the San Francisco Bay Area Rapid Transit District.

###

August 23, 1979

Mike Healy  
Director, Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

FOR IMMEDIATE RELEASE

**BART**

## BART TO BEGIN EMERGENCY TRACKWAY THROUGH DOWNTOWN OAKLAND

The BART Board of Directors yesterday, Thursday, August 23, authorized advertising for the construction of an emergency trackway extending from just east of BART's Oakland West Station through downtown Oakland to approximately 23rd Street.

The trackway will be approximately 1.5 miles in a third BART tunnel through Oakland, which was part of the original construction.

This project, the tunnel portion of an eventual 2.5 mile third track, will ultimately increase reliability by providing critical trackage in the Oakland Wye to remove troubled vehicles and dead trains, thereby reducing disruption in service caused by breakdowns in the Wye. It will also reduce maintenance and operational costs, as well as increase the flexibility of BART schedules.

The cost for construction under this contract, including electrification and communication equipment is estimated at approximately \$4.6 million, with 80 percent to be funded under the Urban Mass Transit Administration (UMTA), and the balance of 20 percent (local share) will be provided by BART through the use of excess bridge tolls made available through the Metropolitan Transportation Commission (MTC).

# # #

August 24, 1979

Mike Healy  
Director, Public Affairs  
Contact: Gloria McCall

# NEWS RELEASE

V-118

**BART**

FOR IMMEDIATE RELEASE

## BART SCHEDULES SMOKE TEST

Oakland, Ca.....

BART is planning a smoke test in conjunction with the San Francisco Municipal Railway on Sunday, August 26, at 4:30 a.m. in BART's Embarcadero Station.

The test will be conducted in both BART and Muni levels of the BART station and should last approximately four hours.

The San Francisco Fire Department will be participating in the test to determine smoke effects on both BART and Muni levels of the station, the actual reaction of the ventilation and fan systems, and how BART, Muni and the Fire Department should handle smoke on either or both levels of the station.

# # #

August 24, 1979

Mike Healy  
Director, Public Affairs

Contact: Gloria McCall  
465-4100

# NEWS RELEASE

V-119

**BART**

FOR IMMEDIATE RELEASE

## LABOR AD HOC COMMITTEE WITHDRAWS

At approximately 2:30 a.m. Sunday morning, August 26, the special labor ad hoc committee, which was empowered by the unions to act on their behalf, informed BART's chief negotiator Larry Williams that the committee was withdrawing from the talks.

The committee advised that its involvement would serve no further purpose after about 15 hours of informal discussions and exploration of the issues without significant movement toward a resolution.

Williams praised the efforts of the ad hoc committee and expressed disappointment that the talks did not yield a solution.

He said that the BART offer, which will result in an add-on cost of \$22 million over the next three years, is still about \$15 million apart from what the union demands would cost.

BART is now facing the prospect of a 25 percent fare increase in January 1980 just to help defray the offer it now has on the table.

There are no further talks scheduled.

# # #

August 26, 1979

Mike Healy  
Director, Public Affairs

# NEWS RELEASE

**BART**

V-120

FOR IMMEDIATE RELEASE

## BART TO REQUIRE OVERTIME TO BRING CAR COUNT BACK UP

In an effort to rebuild BART's daily transit car count to improve service the transit district today notified union employees that effective this Wednesday, August 29, overtime would be scheduled on a mandatory basis.

This past Thursday the District requested voluntary overtime through the shop stewards. As of this morning, Monday, August 27, all requests for overtime on the part of union workers in the shops has been refused. Union workers prior to the current labor situation averaged 2,131 hours of voluntary overtime in a typical month, or about 4 percent of the 5 percent budgeted for this purpose.

Beginning Wednesday employees working in the shops will be scheduled to work eight (8) additional hours of overtime, either by extending shifts or working an extra day, receiving time and a half pay for the extra time, until the number of cars available for service daily returns to at least 310. The car count this morning was 184. Normally the car count on a typical day, prior to the current labor situation, was 360 cars. Employees who refuse the overtime will be subject to disciplinary action.

- MORE -

.2-2-2-2-2-2

Under the old contract overtime could be required on a mandatory basis in emergency situations.

BART General Manager Keith Bernard said the reduced number of cars for daily service has resulted in a continuous emergency in terms of providing adequate service. Over the past several weeks the low car count has resulted in extremely marginal service, particularly during the commute periods. Trains have been short and overcrowded, patrons in many cases have been left on platforms because there was no more room on their train, and there have been no extra trains or spare backup trains to put into service when needed. Additionally BART has lost over a half million dollars in patronage revenue, a loss that is associated with reduced productivity in the shops.

As another interim measure, BART this past Saturday began a reduced Saturday service from 14 minute train intervals to 18 minute train intervals in an effort to conserve transit car usage for weekday travel.

Bernard said that any disciplinary action taken as a result of refused overtime would be implemented on a staggered basis to insure minimum impact to production.

- MORE -

3-3-3-3-3

In another action, BART today notified the unions that those employees who walked off the job without authorization for several hours this past Thursday (August 23) to attend a union meeting, will receive three (3) days suspensions without pay. Approximately 126 employees -- 121 members of United Public Employees Local 390 -- and 5 members of Amalgamated Transit Union Local 1555 are affected, plus eleven (11) other employees who left their jobs without permission to attend a Board of Directors meeting Thursday morning, August 23.

BART officials said in the past union membership meetings have been staggered so that employees could attend without disrupting work schedules and thereby not putting employees in a difficult position.

As a result of the walkout, mainly affecting the maintenance shops, BART lost six hours of production time at a time when getting transit cars repaired and ready for service is most critical. Also leaving his post to attend the meeting was one Emergency Vehicle Operator. The Public Utilities Commission requires that these vehicles be attended at all times. There are four such vehicles around the system. In anticipation of this action the District had supervisors standing by to take over so that there would be no disruption to service in the event any of the Emergency Vehicle Operators left their post.

August 27, 1979

# # #

Mike Healy  
Director, Public Affairs

# NEWS RELEASE

V-121

**BART**

FOR IMMEDIATE RELEASE

## BART OPENS CIVIC CENTER OFFICE FOR HANDICAPPED

Effective tomorrow, Wednesday, August 29, BART will reopen the pass office in BART's Civic Center Station in San Francisco to issue Bay Region Discount cards to handicapped citizens. The office will be open from 9 a.m. to 3:30 p.m. (closed during the lunch hour from 12 to 1 p.m.) This office was closed temporarily on July 25 due to a work backlog and lack of personnel.

Bicycle permits will no longer be issued at Civic Center Station but will be issued on Mondays at BART's Lake Merritt Station in Oakland between the hours of 9 a.m. and 3 p.m.

Other transit operators that issue Bay Region Discount cards are: AC Transit, 654-7878; Golden Gate Transit at the Toll Plaza, 921-5858; Santa Clara County Transit, 299-4141; and San Mateo County Transit, 573-2252.

For further information call BART at 465-4100, Extension 510; or one of the above transit operators.

# # #

August 28, 1979

Mike Healy  
Director, Public Affairs

Contact: Gloria McCall

# NEWS RELEASE

V-122

**BART**

FOR IMMEDIATE RELEASE

## VANDALISM DISABLES 34 BART TRANSIT CARS

Oakland, Ca.....

Following the discovery yesterday and today of massive vandalism which had disabled 34 transit cars at the Concord Shop BART today, for reasons of protecting public property and questions of safety, has put all shifts at the Concord Shop on indefinite suspension pending an investigation.

BART General Manager Keith Bernard said that this was a very regrettable but necessary action under the circumstances.

"We do not know who is responsible or when the vandalism occurred. We are concerned that further damage could be discovered. We must do what we can to insure the public safety by a thorough inspection of the entire shop, the yard itself and all vehicles in it," Bernard said.

By the start of operations this morning 75 punctured or slashed air bags, an important component of the transit vehicle suspension system, disabling 34 cars had been discovered by supervisory personnel. Each car has eight air bags.

- MORE -

This accelerated vandalism follows other damage which has been discovered over the last several weeks in the Concord Shop, including crossed wiring in the automatic train control circuits and manipulation of wiring in the door control system which could cause inadvertent opening of doors.

Vandalism in early June now totals some \$75,000. More than half of it has occurred in the Concord Shop. It has been estimated that the 75 punctured air bags alone will take over \$30,000 to replace.

BART has also lost well over \$500,000 in revenue due to the unacceptably low number of cars available for service which resulted from reduced productivity in the shops in June and July.

BART General Manager Keith Bernard said that the situation is an absolute disgrace.

BART service has been seriously impaired today with only 22 trains on line compared to 32 normally and only 157 cars available for service compared to a normal 360. Bernard said that work in the shops has dropped off substantially in the last two days, noting that on Monday there were 184 cars available for service. The renewal of reduced maintenance and accelerated destruction to District property threatens to shut the system down for lack of transit vehicles. In a continuing effort to provide service in spite of these actions, he said that BART would proceed with efforts to require overtime from workers in the other two shops as well as staff the Concord Shop with qualified supervisory and engineering personnel.

3-3-3-3

Bernard said that he sincerely hoped that workers around the system would recognize their duty to the public and cooperate in these efforts to salvage what is left of BART service. However, he stated the unfortunate reality appears to be that a crippled system confronts us.

BART contract negotiations have been dragging on again, off again, since early July when the unions overwhelmingly rejected BART's final offer. The BART Board of Directors has made it equally clear that there is just no money to finance anything beyond the \$22 million already projected to pay for that offer.

The unions' demand would require another \$15 million over the next three years, whereas financing the budget under BART's offer already required a 25 percent fare increase this January, still leaving a substantial deficit to fund by other means.

Bernard said it is clear that despite the very high wages and excellent benefits already enjoyed by the union members, the union leadership intends to hold the public to ransom for the additional \$15 million and appears bent on losing a lot of wages for their members in the process.

# # #

August 29, 1979

Mike Healy  
Director, Public Affairs

# NEWS RELEASE

V-123

**BART**

FOR IMMEDIATE RELEASE

## BART REDUCES SERVICE FOR TOMORROW

BART tonight announced that due to a lack of transit cars for service, train schedules would be reduced from 14 minute base service to 18 minute service on three routes.

This interim schedule will translate into nine (9) minute intervals between trains on the Fremont to Oakland line and nine (9) minute intervals on the downtown Oakland and San Francisco lines.

BART's Director of Field Services Bill Fleisher said that the transit system will only be able to put 24 trains into service in the morning, or eight (8) trains per line.

He cautioned that if any of those trains have to be removed from service due to malfunction, it could result in lengthy delays.

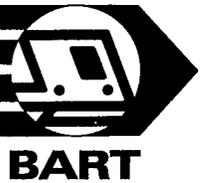
General Manager Keith Bernard said that he regrets this inconvenience to the public and stressed that the transit district would make every effort to provide the best service it could under the circumstances.

# # #

August 29, 1979

Mike Healy  
Director, Public Affairs

# NEWS RELEASE



V-124

FOR IMMEDIATE RELEASE

## BART DIRECTOR TO SEEK SPECIAL LEGISLATION ON VANDALISM

BART Director Arthur Shartsis of Oakland today announced that he plans to seek special legislation which would spell out harsh penalties for any vandalism perpetrated on public transit systems.

Shartsis, who will ask the full BART Board to support this endeavor, said he believes the vandalism which has disabled 34 cars in the Concord yard is a public outrage and some strong deterrents to such action should be put into law.

He said that while there are laws to address vandalism, he believes specific and strong legislation should be enacted where public transportation is concerned because public safety on a large scale could be at stake.

Shartsis said he would like to see a specific law that would call for prison terms up to five years, plus a fine of \$5 thousand.

Shartsis said that the concept would be modeled after federal laws pertaining to civil aircraft.

He said he plans to bring this matter up at the next Board Public Information and Legislation Committee meeting.

# # #

# NEWS RELEASE

V-124

**BART**

FOR IMMEDIATE RELEASE

Senator S. I. Hayakawa joined BART Board President John H. Kirkwood and Engineering Committee Chairman Barclay Simpson today in Concord for a first-hand look at damage to BART transit cars and a discussion of new federal legislation to increase penalties for vandalism and sabotage of public transit facilities.

Board President Kirkwood denounced those who destroy public property and urged Senator Hayakawa to introduce legislation making the punishment for such actions more severe. Kirkwood endorsed Director Arthur Shartsis' call earlier this week for tougher vandalism laws and indicated that BART staff will cooperate with the Senator's staff in drafting such legislation.

The group toured the BART Concord Maintenance Shop and examined damage to BART trains discovered earlier in the week, particularly the puncturing of 70 air bags which disabled 34 cars.

Pending an investigation, BART has suspended all union workers at the Concord Shop until those responsible can be identified and punished.

- MORE -

2-2-2-2-2

According to Board President Kirkwood, making the penalties for such actions more severe would help public transit agencies cope with those who demonstrate such flagrant disrespect for public facilities.

# # #

August 31, 1979

Mike Healy  
Director, Public Affairs

V-126

FOR IMMEDIATE RELEASE

STRIKE SHUTS BART DOWN

A strike by BART employees today has forced the shutdown of the BART system effective at 7 p.m. today, Friday, August 31.

After making every effort to continue to provide service in the face of a deteriorating situation, it appeared that there would not be enough working train operators to keep more than a few trains in operation at best.

BART General Manager Keith Bernard said that Union Leader Paul Varacalli has been quoted as saying the Unions have been conducting "guerrilla warfare" and further "have been on strike for two months" and that this has posed grave concerns about the status of the transit vehicles and wayside equipment.

He said that the concerns for public safety, coupled with today's action of train operators walking off the job, has brought BART to the regrettable conclusion it is unable to provide effective service.

Bernard said that a further consideration for this action was the negative financial impact of continuing the low level of service, as witnessed today, under the declared "guerrilla war" declared by the Unions.

By late afternoon some 60 train operators had refused to work, more than half walking off the job after reporting to work. The number of trains operated by Union personnel on the system went from 22 in the morning to 10 by late this afternoon. The transit district managed to put three more trains into operation by 3:30 but nonetheless had to truncate the service at MacArthur Station. By 4 p.m. BART was no longer providing rail service

-- MORE --

between Oakland and Richmond and Concord. A free bus service, chartered and paid for by BART, was put into effect between MacArthur and Concord. A.C. Transit beefed up its regular service to handle patrons between MacArthur and Richmond. In the meantime six (6) trains operated on the MacArthur/Daly City line and seven (7) trains on the Fremont/Daly City line.

Bernard further charged that the unions have gone back on their word to give ample notice to the public, should a strike be called, and that if "they got them there in the morning they would get them home at night."

BART officials said Employees represented by Amalgamated Transit Union Local 1555, and United Public Employees Local 390, the unions which have caused the system to stop, will be told when to report to work at such time as the strike is settled. Striking employees will no longer be permitted on BART property in order to insure full protection of that property.

All BART service will be discontinued until further notice.

# # # #

Fineman, Aug 30, 1979

contact?  
Mike Henry.

~~V-126~~ V-127

FOR IMMEDIATE RELEASE

BART SPECIAL LABOR ATTORNEY  
MAKES STRIKE ACTION CLEAR

BART special labor counsel William L. Dietrich of the San Francisco law firm of Pillsbury, Madison & Sutro, today said that without question a "strike" had in fact taken place against the transit district and its patrons.

Dietrich said that traditionally a strike is defined as two or more employees refusing to perform all or any part of their assigned duties. The actions of BART employees represented by Amalgamated Transit Union Local 1555 and United Public Employees Local 390 clearly meet this definition.

"For weeks the maintenance work force has slowed down -- a form of strike, both operating and maintenance employees have refused to work overtime under emergency conditions -- a shortage of cars and train operators -- clearly meeting the definition."

"The law recognizes that when employees engage in strike activity an employer need not wait until every employee withholds his or her services but may cease operations entirely when effective and safe operations are no longer economical, effective or safe," said Dietrich.

He said these elements were all present and forced BART to shut down service at 7 p.m., Friday, August 31.

Mike Healy, Director  
Public Affairs

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SEPTEMBER 1979

# NEWS RELEASE

**BART**

V 135

FOR RELEASE:

## OAKLAND SYMPHONY TO PROVIDE MUSIC FOR BART COMMUTERS

This Monday morning (September 17) members of the Oakland Symphony will provide the first of a scheduled series of musical interludes for BART patrons at the Fremont BART station.

The performance, which will be given by a brass quintet, will begin at 7:30 a.m. in front of the station near the bus stop.

BART officials said it was hoped the music would provide a pleasant spring-board to the day for its commuters. Originally the program had been planned for train service.

The next performance will be given on Wednesday, September 19 at the Lafayette Station, and on Friday, September 21 at the Concord Station.

BART is currently providing San Francisco bound commuters with special interim bus service from these stations from 6 a.m. to 8 a.m., and from 4 p.m. to 6 p.m. for return trips in the evening during weekdays only. Special commuter service to Oakland for the same times is also being provided by BART from its Walnut Creek Station.

# # #

Contact: Michael Healy,  
Director of Public Affairs

Friday, September 14, 1979

OCTOBER 1979

# NEWS RELEASE

**BART**

V-136

FOR IMMEDIATE RELEASE

## BART WINS APPEAL ON CONCORD SHOP SEIZURE

The Bay Area Rapid Transit District (BART) today won its appeal of a court order issued August 3 in Contra Costa County Superior Court which severely impaired BART's ability to safely and effectively manage the transit system, and to deal with the forcible seizure of the Concord Shop July 30. BART's appeal concerned two points of that order.

Under the original order issued on August 3 by Judge Robert J. Cooney, BART was restricted from its traditional right to transfer "massive" number of employees from one work site to another as needed, and to impose discipline on those employees involved in the Concord facility takeover which included forcible ejection of two foremen.

Today's decision by the California State Court of Appeal essentially upholds BART management rights by vacating those two point of Judge Cooney's original order BART was challenging.

In rendering its decision the Appellate Court quoted extensively from the United States Supreme Court decision which involved a takeover of the employer's plant similar to the Concord Shop Seizure -- National Labor Relations Board V. Fansteel Corp. The Supreme Court denounced the seizure and retention of the employer's property as a "high handed proceeding without shadow of legal right, "holding that "The employees had . . . no license to commit acts of violence or to seize their employer's plant . . . To justify such conduct because of the existence of a labor dispute or of an unfair labor practice would be to put a premium on resort to force instead of legal remedies and to subvert the principles of law and order which lie at the foundations of society."

BART General Manager, Keith Bernard, said that he was pleased with the Appellate Court decision.

- MORE -

He said the issues are fundamental to effective management. BART must be able to transfer and assign employees where it believes they are needed, and to impose appropriate discipline when necessary. Without the ability to discipline such actions as the Concord Shop takeover could only be encouraged.

# # #

CONTACT: Mike Healy, Director  
Public Affairs

September 25, 1979

# NEWS RELEASE

V-137 **BART**

FOR RELEASE TUESDAY, OCTOBER 2, 1979 A.M.

## BART BEGINS LIMITED TRAIN SERVICE

OAKLAND . . . In an effort to help ease the badly congested Bay Bridge traffic, BART will begin providing limited interim train service this Thursday, October 4, it was announced today by the system's General Manager, Keith Bernard. Trains will operate Monday through Friday, 6 a.m. to 6 p.m.

The start-up which comes about 5 weeks after strike actions of BART employees forced the system to shut down on August 31, will provide train service between the Lafayette Station and the 24th Street Station in San Francisco, making all normal station stops along the way. Trains will be scheduled to operate every 16 minutes during the commute hours (6 a.m. to 8 a.m.), every 32 minutes during the mid-day and at 16 minute intervals for the evening commute (4 p.m. to 6 p.m.).

Bernard said that after careful evaluation, it has been concluded that this service level is the most that can be operated practically on a sustained basis by the limited management and supervisory personnel available to cover the necessary operating positions and maintenance work.

He said that the special charter bus service BART has been providing from Fremont to downtown San Francisco will continue until further notice. It is

- MORE -

also expected that BART's limited operation will allow MTC to give additional financial support for operating supplemented service in the East Bay, and in the Mission Corridor in San Francisco.

Shuttle buses will take passengers without charge from the Concord, Pleasant Hill, and Walnut Creek stations to the Lafayette Station to connect with BART trains. Buses will leave every few minutes, or as soon as they are full.

BART Manager of Station Operations, Jack McDowell said that ticket vending machines would be open at the Concord, Pleasant Hill and Walnut Creek Stations and urged passengers to buy their tickets at these stations while waiting to board a shuttle bus rather than wait until arriving at Lafayette.

He said this would most certainly help to avoid congestion at the Lafayette Station. Parking in the vicinity of the Lafayette Station is at capacity and passengers are urged also to use their normal BART stations for system access.

BART Express Buses, which link several BART stations in the East Bay with outlying areas in Alameda and Contra Costa Counties are continuing on their normal schedules, including weekends to provide inter-community service.

Bernard said that the transit district now has approximately 340 transit cars available for service which he considers a satisfactory number. This is compared with the 146 transit cars available on Friday, August 31 when the system shut down.

He said that additional security measures have been taken throughout the system as a precaution and asked that BART riders and members of the public in general

help to monitor the system and the Lafayette to San Francisco service, in particular, by reporting anything suspicious or irregular on or near the system that might be in the nature of some form of vandalism or tampering. Such incidents may be reported to BART Police who will be at each station, or BART management personnel who will be in stations and on trains wearing bright orange dayglow vests and their identifications card.

Passengers may also contact the train operator via the intercom box located at the end of each car.

Also BART is offering a \$1,000 reward for any information leading to the identity and the apprehension of any person disabling District property. Anyone having relevant information should call 763-4141 during working hours and 893-8810 after hours and on weekends.

Additionally, the San Francisco Chamber of Commerce is also offering a \$1,000 reward for information leading to the arrest and prosecution of anyone vandalizing or sabotaging the system. The Chamber has set up a "Secret Witness" hot line number: 775-7167.

BART plans initially to schedule eight-car trains during the commute periods and five-car trains during the mid-day hours. Patrons who arrive at one of the stations to be served after 6 p.m. should contact station personnel to see if the last train has in fact gone through. Patrons will be allowed to enter the system if their last train is still due for arrival.

# # # # # #

Mike Healy  
Director, Public Affairs

# NEWS RELEASE

**BART**

V-138

FOR IMMEDIATE RELEASE:

## BART BOARD VOTES TO SEEK STRONG LEGISLATION ON VANDALISM

The BART Board of Directors today voted to seek legislation calling for strong penalties in cases of vandalism or sabotage perpetrated on public transit systems.

Proposed by BART Director Arthur Shartsis of Oakland, such legislation would require mandatory penalties for vandalism, sabotage or tampering with transit vehicles which might result in creating an unsafe or inoperable condition for the public or transit operator employees.

The Board's resolution called for each such act to be considered a felony punishable by imprisonment in the state prison for five years, and/or by a fine of five thousand dollars.

Shartsis said that while there are laws to address vandalism, he believes specific and strong legislation should be enacted where public transportation is concerned because public safety on a large scale could be at stake.

He said that his concept is modeled after federal laws pertaining to civil aircraft and should apply to all public transportation systems.

Currently BART is offering \$2,000 reward for any information leading to the identity and apprehension of any person or persons responsible for the damage to air bags on some 40 BART transit cars in late August. The transit district is also offering a \$1,000 reward for any information leading to the identity and

apprehension of any person or persons disabling District property. Anyone having such information is urged by the District to call 736-4141 during normal office hours and 893-8810 at all other hours of the day.

BART estimates that since June 1 vandalism has resulted in about \$90,000 worth of damage to transit vehicles and other transit system equipment.

# # #

October 5, 1979

CONTACT PERSON:

Mike Healy  
Public Affairs Office

# NEWS RELEASE

V-139

**BART**

FOR IMMEDIATE RELEASE

## BART RIDERSHIP BEGINS TO INCREASE OVER FIRST DAY

BART today reported a ridership increase over yesterday, Thursday, when the system began its limited train service between the Lafayette and 24th Street Stations. The interim service being operated by management personnel, comes after a five (5) week shutdown of the system.

By 8 a.m. this morning over 7,000 commuters had taken the system compared with about 5,000 for the same time period yesterday.

General Manager Keith Bernard said that while ridership is nowhere near what the transit system experiences on a full normal day of operation (165,000) he believes that it will grow during this interim period.

BART will not be operating trains over the weekend but will resume its limited service on Monday. The service calls for trains to operate from 6 a.m. to 6 p.m., Monday through Friday providing 16-minute frequency during the commute periods and 32 minute service during the mid-day hours.

In the meantime, BART will be meeting with the unions to resume formal negotiations this coming Tuesday, October 9. This will be the first formal session in several weeks.

# # # #

CONTACT: Mike Healy, Manager  
Public Affairs

Friday, October 5, 1979

# NEWS RELEASE

**BART**

V-140

FOR IMMEDIATE RELEASE

## BART PUBLISHED TRAIN TIME TABLE

Users of BART's current interim train service will now find trip planning easier as the transit system today issued a special bulletin with a printed train time-table on the back.

According to BART Director of Field Services, Bill Fleisher, this is the first time the transit system has issued a time-table for any weekday operations. BART last year did begin publishing a quarterly time-table which reflects late evening and Sunday service only.

Fleisher said the published time-table has been incorporated into a general information bulletin issued at all BART stations today (Friday, October 12) and should prove very handy, particularly for those persons using the system during the mid-day hours, 8 a.m. to 4 p.m., when trains operate on a 32 minute frequency.

"For instance someone planning to go from Oakland to San Francisco to have lunch could check the time-table and determine that a westbound train was leaving the Oakland 12th Street City Center Station at 12:13 p.m. and then plan on which train to take for the return trip from San Francisco, thus saving waiting time on the platform," Fleisher said.

Along with the time-table BART this past week also increased the number of trains operated during the commute period from six 10-car trains to eight 10-car trains in an effort to provide additional capacity. The two added trains translate into 10 minute frequency during a portion of the morning and evening commute periods and 16 minute frequency for other portions. Again, the time-table would come in handy.

BART reminds riders that the system is currently providing train service only between its Lafayette Station in Contra Costa County and the 24th Street Station in San Francisco between the hours of 6 a.m. and 6 p.m. weekdays only.

-MORE-

Free shuttle buses are also being provided from Concord, Pleasant Hill and Walnut Creek Stations to Lafayette Station to connect with BART trains. They leave every few minutes during commute hours and about every 15 minutes during mid-day. BART continues charter bus service from Fremont to the East Bay Terminal in San Francisco. The charge is \$2 for a round trip ticket which must be purchased in the morning at Fremont.

Since beginning limited train service a week ago Thursday, October 4, ridership has almost doubled. The first day saw approximately 18,000. By Thursday, October 11, daily ridership had increased to better than 32,000.

BART General Manager Keith Bernard said there was a sudden jump in ridership from this past Monday, October 8 (a holiday for some) from 24,470 to Tuesday when the figure rose to 31,085.

"I believe we will now see a slow but steady growth in patronage during this limited service period."

The average fare paid during the current service is about .88¢ one way, or approximately 17 percent more than the .75¢ average paid fare per trip during full normal service. Also the overall average trip length has increased slightly from 12.5 miles to 12.78 miles. This breaks down to 14.73 miles for transbay trips, 11.48 miles for trips taken within the east bay and 3.34 miles within San Francisco. Revenue is now averaging about \$27,471 per day, which is better than twice the amount of revenue from the transbay charter bus service that BART was providing prior to the startup of train service, and trains are carrying about three times the number of people.

Bernard emphasized that the improved financial picture resulting from operating even the limited train service, will benefit the public at large. He said the savings will be offset by a redistribution of funds that would have been received from the Metropolitan Transportation Commission for this budget year to support temporary service supplements being provided by AC Transit and San Francisco MUNI in those corridors BART normally serves when fully operational.

# # # #

October 12, 1979

CONTACT: Mike Healy  
Public Affairs

# NEWS RELEASE

**BART**

V-141

FOR IMMEDIATE RELEASE

BART SERVICE IMPROVEMENT HEARINGS  
CONTINUE BEFORE CPUC TUESDAY

Oakland, California . . . The San Francisco Bay Area Rapid Transit (BART) District will go before the California Public Utilities Commission (CPUC) tomorrow (Tuesday, October 16) to continue hearings on its application for improving service, including the eventual start-up of direct train operations between Richmond and Daly City.

The hearing process for BART's application to improve service by removing the current requirement that trains operate no closer than one station apart was begun in April 1978. If approved by the CPUC BART would not plan to put any of the service changes into effect until January 1980 or as soon thereafter as possible.

The hearing will be held at the State Building, 350 McAllister Street, in San Francisco to begin at 9:30 a.m.

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October 15, 1979

CONTACT: Mike Healy  
Public Affairs



# NEWS RELEASE

**BART**

V-142

FOR IMMEDIATE RELEASE

## BART SEEKS RESUMPTION OF UNION NEGOTIATIONS

BART General Manager Keith Bernard today announced that the transit district is seeking resumption of contract talks with its two major unions in a renewed effort to reach a settlement.

Bernard said that while a time and place has not yet been confirmed with the unions he was hopeful that both sides could get back to the table as early as next Monday, November 5 or as soon thereafter as possible.

Negotiations broke off between the two sides on October 10. BART's chief negotiator Larry Williams said he would be taking some new ideas back to the bargaining table though he could not disclose their substance.

# # # #

Oct. 31, 1979

CONTACT: Mike Healy  
Public Affairs Office

# NEWS RELEASE

**BART**

V-1143

FOR IMMEDIATE RELEASE

## BART EXPANDS BUS SERVICE IN SOUTHERN ALAMEDA COUNTY

Beginning this Monday, November 5 BART will be expanding its special charter bus service in southern Alameda County to provide commute transportation from the Union City Station to downtown Oakland, it was announced today by BART Vice President John Glenn of Fremont.

Glenn said that BART will operate the new bus service in addition to the special charter bus service the transit district is now providing between Fremont and downtown San Francisco.

He said that the new service buses will operate between the Union City and 19th Street BART stations from 6 a.m. to 8 a.m. and from 4 p.m. to 6 p.m.

The roundtrip fare for the new Oakland service will be \$2.00, \$1.00 for one way trips.

Glenn said this additional interim service should prove an overall improvement for southern Alameda County commuters until train service can be restored on the Fremont line.

BART's Fremont to San Francisco bus service is averaging about 1,200 commuters a day.

# # # #

November 1, 1979

CONTACT: Mike Healy  
Public Affairs Office

# NEWS RELEASE

**BART**

V-14.4

FOR IMMEDIATE RELEASE:

## BART TO EXPAND SERVICE

The BART Board of Directors today called for opening additional lines for service beginning Monday, November 19.

Board President, John Kirkwood, said the board was very pleased with the current service, given the circumstances, and now felt that operations should be expanded as soon as possible to serve those communities along the Richmond and Fremont lines, and additional stations in San Francisco and along the Concord line.

The transit system will expand train operations to provide service between Richmond and Fremont; and, during the morning and evening commute hours only, between Fremont and the Glen Park Station in San Francisco. Trains would operate approximately every 30 minutes Richmond/Fremont from 6 a.m. to 6 p.m. and every 28 minutes Fremont/San Francisco from 6 a.m. to 8 a.m. and 4 p.m. to 6 p.m. During the commute period this will translate into 14 minute service along the Fremont line to Lake Merritt Station in Oakland. BART officials said that in order to provide this additional service some low volume stations cannot be opened.

Additionally the current limited service between Lafayette and

- MORE -

24th Street Stations will now extend to Concord and Glen Park Stations with trains operating at approximately 14 minute intervals during the commute periods and about every 28 minutes during the mid-day hours.

At the same time BART expands to serve the Richmond/Fremont line on November 19, special bus shuttle service will be provided between Glen Park and Balboa Park Stations while the charter bus service which the transit system has been providing from Fremont to San Francisco and Union City to Oakland will be discontinued.

Further notes to BART's schedule include the district's plans not to operate on Thanksgiving day, which traditionally is a low patronage day, and then resume operation on Friday, November 23 - usually considered the first official day of Christmas shopping.

In the event that the current labor dispute between the transit district and its two major unions is not settled in the meantime, BART also plans to temporarily discontinue service from December 22 through New Year's Day, Tuesday, January 1. Service would then begin again on Wednesday, January 2.

BART General Manager, Keith Bernard, said that this planned break in service in late December is to allow the transit district's personnel, who have been putting in long and hard hours, an opportunity to rest. It will also be important at that point to concentrate some effort on needed maintenance requirements which cannot be adequately

addressed by the limited management work force in the operating state.

"These people have done an outstanding job and I believe this rest period is important if we are to continue under the present circumstances. I am hopeful the public will bear with us on this, if the lack of a settlement requires BART to continue this expanded operation into the new year," Bernard said.

He said that in the meantime BART will continue to make every effort to reach a settlement with the unions so that full service can be restored.

November 8, 1979

Contact: Mike Fealy  
Director, Public Affairs

# NEWS RELEASE

**BART**

V-145

FOR IMMEDIATE RELEASE:

## BART'S RICHMOND SPECIAL

When BART expands service this coming Monday, November 19, to the Richmond/Fremont line the transit system will also provide a Richmond/San Francisco special during the commute hours, according to BART Director, Nello Bianco of Richmond.

Bianco said the special train will operate directly between the Richmond Station and the Glen Park Station in San Francisco, offering for the first time direct commute service for Richmond line patrons to the west bay. He said he is pleased that this direct special train is going to be provided for Richmond line patrons and hopes it will serve as a prelude to full direct service anticipated for early this coming year.

The Richmond/San Francisco special will depart the Richmond Station at about 7:45 a.m. each morning and return from Glen Park at 5:15 p.m.

Bianco said he plans to be on the first direct Richmond/San Francisco train Monday morning along with BART Director, Arthur Shartsis, of Oakland. BART's Director of Field Services, Bill Fleisher, will be operating the train and General Manager, Keith Bernard, will be on

- MORE -

board as the emergency backup person that all transbay trains carry.

The expanded service this Monday will also provide the following:

- \* Richmond/Fremont trains every 30 minutes during the commute hours - 6 a.m. to 8 a.m. and 4 p.m. to 6 p.m., and every 35 minutes during the mid-day hours.
- \* Extended current service from Lafayette out to Concord in east Contra Costa County and to Glen Park Station in San Francisco. Trains will operate on an average 14 minute frequency during the commute periods and every 30 minutes during the mid-day.
- \* Fremont/Glen Park (commute hours only) every 28 minutes.
- \* Fremont/Lake Merritt (commute hours only) 14 minute train frequency.
- \* BART's limited interim train service will continue to operate from 6 a.m. to 6 p.m.

BART officials said that, in order to provide the additional service with a limited number of personnel Monday, some stations will have to be closed. However, in some cases where there is little or no local service, special free shuttle buses will be provided to the nearest open BART station.

Along the Richmond line the El Cerrito Plaza and Ashby Stations will remain closed. Additionally, the Orinda, Coliseum, South Hayward, Balboa Park and Daly City Stations will be closed.

BART's special free shuttle buses will provide patrons with transportation from the Orinda Station to the Lafayette Station, from the Coliseum Station to the Fruitvale Station, and from the Balboa Park Station to the Glen Park Station to link up with BART trains. The buses will operate all day.

BART officials said the system will be shut down on Thursday, November 22, in observance of Thanksgiving, and open the following day, Friday, November 23.

# # # #

November 14, 1979

Contact: Mike Healy  
Dir., Public Affairs

# NEWS RELEASE

V-146

**BART**

FOR IMMEDIATE RELEASE:

## BART'S EXPANDED SERVICE

BEGINS THIS MONDAY

BART Director, John Glenn, today announced that when service is expanded to the Fremont line this Monday, November 19, free El Bartito shuttle buses will also start operation again between the Hayward Station and the County Administration building in Hayward.

Glenn said that he was pleased that, given the circumstances, BART was also going to be able to provide some direct Fremont/San Francisco trains during the commute hours as well as Richmond/Fremont service all day.

The expanded service this Monday will also provide the following:

- \* Fremont/Richmond trains every 30 minutes during the commute hours - 6 a.m. to 8 a.m. and 4 p.m. to 6 p.m., and every 35 minutes during the mid-day hours.
- \* Fremont/Glen Park (commute hours only) every 28 minutes.
- \* Fremont/Lake Merritt (commute hours only) 14 minute train frequency.
- \* Extended current service from Lafayette out to Concord in east

- MORE -

Contra Costa County and to Glen Park Station in San Francisco. Trains will operate on an average 14 minute frequency during the commute periods and every 30 minutes during the mid-day.

- \* Special direct train between Richmond and Glen Park Stations during commute hours.
- \* BART's limited interim train service will continue to operate from 6 a.m. to 6 p.m.

BART officials said that, in order to provide the additional service with a limited number of personnel Monday, some stations will have to be closed. However, in some cases where there is little or no local service, special free shuttle buses will be provided to the nearest open BART station.

Along the Richmond line the El Cerrito Plaza and Ashby Stations will remain closed. Additionally, the Orinda, Coliseum, South Hayward, Balboa Park and Daly City Stations will be closed.

BART's special free shuttle buses will provide patrons with transportation from the Orinda Station to the Lafayette Station, from the Coliseum Station to the Fruitvale Station, and from the Balboa Park Station to the Glen Park Station to link up with BART trains. The buses will operate all day.

Also this Monday Oakland Air BART will resume shuttle bus service

between the BART Fruitvale Station and the Oakland Airport.

BART officials said the system will be shut down on Thursday, November 22, in observance of Thanksgiving, and open the following day, Friday, November 23.

# # #

November 14, 1979

Contact: Mike Healy  
Director,  
Public Affairs

# NEWS RELEASE

**BART**

V-147

FOR IMMEDIATE RELEASE:

BART BOARD TO HOLD SPECIAL EXEC MEETING

OAKLAND... BART Board President John Kirkwood of San Francisco has called a special executive session of the Bay Area Rapid Transit District's Board of Directors for Friday, November 16 at 9:00 a.m.

The meeting will be held at the BART Administration Building, 800 Madison Street, Oakland. Kirkwood said the purpose of the meeting is to confer with the General Counsel and management representatives in executive session, to discuss and take such action as the Board may desire in connection with items within the attorney-client privilege and personnel and labor matters.

November 15, 1979

Contact: Mike Healy  
Director,  
Public Affairs

# NEWS RELEASE

BART

V-148

FOR IMMEDIATE RELEASE:

## BART'S EXPANDED SERVICE HAS SOME ADDED FEATURES

With expansion of service to additional lines this coming Monday, November 19, BART will also put into effect some additional features.

For the first time a regularly scheduled commute train will begin providing direct service between Richmond and San Francisco. This "Richmond-San Francisco Special" will be scheduled to depart the Richmond Station at 7:52 a.m. each morning, arrive at Glen Park Station at 8:36, and begin its afternoon return from the Glen Park Station at about 5:15 p.m. arriving back at Richmond at about 6:10.

Additionally, BART will also be providing free shuttle bus service between some of the stations scheduled to be closed, due to minimal personnel available, and the nearest open stations.

Free shuttle buses will provide transportation between the Orinda and Lafayette Stations, Coliseum and Fruitvale Stations, and Balboa Park and Glen Park Stations to connect with BART trains. The

- MORE -

Buses will operate all day to coincide with train operations.

Seven stations in all will be closed. Along the Richmond line the El Cerrito Plaza and Ashby Stations will remain closed. Additionally, the Orinda, Coliseum, South Hayward, Balboa Park and Daly City Stations will be closed.

Along BART's Southern Alameda line, Oakland Air BART will also resume operation this Monday offering 15 minutes service all day between the Fruitvale Station and the Oakland Airport from 6 a.m. until after the last train passes through the Fruitvale Station sometime after 6 p.m.

At the same time El BARTito shuttle service will again offer free transportation between the BART Hayward Station and the County Administration Center in Hayward.

Overall, the expanded service this Monday will also provide the following:

- \* Fremont/Richmond trains every 30 minutes during the commute hours - 6 a.m. to 8 a.m. and 4 p.m. to 6 p.m.; and every 35 minutes during the mid-day hours.
- \* Fremont/Glen Park (commute hours only) every 28 minutes.

- \* Fremont/Lake Merritt (commute hours only) 14 minute train frequency, and 35 minutes during mid-day hours.
- \* Extended current service from Lafayette out to Concord in east Contra Costa County and to Glen Park Station in San Francisco. Trains will operate on an average 14 minute frequency during the commute periods and every 30 minutes during the mid-day.
- \* Special direct train between Richmond and Glen Park Stations during commute hours.
- \* BART's limited interim train service will continue to operate from 6 a.m. to 6 p.m.

BART officials said the system will be shut down on Thursday, November 22, in observance of Thanksgiving, and open the following day, Friday, November 23.

# # #

November 15, 1979

Contact: Mike Healy  
Director,  
Public Affairs

# NEWS RELEASE

**BART**

V-149

FOR IMMEDIATE RELEASE:

SPECIAL SCHEDULE FOR DAY

AFTER THANKSGIVING

Though BART will be closed this Thursday, November 22, in observance of Thanksgiving, the transit system does plan to offer a special schedule for Friday, the day after Thanksgiving.

On Friday, November 23, trains will operate at 20-minute intervals throughout the day between Concord and Glen Park Stations, and between Richmond and Fremont Stations.

In addition, there will be two extra trains providing direct service between Fremont and Glen Park in the morning and returning in the late afternoon. These special trains are scheduled to depart Fremont at 10:13 a.m. and at 11:13 a.m. and return from Glen Park at 4:59 p.m. and 5:31 p.m.

A special time-table for this Friday only has been published by the transit district and is now available in all open BART stations. The time-table, printed on the back of a bulletin, will provide departure times of all trains from all

-MORE-

stations during the operating day as a convenience for trip planning.

The Friday after Thanksgiving, which is usually recognized as the first official day of Christmas shopping, has always been a busy one for BART.

BART will be closed over the week-end and resume service again on Monday.

# # # #

November 20, 1979

Contact: Mike Healy  
Director  
Public Affairs

# NEWS RELEASE

**BART**

V-150

FOR IMMEDIATE RELEASE:

## BART REACTION TO CONTRACT RATIFICATION BY UNIONS

BART General Manager Keith Bernard today said he was very pleased that the tentative agreement reached with union negotiating teams last weekend has now been ratified by both involved unions.

Bernard said it will take about a week to phase employees back into their jobs and that full service could resume as early as Thursday, November 29. In the interim the current train and shuttle bus service being provided would continue. However, by Monday, November 26, all stations would be open which would mean that San Francisco trains would extend to Daly City instead of terminating at Glen Park as they do now.

He said the agreement with United Public Employees Local 390 and Amalgamated Transit Union, Local 1555, is a fair settlement that takes into account the interest of the taxpayers, BART patrons and BART employees.

-MORE-

Bernard further said he heartily welcomed back the employees and hoped "we can now put this long dispute behind us and, working together, get on with the business of providing the best possible transit service to the public."

Highlighting the three-year agreement, which runs from July 1, 1979 to June 30, 1982, Bernard said its basic provisions call for:

- \* 12.3 percent increase in wages over three years (this includes continuation in the new contract of an approximate 3.5 percent cost of living increase granted for one day, June 30, under the prior contract; a 3 percent increase in the second year of the contract; and four (4) cost of living adjustments in the last year of the contract on a formula basis- paying one cent per hour for each .4 movement in the Consumer Price Index over the prior three months).
- \* Continuing reimbursement to employees for their personal payment to the Public Employees Retirement System (approximately 7 percent of gross pay). This reimbursement will be paid in increments reaching the full 7 percent by July 1, 1981.
- \* Significant improvements in various fringe benefits including- increased vacation, 12 holidays a year instead of 11; a

-MORE-

sick leave buy-back provision which could add as much as an additional 1.82 percent to an employee's paycheck for a given year; health benefits including increased hospital coverage; increased coverage for surgical services, out-patient and X-ray services; increased major medical limit from \$250,000 to \$1,000,000; added a Vision Care Plan for employees and dependents effective 7/1/80; increased dental coverage; and a Prescription Drug Plan.

Bernard emphasized that some of these add-on costs will be offset by various work-rule changes that the District negotiated including the ability to implement a 4 - 10 work week in station operations; a provision for part-time help; and in the case of United Public Employees Local 390, a progressive pay system reducing the need for as many maintenance personnel, and the ability to schedule relief shift coverage where necessary.

On the question of discipline, Bernard said that the District had reduced the terms of all suspensions arising from the labor dispute to "time served" prior to September 1, 1979. However, the two union presidents who were involved in the seizure of the Concord maintenance shop on July 30 will be suspended for 60 calendar days each.

-MORE-

He said that originally the two union presidents were terminated for this action and that the 60-day suspension was the absolute minimum penalty the District could accept in its effort to reach a final settlement with the Unions.

Bernard emphasized that such actions cannot be tolerated and cannot be completely negotiated away.

In summarizing, Bernard praised the negotiating teams from both sides for the long hard hours put in and characterized the negotiations generally as a pain-staking and often frustrating process; but ultimately, perhaps, the most productive process for settling such disputes.

Bernard said the stability of a three-year contract, which has a no-lockout, no-strike provision, will enable the District to focus on improving service to the public. In the coming year BART hopes, subject to approval by the California Public Utilities Commission, to go forward with its planned program to put more trains into service and provide full direct Richmond/Daly City service.

# # # # #

Contact: Mike Healy  
Director  
Public Affairs

# NEWS RELEASE

**BART**

V-151

FOR IMMEDIATE RELEASE:

## BART PRESIDENT ANNOUNCES RATIFICATION

BART Board President John Kirkwood of San Francisco this evening announced that the BART Board has formally ratified the contract with the two unions upon prior ratification by those unions.

Kirkwood said the vote was taken in a special executive session on Monday night.

He said the Board took the vote Monday evening in order to facilitate a smooth return to work if the contract was ratified by both unions.

# # # # #

November 21, 1979

Contact: Mike Healy  
Director  
Public Affairs

# NEWS RELEASE

**BART**

V-152

FOR IMMEDIATE RELEASE

## BART SETS DATE FOR FULL SERVICE RESUMPTION

BART will return to full normal service beginning this coming Monday, December 3, it was announced today by the transit system's General Manager Keith Bernard.

Bernard said that in the meantime full commute and midday service only would begin this Thursday, November 29, and that weekend service would begin this Saturday with trains operating 6 a.m. to 8 p.m., and 9 a.m. to 8 p.m. on Sunday. Until full service, BART will continue to operate until 8 p.m.

Full service is defined as follows:

- . Train service provided seven (7) days a week--6 a.m. to midnight Monday through Saturday, 9 a.m. to midnight on Sundays.
- . Monday through Saturday train frequency -- between 6 a.m. and 7 p.m. - 14 minute intervals on three (3) lines--Concord/Daly City, Richmond/Fremont, Fremont/Daly City. This provides seven (7) minute intervals between Fremont and Lake Merritt Station in Oakland, through downtown Oakland, and along the San Francisco line between the Oakland West and Daly City Stations.
- . All day Sundays and nights -- after 7 p.m., trains operate at 20 minute intervals on two routes - Concord/Daly City, and Richmond/Fremont.

Train to train transfers may be made in downtown Oakland or the MacArthur Stations.

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In addition to the resumption of full normal service Monday, BART will continue the special direct Richmond/San Francisco commute train which was inaugurated last week. This train departs Richmond at 7:52 a.m. and begins its return trip from Daly City at 5:15 p.m.

Also Oakland AirBART is now providing shuttle service between the Coliseum Station and the Oakland Airport, coinciding with BART's current operating hours, from 6 a.m. to 8 p.m. When BART returns to midnight service next week the AirBART service will also extend operating hours as well.

Bernard said he was pleased BART would be able to begin full train service during the commute periods as early as this Thursday and predicted that commute hour ridership would return to normal within one or two weeks. He said that midday and late evening travel on the system would probably take longer to reach its former level which comprised about 51 percent of BART's 165,000 average daily ridership back in May.

# # #

Mike Healy  
Director, Public Affairs  
(415) 465-4100

November 25, 1979

# NEWS RELEASE

**BART**

V-153

FOR IMMEDIATE RELEASE

## BART BOARD REDUCES DECEMBER WEEKEND & HOLIDAY FARES

The BART Board of Directors today voted to reduce fares for weekends and holidays during the month of December including New Years Day. The special holiday fare reduction will begin this Saturday, December 1.

Proposed by BART President John Kirkwood of San Francisco at a special meeting of the Board of Directors this morning, the reduced fares on the transit system will also be for Christmas Eve, and New Years Eve as well as Christmas and New Years Days.

Under the reduced fare schedule the longest trip on the system will only cost 75 cents instead of \$1.45. All trips under the 75 cent ceiling will cost 20 percent less than normal. For instance, if a ride normally costs 50 cents it will only cost 40 cents during this special offer. All trips taken within the downtown business districts of Oakland and San Francisco will only cost 20 cents during this holiday special.

Kirkwood said the special holiday fares would be a nice way to welcome back BART's riders and also encourage the use of BART for shopping, family travel, or getting to and from entertainment spots and restaurants.

A special fare chart reflecting the reduced fares has been printed on a passenger bulletin which will be available in all BART stations by midday Friday (November 30). These fare charts should prove helpful in planning weekend and holiday trips.

-- MORE --

# NEWS RELEASE

**BART**

In other actions, the BART Board also approved going out to bid for replacing seat cushions and covers on all of the system's transit cars.

BART General Manager Keith Bernard said that replacing the seat cushions with a material that is essentially non-combustible will significantly enhance the overall fire safety of the transit vehicle and constitute a major step in BART's overall program to improve on system safety wherever possible. The new material, which will replace the existing polyurethane foam seats, will be of special low-smoke neoprene material.

The estimated cost of the seat replacement is approximately \$4.5 million. BART currently has a federal grant for \$2.8 million for this purpose and will be seeking additional federal grant funding for the project. Bids are expected to go out immediately and the contract completed by September 30, 1980.

The BART Board's approval today follows months of research testing, and evaluation of various materials by the transit district's staff and outside consultants.

# # # #

Mike Healy, Director  
Public Affairs

November 29, 1979

(415) 465-4100

# NEWS RELEASE

V-154

**BART**

FOR IMMEDIATE RELEASE

## BIANCO OPPOSED TO IMMEDIATE FARE INCREASE

BART Director Nello Bianco of Richmond today urged the transit district's board of directors to defer consideration of any fare increase at least until the 1980/81 budget is considered.

Bianco said that it appeared BART might realize some savings, perhaps as much as \$2 million, over these past months and that if that is the case such savings should be passed along to the taxpayers and riders of the system. Bianco also said that BART will more than likely save an additional \$2 million during this fiscal year because several budgeted positions have not been filled.

He said that keeping the fares as they are would not only be an immediate direct benefit to the people who have suffered through several months of service disruption, but it would continue to make the system accessible for those people who cannot afford to spend much on transportation.

"It costs just as much to run a half-full train as a full train, and I believe that keeping the fares as they are for as long as possible will help to attract new ridership, particularly in view of the strong possibility that BART may soon be able to operate more trains on the system, including direct Richmond/Daly City service," Bianco said.

Bianco said that the District would probably have completed a final accounting on the budget performance so far this year, including what the savings actually amount to by early this coming year. The consensus of the Board was in general agreement with Bianco.

# # #

Mike Healy, Director, Public Affairs  
(415) 465-4100

November 29, 1979

**BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

# NEWS RELEASE

V-155

**BART**

FOR IMMEDIATE RELEASE

## BART WELCOMES MARATHONERS AS FIRST SUNDAY RIDERS

About 1000 of the runners entered in the first annual Oakland Marathon this Sunday, December 2, are expected to end their race at BART's Coliseum Station and board the first Sunday passenger train since August for their return to City Center 12th Street Station in downtown Oakland where the race will begin.

Because of BART's special reduced fares on weekends and holidays for the month of December, it will only cost the Marathoners 25 cents each for the train trip back from the Coliseum Station to downtown Oakland. Normally that trip would cost 30 cents.

BART's Board of Directors yesterday voted to reduce the fares as a special holiday offering for weekends and holidays for the coming month. Cost for the longest ride on the system under the special fare reduction will be 75 cents instead of \$1.45. All fares under 75 cents will be reduced by 20 percent as well. The reduced weekend and holiday fares go into effect beginning this weekend.

This will be BART's first weekend of service since last August when the system was shut down due to a labor dispute. Trains will operate on Saturday from 6 a.m. to 8 p.m. and from 9 a.m. to 8 p.m. on Sunday, although BART plans to open the Coliseum and 12th Street Station a little earlier this Sunday for the special marathon train.

Saturday trains will operate over three routes - Concord/Daly City, Richmond/Fremont, and Fremont/Daly City providing normal 14 minute basic service or frequency until 6 p.m. and then phase into 20 minute, two route service on the Concord/Daly

-- MORE --

2-2-2-2

City and Richmond/Fremont lines until 8 p.m.

Sunday trains will operate over two routes--Concord/Daly City, Richmond/Fremont until 8 p.m. Full BART service will begin Monday.

Sunday's marathon, which is divided up into a 13 mile and 26 mile course, begins at 7 a.m. from 14th and Broadway, downtown Oakland. The 1,000 half marathon, or 13-mile entrants, are expected to reach BART's Coliseum Station between 8:15 and 9 a.m. The 26-mile runners, about 800 in all, will continue the race back to the starting line.

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Mike Healy  
Director of Public Affairs

November 30, 1979

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# NEWS RELEASE

**BART**

V-156

FOR IMMEDIATE RELEASE

## BART'S NEW BROCHURE

BART this Friday (December 7) will be introducing a brand new "All About BART" brochure which contains a variety of information about the system.

The new brochure, which is blue and silver, will be available in all BART stations. Spanish and Chinese versions will also appear soon as well.

According to Passenger Services Supervisor Kay Springer, this latest publication should prove an especially handy aid for BART patrons as it contains more general information about the system than any single previous brochure the transit district has issued.

Along with basic information about the system and operations, it also contains notes on various special shuttle links and bus connections, a tear-off map of the BART system which lists interesting places to go and see with easy accessibility to BART, and toll free phone information numbers. On the reverse side of the tear-off section is a travel time and fare chart plus a list of all banking and savings institutions which carry BART tickets.

Additionally, the new All About BART guide includes a section which contains information on what to do in case of an emergency.

# # #

Mike Healy  
Director of Public Affairs  
(415) 465-4100

December 6, 1979

V-157  
(BUS. WIRE ONLY)

PRESS ADVISORY

TO EDITORS:

BART's Safety Department will be making a special presentation on the planned new seats for BART cars to representatives from all fire departments in the transit system's service area. This presentation will include the showing of films and video tapes of comparative fire tests made on the material BART will be using to replace the current transit car seats.

The presentation will begin at 4 p.m. this Friday, December 7, in the board room at BART headquarters, 800 Madison Street, Oakland.

# # #

Mike Healy,  
Director of Public Affairs

(415) 465-4100

December 6, 1979

# NEWS RELEASE

**BART**

V-158

FOR IMMEDIATE RELEASE

## BART BOARD ELECTS NEW PRESIDENT AND VICE PRESIDENT

Oakland, Ca. . . The San Francisco Bay Area Rapid Transit District's (BART) Board of Directors today unanimously elected Nello J. Bianco of Richmond to be the Board's new president for the coming year.

Bianco, a businessman and former member of the Richmond City Council, and Richmond Personnel Board will be the only BART Director who will have served as president of the transit district board both as an appointed and elected director. He was president of the BART Board during 1974, and was vice president in 1973, 1975, and 1978. As vice president in 1973 he was the first director to call for new district management and the institution of litigation against the district's major suppliers and engineering consultants.

As chairperson of the Board's Ways and Means Committee in 1977 Director Bianco played a key role in helping to achieve financial stability for the district through the passage of Assembly Bill 1107. This past year he chaired the Board's Public Information and Legislation Committee and is also a member of the state transportation board.

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.

-MORE-

2-2-2-2

Among his many accomplishments as a BART Director, Bianco initiated the District's association with the University of California Lawrence Berkeley Laboratory which has made a major contribution to helping solve many of the system's technical problems.

In a separate action the BART Board also elected Eugene Garfinkle of San Francisco to be the transit district Board's Vice President for the coming year.

An attorney practicing in San Francisco, Garfinkle was first appointed to the Board representing District No. 8, in March 1977, and then was elected to the Board in November 1978.

A native of Oakland he graduated from Oakland High School and went on to complete both his undergraduate work and his law studies at the University of California at Berkeley.

Garfinkle is a partner in the law firm of Dreher, Dreher & Garfinkle in San Francisco.

In taking up the gavel Bianco expressed his appreciation for the Board leadership provided by John Kirkwood during the past year and to General Manager Keith Bernard and the District staff as the District faced an extremely challenging year, citing the transbay tube fire last January and the recent labor dispute.

-MORE-

3-3-3-3

"I consider the coming year, 1980, to be crucial to BART's continued progress. BART must be ready to accommodate the ridership growth that a new energy crisis is bound to generate in the coming months," Bianco said.

He said successful transition to closer train frequency and the start-up of direct Richmond/Daly City service will be particularly important in 1980.

The transit district currently has an application pending before the California Public Utilities Commission to operate trains closer together than current operating restrictions allow.

Outgoing President John Kirkwood praised the Board and outgoing Vice President John Glenn of Fremont for the unity and support given during the past year.

"Never before in my experience have the directors been so united on the major issues that confronted the District during 1979," Kirkwood said.

The new BART Board President and Vice President's term of office will begin immediately and run through 1980.

# # #

Mike Healy  
Director, Public Affairs  
(415) 465-4100

December 13, 1979

# NEWS RELEASE

**BART**

V-159

FOR IMMEDIATE RELEASE

## UMTA ASSURES FUNDING FOR BART SEAT REPLACEMENT

BART today was advised by the Urban Mass Transportation Administration (UMTA) that additional funding will be made available for the replacement of BART's existing polyurethane foam seats.

Regional Director for UMTA, Dee V. Jacobs, today advised BART that its application to cover an approximate \$1.6 million increase in cost to replace the current seats with a relatively new low-smoke neoprene material will be given the highest priority in funding allocations. The current UMTA commitment to funding the project is \$2.8 million. Total project cost is estimated to be \$4.5 million.

Jacobs said, "We fully support BART's safety program and are pleased that federal funds are available for supplementing the grant to make possible this improvement."

BART's application to UMTA to cover this increase, which resulted from a recent extensive testing program to select the best material for the seat replacement, was made earlier this week.

General Manager Keith Bernard said that the fire in a BART car this week underlined the necessity to move ahead with the replacement as

-MORE-

2-2-2-2

quick as possible.

He said that despite the setbacks of a lengthy labor dispute this past year the transit district continued in its research and development of materials to not only replace the current seats but also improve the fire resistance of the cars in general.

The new low-smoke neoprene seat was approved by the BART Board recently and will go out for bid in early January. It is expected that the first seats could be installed beginning in May.

Total cost for the BART seat replacement is expected to be about \$4.5 million.

# # #

Mike Healy  
Director, Public Affairs  
(415) 465-4100

December 13, 1979

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quick as possible.

He said that despite the setbacks of a lengthy labor dispute this past year the transit district continued in its research and development of materials to not only replace the current seats but also improve the fire resistance of the cars in general.

The new low-smoke neoprene seat was approved by the BART Board recently and will go out for bid in early January. It is expected that the first seats could be installed beginning in May.

Total cost for the BART seat replacement is expected to be about \$4.5 million.

# # #

Mike Healy  
Director, Public Affairs  
(415) 465-4100

December 13, 1979

# NEWS RELEASE

V-160

**BART**

FOR IMMEDIATE RELEASE

## BART BOARD PRESIDENT NAMES COMMITTEES

Nello Bianco, newly-elected president of the BART Board of Directors, today announced selection of chairpersons for the District's three standing committees for the 1980 calendar year.

Bianco said, "I consider the people I have named to chair and sit on these committees to represent a wide range of views and interests of the board, and I believe they will provide a strong policy-making team for this crucial year in BART's continuing development."

Committee chairpersons and members are as follows:

Administration -- Robert S. Allen, Chairperson; Arthur J. Shartsis, Vice-chairperson; Wilfred T. Ussery.

Engineering & Operations -- John Glenn, Chairperson; John H. Kirkwood, Vice-chairperson; Arthur J. Shartsis.

Public Information & Legislation -- Wilfred T. Ussery, chairperson; Harvey W. Glasser, M. D., Vice-chairperson; Barclay Simpson.

Bianco also appointed Kirkwood BART's representative to the Executive Committee of the Board of Directors of the American Public Transit Association, the industry-wide agency that provides a common focus for the interests of its transit members.

# # #

December 20, 1979

Mike Healy  
Director, Public Affairs  
(415) 465-4100

# NEWS RELEASE

V-161

**BART**

FOR IMMEDIATE RELEASE

## BART TO OFFER HOT COFFEE CHRISTMAS & NEW YEAR'S EVE

On Christmas Eve from 3 p.m. to 10 p.m. and on New Year's Eve from 3 p.m. to 12 midnight, free coffee and doughnuts will be served at several of BART's 34 stations in an effort to promote safe holiday travel. The program is being sponsored by BART in a cooperative effort with several community volunteer groups.

Stations where the "Safe Holiday" coffee stands will be available are as follows: Fremont, Coliseum, Fruitvale, Oakland West, 12th Street/City Center, and Concord. Also at the Powell Street Station in San Francisco from 7 p.m. to 9 p.m. on both Christmas and New Year's Eves and from 3 p.m. to 6 p.m. at the Hayward Station New Year's Eve only.

Suggested by BART Director Wilfred Ussery of San Francisco, the Safe Holiday Coffee Stands are being staffed by representatives of East Oakland Concerned Citizens; Project Intercept; Oakland-Alameda County Volunteer Bureau; West Oakland Health Center; Kiwanis Club, Chabot Branch; the Mt. Diablo Chapter of the American Red Cross; San Francisco Volunteer Bureau; and OCCUR. Coffee and doughnuts are being provided by BART and Safeway.

Ussery said he was pleased to see the cooperative effort being made on the part of the various participating organizations and hoped that holiday celebrants would take advantage of the free offering.

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BART's holiday operating schedule will be as follows:

Christmas Eve: All three routes in service with 18 minute headways during the day and 20 minutes from 7 p.m. until midnight.

Christmas Day: Direct service only between Daly City and Concord, and Richmond and Fremont; and 20 minute headways from 6 p.m. to midnight.

New Year's Eve : Normal weekday service. However, trains will operate all night into the next day, with 20 minute service between Daly City and Concord and Fremont and Richmond.

New Year's Day: Direct service only between Daly City and Concord and Richmond and Fremont with 20 minute headways to 12 midnight.

BART's special reduced fares will be in effect on Christmas Eve, Christmas Day, New Year's Eve and New Year's Day as well as the remaining weekends in December.

Under the special reduced fare schedule the longest trip on the system will cost no more than 75 cents and all other fares under 75 cents will receive a 20 percent discount.

Also, for the first time, BART will be operating trains around the clock this New Year's Eve. Last New Year's Eve trains operated until 2 a.m. New Year's Day morning. Normally BART operates until midnight.

# # #

Mike Healy  
Director, Public Affairs  
(415) 465-4100

December 21, 1979

# NEWS RELEASE

V-163

**BART**

FOR IMMEDIATE RELEASE

## BART NEW YEAR'S - FREE COFFEE & DOUGHNUTS AGAIN

On New Year's Eve, as on Christmas Eve, BART will again have free coffee and doughnuts available at several stations around the system to promote safe holiday travel.

From 3 p.m. to 12 midnight the "Safe Holiday" coffee stands will be located at the following stations: Fremont, Coliseum, Fruitvale, Oakland West, 12th St./City Center and Concord. There will also be a stand at the Powell Street Station in San Francisco from 7 p.m. to 9 p.m. and at the Hayward Station from 3 p.m. to 6 p.m.

On Christmas Eve about 12,000 cups of coffee were served and over 2,500 doughnuts. Coffee and doughnuts were provided by BART and Safeway and will be again on New Year's Eve.

The overall "Safe Holiday" coffee stand program is being sponsored by BART in cooperation with several community volunteer groups. The stands will be staffed by representatives of East Oakland Concerned Citizens; Project Intercept; Oakland-Alameda County Volunteer Bureau; West Oakland Health Center; Kiwanis Club, Chabot Branch; Mt. Diablo Chapter of the American Red Cross; San Francisco Volunteer Bureau; and OCCUR.

BART Director Wil Ussery of San Francisco, who originally suggested the "Safe Holiday" coffee stand program, commended the community group volunteers who took the time Christmas Eve, and will be taking the time again this Monday, New Year's Eve, to be on hand to serve the coffee and doughnuts.

"I think the program shows how a public agency like BART can work in conjunction with such groups to benefit the community at large," Ussery said.

He said he hoped New Year's Eve celebrants would take advantage of the free offering.

# # #

December 27, 1979

Mike Healy  
Director of Public Affairs

# NEWS RELEASE

V-164

**BART**

FOR IMMEDIATE RELEASE

## BART TO OPERATE AROUND THE CLOCK THIS NEW YEAR'S

For the first time since opening the doors for service in 1972 BART trains will operate around the clock this New Year's holiday.

While BART normally closes at midnight, in recent years train service has been extended to 2:30 a.m. New Year's Day. However, as a special service this year BART will operate right through the early morning hours and throughout New Year's Day until midnight Tuesday, January 1. Normal service will begin again at 6 a.m. Wednesday.

This weekend will also mark the beginning of the last four days in which to take advantage of BART's special reduced weekend and holiday fares for the month of December.

For this Saturday, Sunday, Monday and Tuesday, BART's discount bonus translates into a 20 cent minimum fare for downtown San Francisco and Oakland travel, and a 75-cent maximum one-way fare for the longest trip on the system. All fares under 75 cents will receive a 20 percent discount. Beginning Wednesday, January 2, normal fares on weekends will be back in effect.

BART's New Year's operating schedule will be as follows:

Beginning New Year's Eve, normal weekday service -- three routes, Concord/Daly City, Richmond/Fremont, Fremont/Daly City, with trains operating at 14 minute frequency until 6 p.m. Trains will then operate every 20 minutes over two routes, Concord/Daly City and Richmond/Fremont, around the clock until midnight New Year's Day, Tuesday, January 1.

# # #

Mike Healy  
Director of Public Affairs  
(415) 465-4100

December 27, 1979

# NEWS RELEASE

**BART**

V-165

FOR IMMEDIATE RELEASE:

## BART EXPRESS BUS NEW YEAR'S SCHEDULE

Along with BART trains operating around the clock, BART Express Buses which link several eastbay train stations with outlying areas in both Contra Costa and Alameda Counties will also provide service long into the wee hours of New Year's Day morning.

BART Express Bus service, which is provided for BART under a cost reimbursement contract by AC Transit, will operate on the following schedule after midnight tonight:

- Q Line: Leaves BART El Cerrito Del Norte Station at 1:06 a.m.,  
2:06 a.m. and 3:06 a.m.
- U Line: Leaves BART Hayward Station at 1:26 a.m., 2:26 a.m.  
and 3:26 a.m.
- M Line: Leaves BART Concord Station for Martinez at 1:14 a.m.,  
2:14 a.m. and 3:14 a.m.
- PX Line: Leaves BART Concord Station for Pittsburg at 1:10 a.m.  
2:10 a.m. and 3:10 a.m.
- D Line: Leaves BART Walnut Creek Station for Dublin at 1:01 a.m.,  
2:01 a.m. and 3:01 a.m.
- D Line: Leaves BART Walnut Creek Station for Martinez at 1:06 a.m.,  
2:06 a.m. and 3:06 a.m.

Contact: Mike Healy  
Dir. Public Affairs  
(415) 465-4100

December 31, 1979

**BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**