

BART BANTER

S/A Jozelle Neil sez that since she's started the late night shift her plants are healthier — less T.V.?

Supe. Herk Alexander is putting the finishing touches on a sleek custom drag boat — no Bart parts.

S/A Carol Smith is sun bathing in Puerta Vallarta and Audrey Lees, S/A, is off to the islands for a little fun. Now we know where No. 1 seniority gets you!!! T/O Bob Runge and family are back home after a visit to Disneyland and Universal — understand he rode the monorail in PL-6. Supe. Ralph Levitt is back from a 25,000 mile tour of the byways and railways of Europe. Come on Ralph, what did you really do? T/O Bob Streeter back from a hunting and fishing trip covering 8,000 miles — most of which were put on driving around Las Vegas. And, for the fickle finger award of '75 — S/A Ed Brumfield notes the difference between being furloughed and being on vacation. "On a vacation," sez Ed, "you carry a camera." T/O Bob Erington and family visited former T/O Ray Craker at Coeur d'Alene — where Ray's a RR Foreworker — while on their trek thru the Western States. Sorry to heat that S/A Evelyn Isaac is laid up due to a patron hazard. Hope she's re-cooping well. Ken Ward, T/O — is now called "Father Ken" by those who have noticed him buying Baby Kimbies on his breaks. T/O Pam Drake has formed A Bart Womens Alliance. Anyone interested contact Pam thru Hayward Yard.

Sorry to have missed the party at Steve Estes' house Dec. 6th. Understand it was wall to wall, with a live band.

And that, sweet things, is the end of Tinsle Town — stay tuned for the next exciting issue

MORE FRICTION

For a bit of Technical jargon B. J. Fraley relays some update info. Modification and testing of cars No. 202 and No. 254 **only** as of 12/11/75.

These cars are modified to stop automatically if friction brakes are applied for more than 10 seconds in propulsion. An audible alarm will sound with this condition. To reset after the above automatic irretrievable stop the T/O must move the MCSS to "Off" and wait 30 seconds. You cannot remove the console master key.

This is just one of the mods to help in solving some of the unusual braking problems. More on this next issue.

ETC: Headbangers rejoice! Have you seen the new Cab survivors? A few have been installed and more are scheduled.

Added aid to safety . . . new cabby-end uncouple buttons scheduled for installation.

DEAR DURR

By Bart M. Durr

Dear Durr,

My mom is making me ride Bart each day even though my boyfriend Pxvtyul (not hsi real name) just got a Harley. Sometimes she makes me so mad, like she makes me come right home after school and everything. Since Bart is all computers and runs so fast, my boyfriend and me will never have any time together. Do you think that once in awhile a little lie is o.k.? Do you think she would believe me if once in awhile I said that Bart was delayed?

Julie, age 10

Dear Julie,

Not very likely. Your mother is probably well aware of the cost, engineering, and sophistication of the Bart system. She would surely smell a rat if you insisted that this technological marvel was subject to repeated malfunctions. No Julie, Honesty is the best policy and rhythm a very inadequate means of birth control. Don't count on delays.

Dear Durr,

The so-called Holidays have made me so maniacally depressed that I think I might call it quits. Don't try and talk me out of it. All I want from you is some information concerning proper form for suicide notes. I've been trying for hours to come up with something pithy but all I've got to show for it is a full waste basket. By the way, at this point the plan is to jump in front of a Bart train.

Happy New Year

Dear Happy,

Don't do anything rash. Many schools fail to teach proper form writing. While this is disgraceful, there is a book which should be a great help to you. Titled, simply, "Etiquette and the Stickup Note," by D. B. Cooper, it charmingly enlightens the dreary path of correspondence under extreme duress. Mr. Cooper's definitive Chapter seven, "The Epistulary Side of Suicide," should be just your ticket. Speaking of tickets, if you plan to go by Bart, buy one. Nothing reflects less favorably upon a victim than a posthumous fare evasion rap. The Excursion Fare, at a buck, is still a top value. You might even consider taking the trip first. Bon Voyage!

Dear Durr,

Why not have a Club Car? Then all of your jobs would be safe because nobody would care.

A.A.

Dear A.A.,

The Board is looking into just this idea at present. Before each meeting they simulate actual Club Car conditions. As of this writing there is no committee report, but insiders, interpreting the vote in the recent election, say these simulations have become extremely realistic. Let's hear it for an idea whose time has come!

Answer to trivia quiz: Lompoc.

The Bargain Basement

SWAPS

PINTO — '73 Runabout, Air Cond., Auto trans., vinyl top and radial tires. Orange & White. \$2,295. Call Jan Kerwin, Ext. 72-602.

FORD VAN — '70 Econoline 300. Good cond., \$1,800. Call H. Dunbar, 894.

TOYOTA CELICA '73 — 4 spd. 35,000 miles. Excellent cond. Gold, brn. Michelin radials. \$2,650. F. Serra, Ext. 456.

OPEL KADETT — '69. 1900 series auto. Orig. owner. Needs transmission work. \$400. Call C. Williams, Concord Shops, 342.

PORT. TYPEWRITER — w/carrying case. Sears — 8 yrs. old. \$30. B. J. Fraley, Ext. 254.

GIVE AWAY

Puppy — cute Cockapoo — 12 wks., blk. & tan. Free to good home. Sue, ext. 603.

WANTED

One dollar bill with at least 5 ones in the serial No. Will pay \$2.00. Call Ellie, 72-242.

FOR RENT

Cabin — above Sonora near Dodge Ridge winter sports area. Beautiful modern cabin that sleeps 8, all electric kitchen, fireplace and wood. Reasonable rates. Reserve early. Call Wes Farrer, OKS ext. 350.

UPCOMING EVENTS:

Blood Drive coming up in Jan. Will the Jeritol Bandit please stand up?
Union party — in Jan.

Trivia Question of the Month?

Who put the dent in the Concord transportation Bldg.? Where will Wendy be next???

BLAME US!

Bob Bovard, Dolores Loera, Melba Johnson, Larry Clark, Inga Weidmann, Bob Paterson, Phil Clarke, Lou Gilmore, Ken Swan, Gordon Kloess.



Rick Barry and Jamaal Wilkes: "What a Trip"

LARRY CLARK

Let's Talk Sports

Jamaal Wilkes and Rick Barry of the World Champion Warriors were on the trains during the holiday season. They made a promo for Bart service to their games. Wilkes feels the Lakers will make the division much tougher with the acquisition of Kareem. However, the Warriors are improved too with the standout guard from S.C., Gus Williams. Possibly, the Golden Staters could have back-to-back Rookies of the Year.

Station Agent Robbie Chong feels that tennis is her game. She may have started late in life but once she has mastered the backhand smash, she says she'll be ready for all Bart challenges.

At this writing, NFL playoff berths are all decided except one. Will the Raiders go all the way or will they continue to wait until next year? This writer feels the Raiders will need plenty of luck if they collide with the Steelers.

Our fearless correspondent Phil Clarke played golf in a Mexican Pro-Am in Mazatlan at Thanksgiving. Phil contends that only a conscientious caddy keeping score, held him back in the standings.

Station Agent Dan Coyne says he's a bit rusty on his volleyball game, but will take on anyone who plays like Ken Swan. Any takers?

Your Horoscope

By Crystal Ball

Cancer (6-21 7-22)

It's a fabulous night for a moondance. Get up off your chair. Give that good foot a fighting chance. Go and take that yearly physical. Remember, doctors make mistakes too.

Leo (7-23 8-22)

You are the star, Leo, but the show is a miserable flop. Burn your Dale Carnegie. Listen. An Aries has something to whisper to you. Refrain from mentioning bad breath.

Virgo (8-23 9-22)

True friends won't mention the spectacle you made of yourself on New Year's Eve, but enemies will use it against you. A good month to file for unemployment.

Libra (9-23 10-22)

Tighten the pursestrings Libber, and pay attention to your dreams. Lover will object to your snoring. Blame it on the dog. Buy a dog.

Scorpio (10-23 11-21)

This should be a year of trust Scorpie. Your intuition is faultless. Give a friend the advice she seeks. Your mother will tell you a bold-face lie. Kick back.

Sagittarius (11-22 12-21)

Month is a roller coaster Saggie. Hold your hands up and scream all the way to the bottom. Don't buy that new car or you will die on January 23rd around 8:30.

Capricorn (12-22 1-19)

Lotta eats over the holidays have given you some brand new radials, Corny. Lighten up. Convert your weight to grams for a truer picture of how others see you. The people at Weight Watchers will consider you "jolly." Accept it.

Aquarius (1-20 2-18)

Love, Love, Love is all you need Aqua. You are THE free spirit. No tears on your birthday this time. They would have remembered if you were more memorable. Write a Variety Special and send it to each of them.

Pisces (2-19 3-20)

A difficult month to concentrate on the job, Pet. Slouch in the police lineup. White collar crime will be "in" all year. Find a more effective mantra.

Aries (3-21 4-19)

Your hot temper has made the past year tres difficile, little Ari. Find a cheek and turn it. You'll lose no money in mugging but the nurse won't like you.

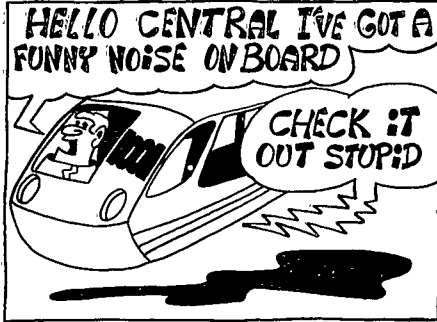
Taurus (4-20 5-20)

Use deception and falsehood to your advantage, Bulba. A child will put tender hope in you. At month's end an old friend will startle you with a curious accusation. Relocate. Make a new friend.

Gemini (5-21 6-20)

Bicentennial paranoia makes you sign a petition that will return to haunt you. You will run into spouse at the free clinic. Be grateful you're not a millionaire this month. You'd buy the Giants.

RUSTY RAILS



By GILMORE



DOUG HANSEN



PATSY LYLES



ROCKY GREEN

Bart Shadows Come to Light

Getting to know each other on the line can sometimes be a difficult task. Have you ever tried to carry on a lasting 20 second conversation with a T/O who is counting his dwell time and smiling at you at the same time? Sounds like Doug Hansen — T/O Concord Yard. Doug is 38 yrs. old and he is entering his third year at Bart. Prior to Bart he worked as an assistant cameraman at some major film studios and during that time he became interested in the record industry.

"Sweet Linda Lee," "Mary Jane", and "Surfing Movies" were written, arranged and produced by Doug and released by Dot and Capitol Records. Doug then moved to Hawaii and became a toy inventor for several years. "Baby Party," "Billy Blastoff," "Skediddles," "Silly String," "Fun-Fountain," "Wheelie Bar," "Chatter-Buggies," and "Whizzer" are just some of Doug's inventions. Doug has 11 patents to date and files for two or more new patents each year.

Patsy Lyles on the other hand, has spent most of her married life — 11 years — buying Billy Blastoff Toys. She has two children — Lonya, age 10, and LaMont, age 7. Dec. 2 was Patsy's third anniversary with Bart — she was with Greyhound before. Ten months ago her husband Al decided to quit his job at Cable T.V. and go into business for himself. He opened up the "All in the Family" Barbecue Pit on Piedmont Ave. near Kaiser Hospital in Oakland.

The restaurant is truly an "All In The Family" venture: eight Lyles family members are busy cooking up the most super ribs you have ever tasted. Patsy is currently working at Montgomery St.

Rocky Green, Supervisor, is not a toy maker — and needless to say, not a mother — but, he certainly hasn't been walking a slow pace. Rocky joined Bart in Sept. 1970. Initially Rocky operated the lab cars and helped write rules and procedures for operating the trains. Now he is in the training Dept. of Line Ops. teaching new train operators the complexities and intricacies of the Bart trains.

Rocky's four years experience as a helicopter pilot and instructor in the

Army gave him the necessary qualifications for his position with BART. Rocky was stationed in Uijongbu (don't try to pronounce it), Korea. While based there, he helped pick up the crew from the Pueblo at the joint security DMZ and flew the men, who had been held prisoners by the North Koreans for such a long time to Hospitals in South Korea. "Seeing and talking to these guys was a very emotional experience for me," says Rocky.

Rocky has been married for 10 yrs. and is the father of 2 children. He is currently living in Union City.

Bicentennial Train

Bart has been chosen as one of 200 spots throughout the U.S. to exemplify the Bicentennial Celebration. We understand that some employees have volunteered their services — to paint a train? Fantastic!

MULLED WINE

The making of mulled wine, or hippocras as it was known in earlier times, was not a matter to be left to chance. Dr. Andrew Boorde, author of the influential 15th Century "Dyetary of Helthe," cautioned his readers "to make Ypocras, hit were get lernyge and for to take the spice thereto after the proportioneyne." Nor should anyone in low spirits drink the potent brew. "Melancholy is colde and drye; wherefore melancholy men must refrayne from . . . immoderate thurste, and from drynkyng of hot wyne and gross wyn."

- 1/2 tsp. black peppercorns
- 1/2 tsp. cloves
- 2 sticks cinnamon
- 1/4 cup brown sugar packed
- 2 bottles of red Burgundy wine
- 1 cup kirsch, cognac or brandy
- 1 cup apple cider
- Various slices of apple, orange and lemon

Tie spices in cheesecloth. Simmer spices, fruits, sugar and wine for 4-5 minutes to blend flavors. Add kirsch, heat through, and pour into heated mugs. Makes about 12 drinks.

THE *RAPID TRANSCRIPT*

Crowds for the Raiders

The Coliseum station packed them in on Dec. 8 eve when the Raiders played a tough game of football. Patronage there is normally around 2,500 a day — that evening, crowds of nearly 11,000 flowed in and out of the gates. Systemwide, we felt the load by carrying 142,600 for the day. It was our biggest day of the year.

The day after Thanksgiving was lighter this year than last — with a one day average of 125,800 — as opposed to 163,408 in 1974. A normal commute day at this time is approx. 140,000 a day compared to 125,000 a day in 1974.

BUSINESS IS PICKING UP!!



Vandalism and the Long Arm

By Phil Clarke

The morning commute hours are over. The train car is nearly empty. Suddenly a blast, as a bolt of steel reinforcing-bar slashed through the ceiling. Had the car been full . . .

Two men in their twenties gather newspapers from the seats of the train. Methodically they crumple section after section, making a pile in the carpeted aisle. One asks the other for a match . . .

The Bart Police are aware that vandalism is a fact of life. Most vandals are never caught. The "javelin" thrower wasn't. The arsonists were. Subsequently they were convicted.

Officer Brian Newlon: "Most vandals are kids, and at Bart our most common problem is their throwing rocks at the trains. Passengers often report the train being hit by a gun shot but it's usually a rock. We've had six verifiable gun shots that have hit the cars."

Officer John McKissick: "We get station damage — painting and postering of the pillars and rotundas. We get seat slashing and rocks through the Logos. For a while there, the kicking in of the wind screens near the train doors was all the rage, but that seems to have slowed down."

A Johns Hopkins research team reported that vandals are usually attempting to demonstrate to themselves and their peers an ability to affect their environment. It's quick, easy, and you can see the change.

McKissick: "This year we've seen a marked improvement in the kids' behavior. I guess the novelty of the Bart trains has worn off. In 1974 there were nearly a thousand vandalism reports, but this year we'll be right around the five-hundred mark. Then too, the shop people have been improving the ways in which they make the necessary repairs. Windscreens used to cost us thousands of dollars each to replace. Now they use a fibre-wood and patch them right up again."

Newlon: "Passenger Services people are going out with ours to talk to the kids at the schools. We show slides of the stations before and after vandalism. We stress that all of us "own" Bart. Everytime they buy something they are paying for it. Bart is an investment belonging to their parents and to them."

Efforts are being concentrated on speaking at the schools near the Bart tracks. The program is new, but already over a dozen schools have been reached. There are over 90 to go.

McKissick: "Sometimes kids look for a cheap thrill. We're trying to show them that this type of thrill ain't cheap. We also mention that if they are caught they are liable for damages and can be prosecuted."

Operators and Agents who would like to volunteer off duty time to make appearances at schools with a BPS representative should contact Sgt. Larry Danner, Extn. 693.

TECH TALK

Cubics on the Way

Don Blair recently took a trip to San Diego to check on the progress of our new CUBIC AFC machinery. Cubic Inc. was established in 1951 says Don, and is primarily a high technology manufacturing concern doing business in such fields as vertical transportation, defense systems, industrial products, and is also in the line up for Washington, D.C.'s AFC program for its new transit system.

To date, we have 60 venders, 50 add-fares, 12 gate arrays and 6-0 gates on order. With any luck, we will probably see our first array at El Cerrito Plaza in early 1976.

The Embarcadero Station will be 100% Cubics. After installation there, they will be installed at various stations throughout 1976. Bart personnel will be trained to troubleshoot and Station Agents will have an indoctrination course. The VN's will be capable of making change for \$1's, \$5, and coins, which will eliminate the need for change machines. The A.F.'s will also make change for \$5, and \$1 if the person inserts a RVT that is underpaid.

Eventually, Bart hopes to segregate each station with one type of machine only — either Cubic or IBM which, will make it easier for the agents, patrons, and the AFC crews.

Interdepartment Delivery

NOTE - CROSS OUT ENTIRE LINE WHEN RECEIVED AND RE-USE UNTIL ALL LINES ARE FULL

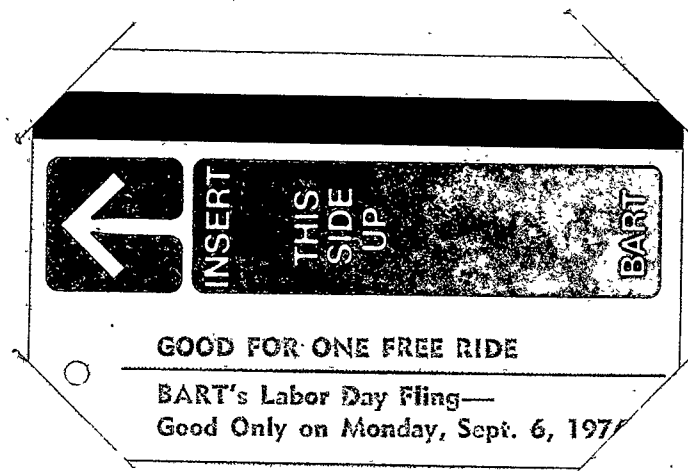
DATE	DELIVER TO	DEPARTMENT	SENT BY	DEPARTMENT
6/28/01	Connie Lloyd	MSQ 3	Quayle Jones	LMA 5 - Legal
7/19/01	G. Rohrback	IKB6	And C.	MSQ 3
11/2/01	MARCO GOMEZ	LMA-5	BUC O'HARA	IKB6
7/25/01	Connie Lloyd	MSQ 3	Quayle Jones	LMA 5 (Legal)
9/17/01	Larry Lee	LMA C	Connie	MSQ 3
PERSONAL MAIL FOR DAVE ZEMMER				
5-3-07	C. DWYAN G	LMA	#460	LMA
[REDACTED]				
5/23/07	Dud Thelie	CSA-1	G. JOHNSON	Police

JOIN US FOR A LABOR DAY FLING!

Here's a chance for you and your family to enjoy a Labor Day Fling on BART! One member of your family gets to ride BART free by using this special ticket. And the rest of the family gets to ride for just 25¢ per person. That means the whole family can take a one-way ride, or the 3-hour excursion ride at a bargain price. Bring the entire family and change to buy 25¢ tickets and enjoy the Labor Day Fling!

That's not all! There will be a Frisbee Flinging Contest and the chance for you to win a prize. Contests will be held at San Leandro, Orinda, Ashby and Oakland West stations from noon to 3 p.m. Final competition will be at 4 p.m. at MacArthur Station.

Two international frisbee champs will give demonstrations and judge the finals. Anyone can enter the contest, and with competition in age groups, everyone has a chance to be a winner. So ride BART, try for a prize, and have a fling!





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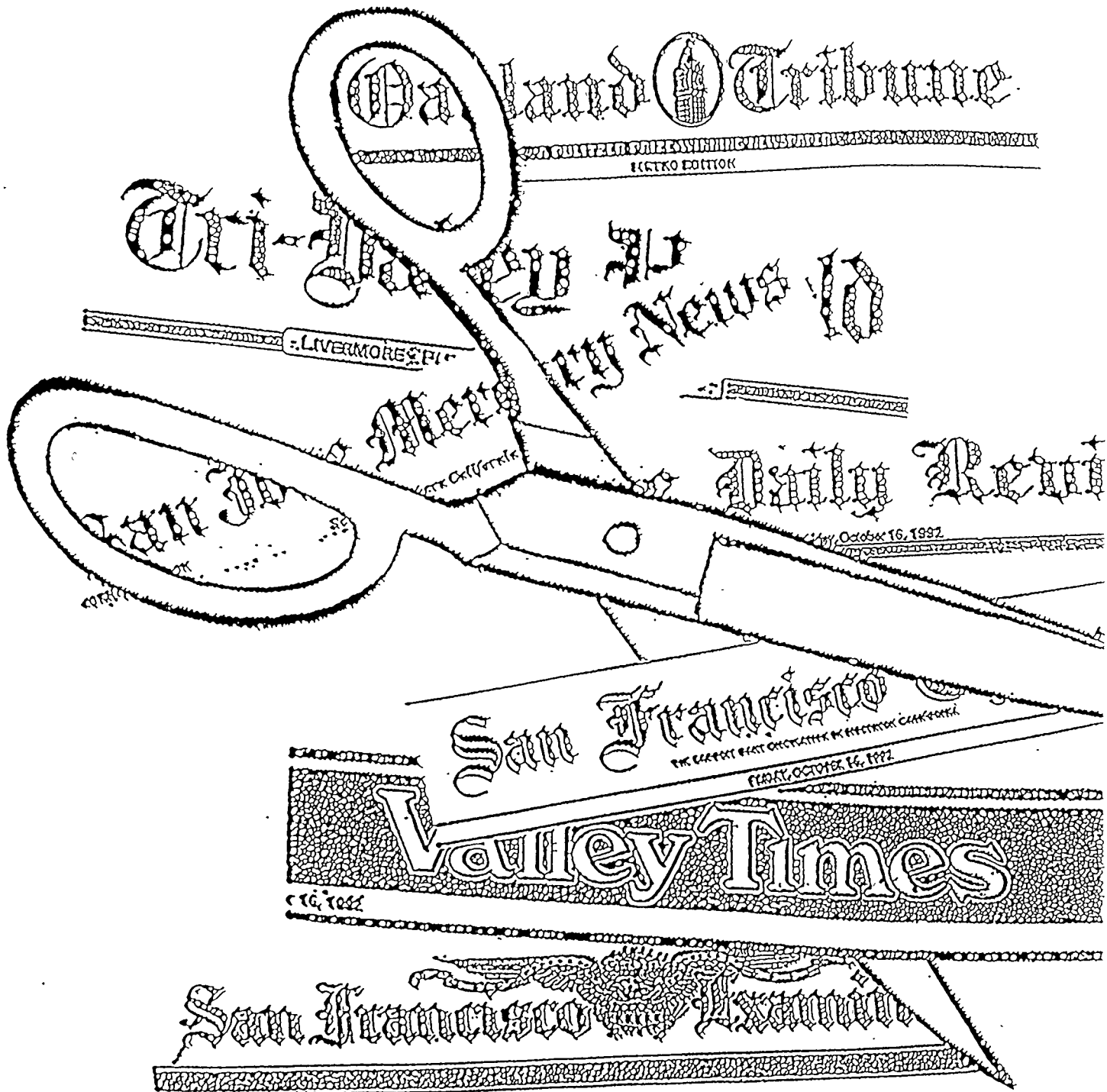


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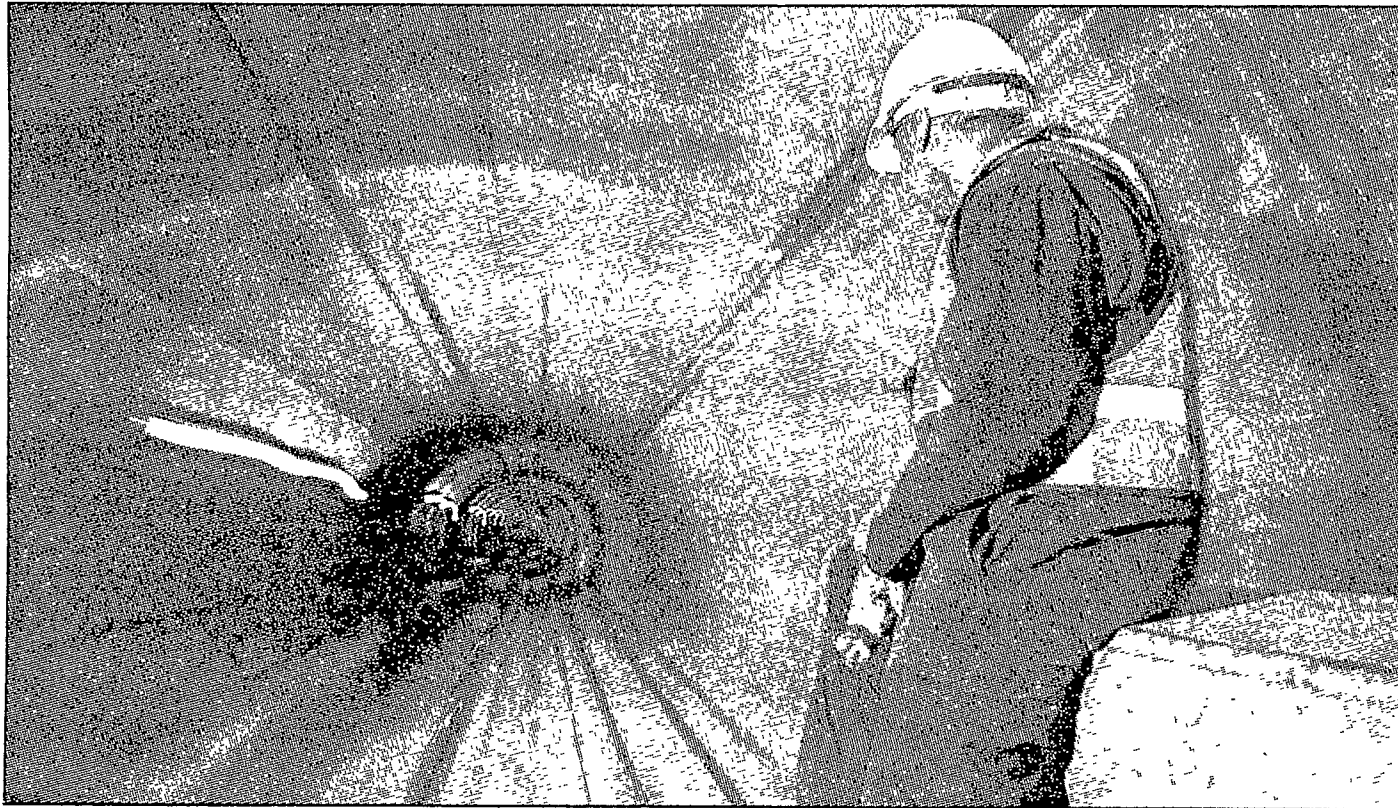
BART DAILY CLIPS FOR Friday, September 17, 1999



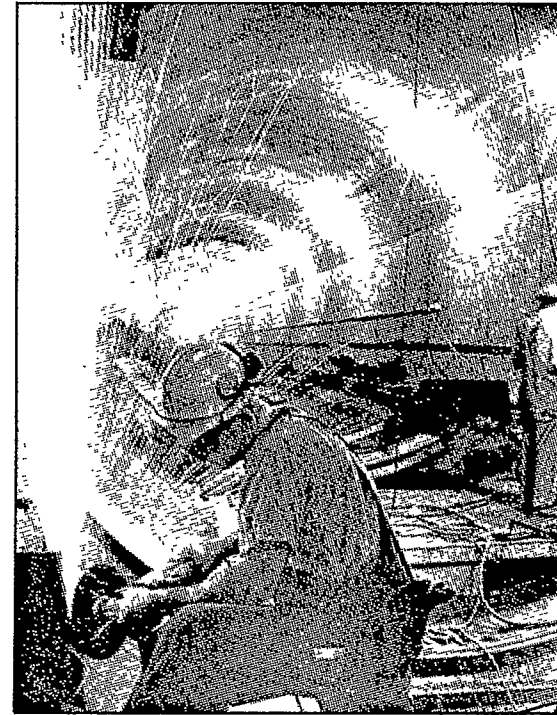
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Contact: Vicki Wills Extension: 7115

Engineering marvel became vital link

BART'S BAY RUN ZIPS PAST 25-YEAR MARK



EXAMINER/JOHN STOREY



EXAMINER

BART worker, B.J. King, left, inspects tracks in the trans-Bay tube from the back of a truck 31 years after workers, above, put it all together.

700 million passengers have been whisked through the tube

By Matthew Yi
OF THE EXAMINER STAFF

Standing at the helm of a two-car train, Victor Rivera remembers slowly easing the first electric locomotive into BART's 3.6-mile trans-Bay tube more than a quarter century ago.

As one of the test train operators, Rivera had the honor of inaugurating the new underwater tube that would link San Francisco with the East Bay.

"I took the first train through the tube. We were going step by step along the way to make sure everything was working properly. It took us a whole day," Rivera said.

But it didn't take too long for BART trains to zip through the tunnel once it was up and running for passenger travel, which began 25 years ago Thursday.

In fact, the trains traveling at 80 mph under San Francisco Bay have moved more than 700 million passengers since Sept. 16, 1974 — two years after the first BART trains started operating in the East Bay — and BART officials celebrating the tube's silver anniversary said the structure still is in tip-top shape.

Despite its nearly perfect performance in the past quarter-century, the trans-Bay tube is not without at least one major mishap.

On Jan. 17, 1979, an explosion in the rear car of a westbound train caused a major fire in the middle of the tube. No passengers were killed, but one firefighter died after inhaling toxic fumes.

Loma Prieta quake no problem

A decade later, the tunnel survived the Loma Prieta earthquake unscathed. BART officials see a long future ahead for the structure.

"We want to have it last at least 100 years," said Mark Chiu, BART

manager of civil/structural engineering. "We don't know what the transportation will be like 75 years from now, but we expect the structure to last at least that much more."

Chiu was hired as a civil engineer in 1974, just in time to see the completion of the trans-Bay tube.

"This was a major engineering achievement," he said. "Before that time, most of the tubes were bored through the ground. . . . But because of the mud and because of the young geological formation, we opted not to do that and to basically put it on top of the rock on soft, bay mud soil."

Construction began in 1965 with plans to build 57 sections of tube shells measuring nearly 48 feet wide, 24 feet high and about 330 feet long.

The sections were made from a 3/8-inch steel plate and reinforced

with steel beams. Each piece was then towed to a nearby dock where workers poured about 4,200 cubic yards of concrete to form the 2.3-foot thick interior walls and track bed.

"It was quite a project," said Erwin Lichtner, 62, a welder who worked at the Bethlehem Shipyards in The City at the time. "Things like that, it's truly a one of a kind in the world. . . . (Engineers) used to come from all over the world to see what we were doing."

A completed tube section was towed out to the San Francisco Bay, before crews slowly sank it using 500 tons of gravel ballast.

Divers connected sections

Hard-hat divers in pressurized suits guided each section to its place in a trench and attached it to

[See BART, A-20]

◆ BART from A-17

25 years of trains under the Bay

another section using four hydraulic couplers.

To help fight corrosion of the steel shell from salt water, engineers have placed long anodes about 250 feet off both sides of the tube. Each anode — a long steel stake — is connected to the tube by a cable, which carries negatively charged ions.

The cables "are attached to the metal skin of the tube to combat electrolysis, which eats away at metal," said Phillip Ormsbee, who was a BART spokesman when the tube opened. He now works as the district secretary.

While sitting on soft mud, the tube is flexible enough to move about 4 to 6 inches side to side and 3 to 4 inches up and down without damage.

The first major test came in October 1989 during the Loma Prieta earthquake, which rocked the region and knocked down a section of the Bay Bridge.

The trans-Bay tube moved about a quarter inch and came out virtually unscathed.

"It was (BART's) proudest moment," said Rivera, now BART's manager of operations liaison.

BART officials said the benefits of the tube are beyond measure.

"It was a great boon to San Francisco," said John Glenn, who served on BART's board of directors from 1974 to 1994. "I think (BART) helped keep San Francisco's downtown area from deteriorating, unlike other major cities around the country."

Glenn said BART encouraged development and eased congestion on the Bay Bridge, but it also fell short of its billing.

"They said the trains would run every 90 seconds, that everyone would have a seat," he said. "But those promises were unfulfilled. . . . The people started becoming disenchanted, especially after deadlines were blown and the costs went up."

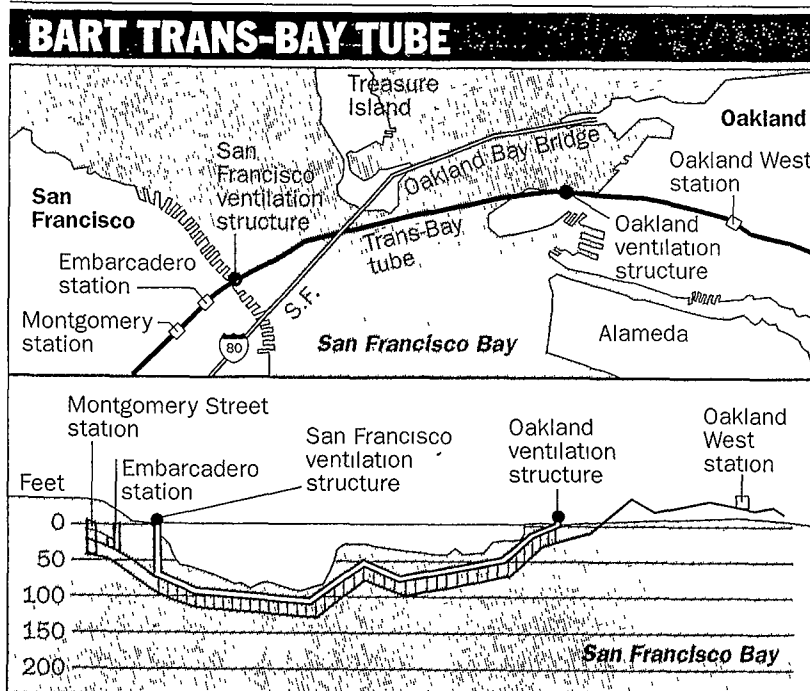
Early estimates had a \$750 million price tag for the BART system with the first trains scheduled to run in the East Bay in 1967, Glenn said.

The first BART train from Fremont to Oakland's MacArthur station didn't run until 1972 and the final cost for the system — including the tube — came in at about \$1.5 billion.

"In today's money, that may be a bargain, but back then, people thought that was outrageous," Glenn said.

Glenn said BART, with the trans-Bay tube as its centerpiece, has changed the way people travel between the Bay.

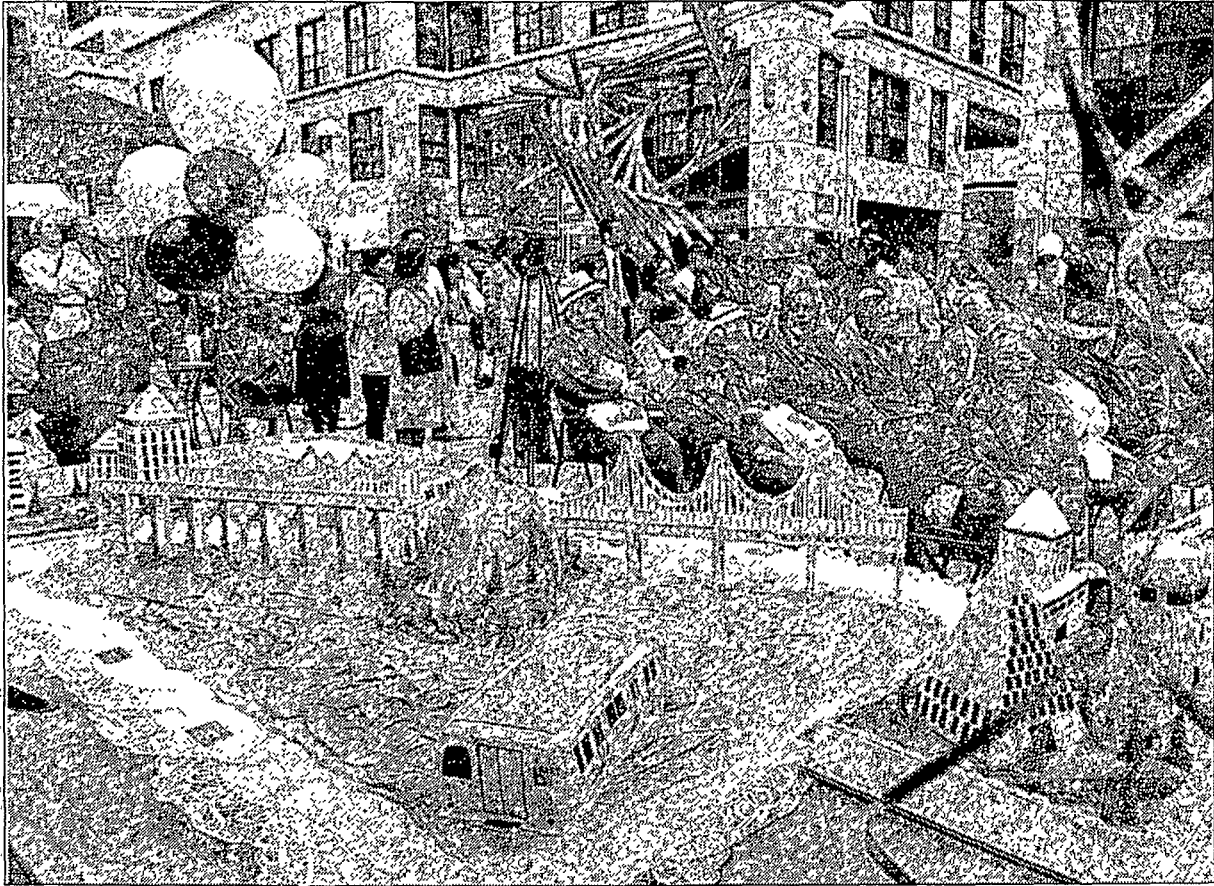
"San Francisco was very congested. They needed a different mode of transportation to get people in there and BART, more specifically the tube, was its salvation."



EXAMINER GRAPHICS

The Oakland Tribune

September 17, 1999



RAY CHAVEZ — Staff

An Oakland-San Francisco cake is displayed at the Oakland City Center honoring the 25th anniversary of the BART Transbay Tube.

BART celebrates 25th anniversary of opening of 3.6-mile Transbay Tube

By Jill Tucker
STAFF WRITER

Riding 135 feet below the surface of San Francisco Bay through the Transbay Tube is a mundane occurrence for the 150,000 people who take the underwater tunnel trip each day.

But on the tube's 25th anniversary, celebrated in Oakland City Center Plaza on Thursday, BART officials hearkened back to the opening of the 3.6 miles of submerged concrete passageway as an engineering marvel.

"The tube is still an engineering marvel of the world," said Bay Area Rapid Transit General Manager Thomas Margro. "And while

Bay Area commuters and residents may never give the Tube a second thought as they are whisked beneath the Bay, to out-of-town visitors, it is the proverbial E-ride."

The San Francisco-to-Oakland BART trip opened Sept. 16, 1974, with about 6,000 people riding the trains that day. Next week, BART officials estimated Thursday, the 700 millionth transbay passenger will pass through the tunnel.

"Just imagine the congestion on the Bay Bridge if we didn't have the tube," Margro said.

The tube cost \$180 million to build. Today, BART officials said, the same project likely would cost \$3 billion. It was built by floating

330-foot sealed sections of tunnel out on the Bay, aligning them with lasers and sinking them into a 100-foot-deep trench. Deep sea divers connected the sections and then opened the connections.

In addition to engineering fame, the tube also has achieved Hollywood film notoriety, including a role in George Lucas' first feature movie, "THX 1138," filmed while the tunnels were under construction, in 1971. In the film, Robert Duvall, who is shown climbing "up" from a subterranean Orwellian world, actually is climbing horizontally through the tube. The stark-white sets in the movie are unfinished, underground BART stations.

25 years as BART's 'under'-achiever

By Robert Oakes
TIMES STAFF WRITER

OAKLAND — Twenty-five years after it opened, the Transbay Tube remains an engineering marvel, BART officials said Thursday.

The transit agency celebrated the 25th anniversary of the tube with

TRANSBAY TUBE

Opened for passenger service: The first revenue train, No. 101 from Fremont, went through the morning of Sept. 16, 1974.

Length: 3.6 miles of tube, 6 miles overall, including San Francisco and Oakland approaches.

Construction: 57 sections of tubular steel and reinforced concrete, each averaging 330 feet long and weighing about 10,000 tons.

Outer dimensions: Each double-barrel section is 48 feet wide and 24 feet high.

Dredging and cover: About 5.7 million cubic yards of Bay floor were dredged to create a trough for tube sections, and 1.3 million cubic yards were used as backfill.

Cost: Financed with bridge tolls for \$180 million (in 1970 dollars).

BART

speeches, 1970s period music and a giant cake shaped like the engineering marvel.

"Sometimes we tend to take the tube for granted," said BART General Manager Tom Margro, during a ceremony at City Center Plaza in Oakland, near the 12th Street station.

More than 150,000 BART passengers daily go through the tube, which carries about 45 percent of all trips — by auto, bus, train and ferry combined — across the Bay.

The tube cost \$180 million in 1970s dollars and when it opened ranked as the longest underwater vehicle tube in the world. Replacing the rail link would cost from \$2.5 billion to \$3 billion today, according to BART.

Phillip Ormsbee, the agency's spokesman in 1974, said public interest was high when the tube debuted. Ormsbee is now the transit

district secretary.

While the 1989 Loma Prieta earthquake knocked down the Cypress freeway and knocked loose a 50-foot section of the Bay Bridge upper deck, the tube was essentially undamaged.

Robert Oakes covers transportation. You can reach him at 925-977-8432 or roakes@cctimes.com

Detouring transit from roads to rails

Trains needed to tie 'super region' to jobs in valley, group says

BY GARY RICHARDS
Mercury News Staff Writer

The influential Silicon Valley Manufacturing Group believes trains, trains and more trains should be in our commuting future, carrying workers living 90 to 100 miles away from their jobs.

In a transportation survey released Thursday that for the first time enlarges the definition of the Bay Area into a "super region" of 15 counties, the local business group advocates new train routes that crisscross the region — BART to San Jose, across the Dumbarton

Bridge, from the South Bay to Salinas and Hollister and across the Santa Cruz Mountains.

It also supports more frequent service on existing lines by electrifying Caltrain and running more trains over the Altamont Pass and Sunol Grade.

The 67-page study looked at traffic needs beyond the nine counties that formally make up the Bay Area — those that physically touch the bay and make up the Metropolitan Transportation Commission and Association of Bay Area Governments, for nearly 30 years the de facto planning agencies for the region.

The outlying counties of San Benito, Stanislaus, San Joaquin, Merced, Monterey and Santa Cruz were included in the report, acknowledg-

ment that Silicon Valley's housing shortage and high costs are expanding its traditional boundaries. Workers and their families are settling farther and farther from jobs, making for torturous commutes that flood every freeway leading into the employment-rich valley.

"The Bay Area is not just nine counties anymore," said Carl Guardino, head of the manufacturing group. "We're a super region, and now there's a map for studying what should be done next."

The nine-month study revealed huge worries. The 15 counties list 215 "must-build projects," but a \$13 billion shortfall is predicted over the next decade, nearly \$8 billion of it for improvements in Santa Clara County, plus the southern halves of San Mateo and Alameda counties. And out-of-county workers will increase by 50 percent in the next 20 years, with Highway 17 commuters doubling, the report predicts.

Running out of road

"There's very little (call for) building of more lanes," said Keith Kennedy, chief executive officer of Watkins-Johnson Co. and a member of the manufacturing group's board of directors. "We think the highway system to a large extent has reached the end of its era. The real focus is now trains — light rail and electrifying Caltrain."

The business group is a heavy-weight in Santa Clara County politics, leading the campaigns for half-cent sales tax hikes to fund transportation improvements in 1984, 1992 and 1996. But as it links housing, job and traffic worries, its influence is spreading to far-flung counties.

"What happens in the Bay Area affects all of us here," said Linda Wilshusen, executive director of the Santa Cruz County Regional Transportation Commission. "And the manufacturing group all along has been good at thinking of a multimodal approach to traffic concerns."

The report looked beyond projects in the pipeline and already funded, such as widening bottlenecks on Highway 101 north of Morgan Hill and Interstate 880 through San Jose. The focus is on the next generation of needs, and while there are dozens of road improvements on the wish list, rail dominates.

Thinking regionally

In addition, the manufacturing group went beyond the needs reported by each county, realizing the way people get to work often overlaps county lines. Running trains along the Dumbarton Bridge is not a top priority of either San Mateo or Alameda county, but planners see it as an obvious improvement to a heavily traveled commuter route from the East Bay to the Peninsula.

The recent history of Sunol Grade is the most glaring example of what has transpired in the Bay Area since the economic boom began earlier this decade. Ranked as the 28th-worst commute in the region in 1995, the I-680 trek vaulted to the second-worst commute in the region one year later. Within three years, it was No. 1, a distinction it still holds.

Workers may tolerate 90-minute or two-hour commutes for a time, but for some the grind becomes too much. Talented engineers and executives are moving to Austin, Raleigh, N.C., or Colorado Springs, Colo., accepting competing high-tech jobs and buying homes double in size and often half the cost of those here.

Or they live in places like Stockton, rising at 3:30 a.m. to beat traffic and sleeping in their cars in the company parking lot before starting work at 7 a.m. Lucky ones are hopping on crowded trains that run twice a day through the Altamont Pass. Four of five train passengers say they used to drive alone to work, meaning those cars are no longer stuck in idling traffic. Meanwhile, the trains are 80 percent full.

Business leaders hope extending trains into other remote bedroom communities will ease the traffic

San Francisco Chronicle

NORTHERN CALIFORNIA'S LARGEST NEWSPAPER

WEDNESDAY, SEPTEMBER 15, 1999

Supervisors' Panel OKs Caltrain Bicycle Lot

Plans for a secured parking lot for 100 bicycles at San Francisco's Caltrain station were endorsed yesterday by a city supervisors panel.

The parking lot, which is supposed to open by spring 2001, will be accompanied by a bike rental and repair center, planners told the supervisors on the Transportation and Land Use Committee.

If it is built, the \$587,000 project would be Caltrain's second bike lot. The one in Palo Alto has been a success, said Supervisor Leslie Katz, who chairs the committee and is also a city representative to the three-county Joint Powers Board that operates the Peninsula commuter train service.

She said the proposed lot at Fourth and Townsend streets would not only serve commuters from the city heading south, but would also be used by arriving commuters. People coming to jobs in the city could leave their bikes in the free lot overnight and then ride them to and from work.

The project would be financed mainly by federal grants.

letters

Reforming MTC

Thank you very much for your insightful article on the Metropolitan Transportation Commission ["Collision Course," 8/18/99]. While few people have heard of the MTC, it is all too familiar to those of us working within transit circles.

Again and again, MTC has made decisions favorable to BART at the expense of inner-city bus operators such as AC Transit and Muni. Expensive BART extensions and a seeming unwillingness to support AC Transit (particularly its transbay service) have shown MTC's hostility toward bus operators.

You are right to point out that the composition of the MTC board of directors, by being slanted toward suburban areas, is inherently unrepresentative of the Bay Area population. But it doesn't have to be that way.

Every few years, the MTC has to be recertified as our regional Metropolitan Planning Organization. This is the time to bring reform to the organization. Seats on the MTC board should be apportioned proportional to the population of each county, and should include representatives from cities and transit operators. Senior staff, who currently run the organization, should have limited tenure and be elected by the commission. And commissioners, who currently spend most of their time as elected city or county officials, should be elected directly, or should be required to devote at least half their time to MTC issues, so they can know the region's transportation issues more deeply than they do today.

These kinds of reforms have to be approved by the California state legislature — call or write your assembly member or state senator.

*Stephan von Phol
for, the Board of Directors
of Alliance for AC Transit*

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New Query

Council's priorities need some realignment Council's priorities need some realignment
Tuesday September 14, 1999

SAN FRANCISCO is proposing to give \$657,000 to its elementary schools to restore its elementary arts project slashed from the school budget this year.

The Burlingame Elementary School District was forced to make similar cuts in reading, music, physical education, library and second-language learner programs to the tune of \$1 million in March. But when I requested help at our own City Council meeting, I was told the city could not give funds to the school district. Can't or won't?

Meanwhile, this same City Council voted to give nearly \$500,000 to the San Mateo County Visitors and Convention Bureau (or 4 percent of our annual hotel taxes), while most other cities in San Mateo County gave 2 percent of theirs. For funding over half of the Convention Bureau's annual budget, we are allowed to hold at least one of 37 seats on their board.

If you feel the City Council's priorities are not in line with your own, let your voice be heard. Our city's children deserve better.

Cathy Baylock

Burlingame

No public transit

across San Mateo Bridge

YOUR PAPER has covered many of the SamTrans bus route changes, but one impacts your readers on both sides of the Bay, and that is the elimination of San Mateo Bridge bus line 90E.

As a member of the Metropolitan Transportation Commission, I was shocked to discover there is no public transit on the San Mateo-Hayward Bridge, now considered the third-worst traffic nightmare in the Bay Area. Most bridges have public transportation and this transit is paid for with bridge tolls.

I have asked the MTC to add this service to possible expansion projects in its Blueprint for the 21st Century. Ironically, SamTrans decided to eliminate the one transit that existed, despite the need. The bus has to compete with automobile traffic and often takes over an hour to make a trip which should take, at most, 20 to 30 minutes. That is why ridership is low.

What is needed is an express bus that doesn't have to compete with automobiles and would connect the new Hayward << Caltrain >> Station on Highway 92 with the intermodal Hayward BART station.

The proposed employee shuttles are fine, but not a solution for most. The capacity is only 100 people for two round trips, and it is not a real option for the general public.

The good news, perhaps, is that Caltrans is adding two additional lanes to the bridge, one in each direction, and a shoulder for accidents. There are no bicycle lanes or transit lanes in this addition. Other good news is the proposal for rail across the Dumbarton Bridge with a rail extension both south and north on the << Caltrain >> tracks, which for some drivers might make an attractive transit alternative.

But in the final analysis, we need some speedy and frequent transit across the San Mateo-Hayward Bridge. I hope some of your readers will support me in my efforts to bring this about.

Sue Lempert

San Mateo

TRANSBAY TUBE
25TH



99-083

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (510) 464-6000

Contact: Mike Healy
Media and Public Affairs
510/464-7110 (office); 510/678-6397 (pager)
510/464-7103 (fax)

September 13, 1999

FOR IMMEDIATE RELEASE

BART to Mark 25th Anniversary of the Transbay Tube

OAKLAND, Calif. — Beginning at 11:30 a.m. this coming Thursday, September 16, BART will hold a public cake-cutting ceremony to commemorate the 25th Anniversary of its *Transbay Tube*, and have on display a special exhibit of photos showing how The Tube was constructed and lowered into the bay, plus a video display and photo exhibit of BART's Systemwide Renovation Program. The Tube first opened for passenger service on September 16, 1974.

The event will be held at the City Center Plaza in Oakland adjacent to BART's 12th Street, City Center Station. The festivities will include "IMPACT," an eight-piece band providing music with a 1970's theme, and remarks by local dignitaries who will join BART officials to mark the occasion with a cake-cutting ceremony. The giant-sized cake will be specially sculpted to depict the Bay Bridge with BART's Transbay Tube traversing under the Bay.

Joining officials for the cake-cutting will be Rachel Abelson, whose parents, Howard Abelson (a Richmond City Councilman in 1974), and his wife, Janet, were on their way to ride the first train under the Bay, as part of the official contingent to mark the opening of the Transbay Tube, when Rachel decided to make her entry into the world. So Howard and Janet headed for the hospital instead. Thus, September 16 will also be Rachel's 25th birthday as she helps to cut the cake. (Rachel also helped cut the cake on The Transbay Tube's 10th Anniversary.)

The **Photo Exhibit** will be on a five-car train which will be parked at platform three (the middle level) of the 12th Street Station. The public will be invited to come in and view the exhibit as part of the overall commemorative event.

(more)

BART times

published by the San Francisco Bay Area Rapid Transit District www.bart.gov

September 1999

Structure Taking Shape at Millbrae Station

Huge steel rebar cages have been completed at the Millbrae Station, part of BART's 8.7-mile extension to the San Francisco International Airport.

They are the structural heart of the concrete columns that will support the elevated concourse where BART customers will buy tickets. BART's tracks will be at ground level in the intermodal station, where customers will be able to transfer from BART to Caltrain, serving the Peninsula and San Jose.

Millbrae Station is one of four new stations being built on the SFO extension, a \$1.2 billion project financed with federal, state and local funds. Completion is scheduled for the end of 2001.



Upgrades Improve Bus Service

BART is upgrading its intermodal stations, where passengers transfer between buses and BART, making travel easier and more convenient for customers.

Upgrades were completed in 1998 at the Richmond and El Cerrito Plaza stations. Projects are under way or being planned at Fruitvale, Hayward, South Hayward, Fremont, the Coliseum, West Oakland, and Union City stations.

The various projects include new bus bays, seating and signage, as well as new or replacement canopies to protect customers from rain and sun as they transfer to and from AC Transit, County Connection and the other links to BART.

The intermodal overhauls are part of BART's 10-year, \$1 billion renovation program, which has been partially funded by fare increases.



Celebrate the Transbay Tube's 25th Anniversary

BART will celebrate a quarter century of taking customers through the Transbay Tube with a public ceremony at the City Center Plaza in Oakland at 11:30 a.m. on Thursday, Sept. 16. The anniversary marks the day, in September of 1974, when service began through the under-the-Bay tube connecting San Francisco and Oakland.

The 3.6 mile tube was the longest in the world when it was built, composed of fifty-seven 350-foot sections. The massive concrete and steel pieces were lowered into a trench that had been scooped out on the floor of the bay, aligned by laser beam and welded together.

At the City Center event, BART President Dan Richard and General Manager Tom Margro will recognize the six employees who were working



then and are still with BART, as well as retirees who helped build the tube. Music from the early 70's, beginning at 11:30 a.m., will set the tone for the celebration. Photos, a video, commemorative coins and a special "Transbay Tube Cake" will be available at the event.

Take BART to Labor Day Events

Make Sept. 6 less laborious by taking BART to Labor Day celebrations: **Blues & Art on the Bay**, will be celebrated this year in a new BART-accessible location, historic Old Oakland, for all three days of the Labor Day weekend. From Broadway to Clay and from 8th to 10th, the streets will be filled with arts and crafts, outdoor cafes and blues on three stages.

Featured musicians include Taylor P. Collins, Yancy Taylor, Nite Cry, the Delta Wires, Joint Chiefs and Body & Soul. Admission is free, and the festival runs from 10 a.m. to 6 p.m. For information, call 415/249-4625. Take BART to the Oakland City Center/12th Street Station.

The Sausalito Art Festival offers visitors 20,000 original works of art and top-name entertainment, including David Crosby, Pride & Joy, Leo Kottke and David Grisman. The festival runs Sept. 4, 5 & 6, from 9 a.m. to 6 p.m., along the Sausalito waterfront.

Tickets are \$12 at the festival, \$10 in advance from BASS. Discounts for seniors and children. For information, call 415/332-3555. Take BART to the Embarcadero Station, and then take the direct ferries from the Ferry Building.

Labor Day Picnic With the A's, sponsored by the Central Labor Council of Alameda County, includes tailgate parties starting at noon, Sept. 6, followed by music, games, and baseball clinics for kids. The A's game, against the Detroit Tigers, begins at 6:15 p.m. A fireworks show, the A's Pyrospectacular, follows the game.

Tickets for the Labor Day picnic and baseball game tickets are \$10 from the labor council at 510/632-4242. Tickets for the game only can be bought at any BASS outlet. Take BART to the Coliseum Station.





Question of the Month

"What does it mean that my ticket is demagnetized? How can I prevent this?"

BART tickets have a magnetized strip upon which information is stored. The ticket is marked with the station the customer entered, the time entered and the amount of fare value remaining. If the magnetic strip comes in contact with a magnet, the information gets scrambled and can't be read by the fare gates. This is known as demagnetizing. To avoid this, do not put a magnet—such as a refrigerator magnet—on your ticket. A less obvious source for problems can be the magnets in some purse clasps. Even storing tickets on top of a computer can affect the information on them.

Ticket Vendor of the Month: Leo's Day and Night Pharmacy

Leo's Day and Night Pharmacy, just above the 19th Street Station in Oakland, has begun selling BART high value tickets.

Despite its name, the store is open 9 a.m. to 6:30 p.m. Monday through Friday, and 10 a.m. to 2 p.m. Saturdays. "We just kept the name the same, even though those days are gone," says owner Julian Potashnick.

The store, a full line drugstore, fills prescriptions at its pharmacy, as well as carrying plenty of over-the-counter drugs. Leo's also sells food, liquor, soft drinks, household items and greeting cards.

The store carries BART Plus tickets, high value tickets in \$30 and \$45 denominations, as well as red and green discount tickets for seniors, youth and disabled customers.

For vendors in your area, please pick up BART's "Tickets-to-Go" brochure at any BART station.

Pleasant Hill Parking Lot to Lose Spaces

The Pleasant Hill parking lot will lose about 600 spaces around the end of the year to make way for the community's section of the Iron Horse Trail.

The loss of 581 of Pleasant Hill's 3,450 spaces means the station's lot, which often fills by 9 a.m., will probably fill up earlier. BART customers can ride County Connection buses to the Pleasant Hill Station, or drive to the parking lot at the Concord Station, which normally fills later in the morning. Another alternative is the parking lot at the North Concord/Martinez Station, which normally does not fill up.

The Pleasant Hill lot was on a long-term lease, paid for by Caltrans as a traffic mitigation measure during the 680/24 interchange construction. The project will be completed at the end of the year, and the land will revert to its original intended use, as part of the Iron Horse Trail.

The Iron Horse is a 33-mile paved trail, following abandoned railroad right-of-ways, intended for bicyclists, roller skaters, equestrians and hikers. The trail, now mostly complete, parallels Interstate 680 through central Contra Costa County, starting at Concord in the north and ending at the Dublin/Pleasanton BART Station in the south.



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Thomas E. Margro	General Manager
Dennis Mochon	Dept. Mgr., Marketing
Gale Armstrong Moses	Editor, Marketing Dept.
Margo Freistadt	Writer
Tom Borromeo	Cartoonist
Stanley Fong	Graphic Designer

GOOD TIMES

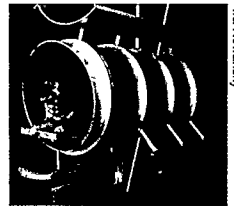
Dog Haus: Architecture Unleashed
Oakland Museum of California
10th & Oak Streets, Oakland, 888/OAK-MUSE

Through Oct. 17.

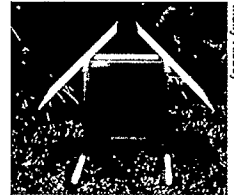
A joint project of the museum and the Oakland SPCA, designers have created housing to suit canine clients, including poodles, sheepdogs and the doggie lama.

Tickets: \$6, discounts for students and seniors.

BART: Lake Merritt



Jan Novansky



Muffy Kober

The Man Who Came to Dinner
Dean Leshner Regional Center for the Arts
Walnut Creek, 925/943-7469

Through Oct. 9, Wed.-Sat. evenings, Sun. matinees. The Center Repertory Company presents the great American comedy by Kaufman and Hart. Tickets: \$19-\$21, some rush tickets available. **BART: Walnut Creek**

Kronos Quartet
Yerba Buena Center for the Arts Theater
San Francisco, 415/978-ARTS

Fri. & Sat., Sept. 24 & 25, 8 p.m. Opening concert of 1999-2000 season of the world-famous string quartet. Program includes San Francisco, West Coast and World premieres. Tickets: \$18-\$28, discounts for students and seniors. **BART: Powell**

St. Leander "Island Days" Festival
St. Leander's Church, 550 W. Estudillo Ave.
San Leandro, 510/895-5631

Sat., Sept. 10, 10 a.m. to 11 p.m. Free Hawaiian-themed festival, with ethnic food booths, games, prizes, entertainment, a pancake breakfast (9-11 a.m.) and pasta dinner (4-7 p.m.). **BART: San Leandro**

Auto-Free Mountain Biking
Franklin Ridge/Briones Regional Park
510/889-5994, www.sfbike.org/afmb/

Sat., Sept. 25, 9 a.m. to 4 p.m. A 27-mile ride from the Concord BART Station to the Lafayette BART Station. It follows dirt roads for 15 miles and paved roads for 12 miles. Sponsored by the San Francisco Bicycle Coalition. Email "msgill@slac.stanford.edu." for more info. **BART: Concord**

Note: The Concord Pavilion now has free shuttle to and from the Concord BART Station.

Look for "Go BART Go," a guide to more BART-accessible events, at all fare gates; or call BART's Events Hot Line.

Good Times Deadline: One month prior to publication date. Deadline for the October issue is August 30. Mail press releases to: BART Good Times, PO Box 12688, Oakland, CA 94604

BART TOONS by Tom Borromeo

Email: Toons@8Paws.com

Things You Can Do On BART...



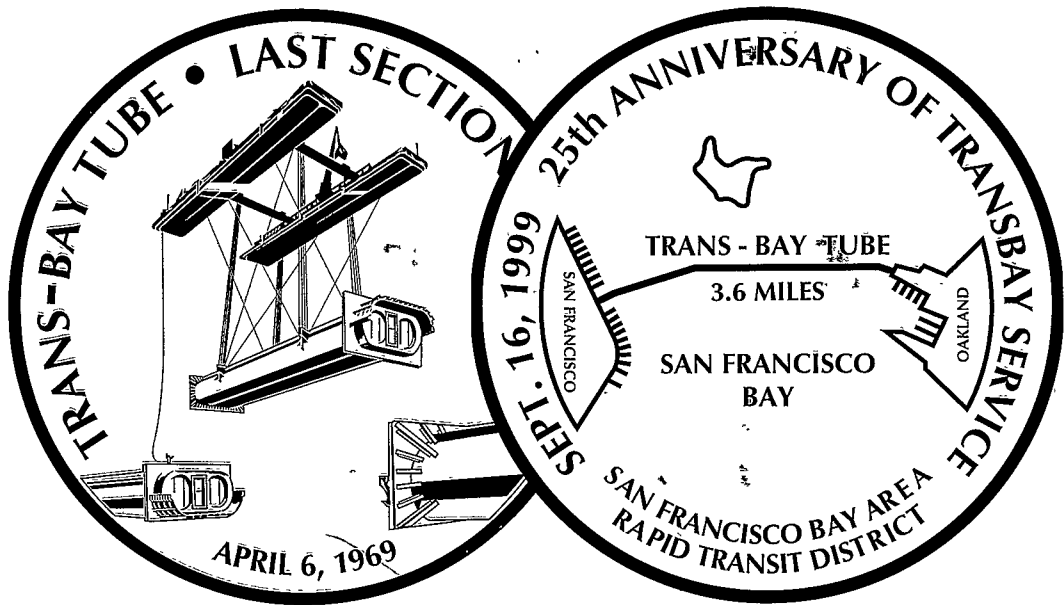
...That You Can't Do In a Car!

PASS A GAS STATION WITHOUT SCREAMING



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TRANSBAY TUBE 25th ANNIVERSARY CELEBRATION



SEPTEMBER 16, 1999

The Board of Directors of the
San Francisco Bay Area Transit District
Cordially Invite You to Celebrate

BART's Transbay Tube 25th Anniversary

Thursday, September 16, 1999

City Center Plaza adjacent to
12th Street Station in Oakland

Anniversary Celebration
11:30 am — 2:30 pm

Ceremony
12:00 pm — 1:00 pm

Tour of BART Car Museum/Display
1:00 pm — 2:30 pm
12th Street Station platform



Ms. Anna Reiss
Caltrans
2870 Howe Road
Martinez, CA 94553

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REMARKS BY
DIRECTOR WILLIE B. KENNEDY
BAY AREA RAPID TRANSIT DISTRICT
ON THE 25TH ANNIVERSARY OF THE
TRANSBAY TUBE
SEPTEMBER 16, 1999

Thank you, Tom.

It is true, I am the only BART Director whose District spans the Bay and includes the Transbay Tube.

I guess that makes The Tube one of my constituents.

That's quite an honor.

Some of my fellow BART Directors count members of Congress and the State Legislature among their constituents.

Many BART Directors represent Mayors, County Supervisors and City Council Members.

Even a Judge or two.

But I represent The Transbay Tube.

And it is real, I assure you.

The Tube is no myth.

Its reality was made crystal clear to me and everyone else in the Bay Area and, via television, around the world, on October 17, 1989.

At 5:04 p.m. that evening, in the heat of the commute, with tens of thousands of cars caught on the freeways and streets and tens of thousands of people riding BART, Muni and other public transit systems, the ground shook and terror filled our hearts.

The Cypress Freeway structure collapsed and three-score people died.

A piece of the upper deck of the Bay Bridge slammed down like an old garage door with broken springs.

Fire raged in the Marina District of San Francisco and flames licked at homes that had collapsed two and three stories into the ground.

And then there was BART.

And the Transbay Tube.

Trains providing a vital lifeline across the Bay.

Two BART trains were traveling through The Tube when the Loma Prieta Earthquake struck that evening.

And the 1,200 people on those trains didn't even know there'd been an earthquake.

I was not on the BART Board then.

I was a San Francisco Supervisor.

But I remember clearly, vividly, the announcements on radio and television that BART would be operating trains by day break.

Not just trains in San Francisco and trains in the East Bay.

But trains through the Transbay Tube.

In an instant, in a 20-second flash of mayhem and destruction, people on both sides of the Bay had been cut off from their families on the opposite sides of the Bay.

Except for BART.

I found out later that BART had inspected the entire system and was actually ready to run trains that night, only hours after the Earthquake.

But the state Public Utilities Commission, being very wise and very cautious, told BART to relax and get ready, because the next weeks would test BART's and the Transbay Tube's mettle.

And they did.

For the next month, while the Bay Bridge was out of commission, the Transbay Tube became the only viable link between San Francisco and the East Bay.

The only way to get between home and work.

The only way to keep important appointments.

The chief way to keep the Bay Area's people and its
economy going.

BART ran trains 24 hours a day after the Earthquake.

Or, as more than one BART employee proudly put it,
BART "ran the wheels off the trains."

It was a proud moment in BART's history.

And a proud moment for my favorite constituent.

It's no wonder the Transbay Tube is know
affectionately as "The Tube."

It was our lifeline.

It kept the Bay Area going.

Thank you.

#

REMARKS BY
BART DIRECTOR CAROL WARD ALLEN
25TH ANNIVERSARY OF
THE TRANSBAY TUBE
SEPTEMBER 16, 1999

Thank you, Tom.

And let me, too, welcome our guests today.

As the newest member of the BART Board of Directors, I am constantly learning new things about BART.

New things about its technology, about its business structure, and about its history.

And I'm learning that BART's history is more than computers and trains, more than capital planning and funding sources.

I'm learning just how rich BART's history is steeped in people.

Long before there was Affirmative Action in the work place, at a time when the ink on the Civil Rights Act of 1964 was barely dry, the people who were building the sections of the Transbay Tube were also building one of the first Rainbow Coalitions.

Photographs of the time are both illuminating and encouraging.

There, in their overalls, hard hats and goggles — trooping around the skeletal sections of the Transbay Tube — are African Americans, Asian Americans, Hispanic Americans, European Americans — Americans, both women and men — of all races.

They're smiling, they're happy and they're proud.

And well they should be.

They were creating one of the engineering wonders of the modern world — and one of the models of a truly great country.

Twenty-five years later, we must tip our hats not just to The Tube — to the 3-plus miles of concrete and steel which we have come to rely on in our daily lives — but to the women and men who simultaneously built both The Tube and a new way of working together.

It's too easy in our high-tech culture to acknowledge the machinery — the "things" — and to forget the people whose ideas, sweat and perseverance made the "things."

And it's too easy to overlook the subtle yet profound changes their efforts have made in our society beyond the physical "things" that they put together.

The Transbay Tube is truly a wonder of the modern world in more ways than one.

Thank you.

#

TALKING POINTS FOR
DAN RICHARD
PRESIDENT, BART BOARD OF DIRECTORS
25TH ANNIVERSARY OF THE
TRANSBAY TUBE
SEPTEMBER 16, 1999

- Introduced by GM Tom Margro
- Acknowledge guests and fellow Directors:

San Francisco Mayor Willie Brown

Oakland Vice Mayor Henry Chang

BART Board Vice President Tom Blalock

BART Directors:

Carol Ward Allen

James Fang

Joel Keller

Willie B. Kennedy

Roy Nakadegawa

Tom Radulovich

and Pete Snyder.

Special guests ...

Rachel Abelson

Mr. Salter

Nello?

Quentin?

BART employees

The public

- Three-quarters of a century ago — in the 1920s when the Model T and silent films were "cutting edge" — the Transbay Tube was an idea.

Most thought it a "wild idea," even though it came from the man who built the Panama Canal.

- A half-century ago that idea took form when the Joint Army-Navy Commission recommended what would eventually become BART and the Transbay Tube.

- And a quarter-century ago today that idea became reality.
- But it became reality only because of the vision and the perseverance of a few men and women.

People who saw the challenges of the future and met them.

- Not long after BART began crossing the Bay, California's noted historian, Kevin Starr, best described the legacy of those visionaries.

Waxing about the many stories in the Bay Area, he wrote:

"The most important story of all is the manner in which BART has shown that the San Francisco Bay Area might be integrated into a continuous urban-suburban civilization."

- A "civilization"
- Not a "population"
- Not a collection of cities and counties
- Not an ever-expanding "region"
- But a "civilization"
- He saw BART linking the established downtown business centers with the evolving suburbs ...
 - uniting the rustic university and college campuses with the lively entertainment areas ...
 - connecting the hard-driving entrepreneurial enclaves with the relaxing parks and beaches that color the Bay Area.
- He saw BART linking all of them, weaving them into a new "civilization."
- BART and the Transbay Tube have played a major part in creating that sense of "civilization," that sense of unity.

- Imagine the Bay Area today without BART and The Tube.

How many bridges would have to span the Bay?

How many freeways would have to line the Bay's shores and cut through the hills?

What would the air look like?

Would we want our children to breath it?

Or would there even be a "Bay Area"?

What would have happened to our economy?

Where would our children have gone to work and live?

For that matter, where would you and I have found work and homes.

- The challenge of today is to carry that vision of a unified Bay Area "civilization" into the next millennium.

Not just to see what is ahead, but to shape it.

Thank you.

#

**TALKING POINTS FOR
DAN RICHARD
PRESIDENT, BART BOARD OF DIRECTORS
25TH ANNIVERSARY OF THE
TRANSBAY TUBE
SEPTEMBER 16, 1999**

- Introduced by GM Tom Margro

- Acknowledge guests and fellow Directors:
 - San Francisco Mayor Willie Brown
 - Oakland Vice Mayor Henry Chang
 - BART Board Vice President Tom Blalock
 - BART Directors:
 - Carol Ward Allen
 - James Fang
 - Joel Keller
 - Willie B. Kennedy
 - Roy Nakadegawa
 - Tom Radulovich
 - and Pete Snyder.
 - Special guests ...
 - Rachel Abelson
 - Mr. Salter
 - Nello?**
 - Quentin?**
 - BART employees
 - The public

- Three-quarters of a century ago — in the 1920s when the Model T and silent films were "cutting edge" — the Transbay Tube was an idea.
 - Most thought it a "wild idea," even though it came from the man who built the Panama Canal.
- A half-century ago that idea took form when the Joint Army-Navy Commission recommended what would eventually become BART and the Transbay Tube.
- And a quarter-century ago today that idea became reality.
- But it became reality only because of the vision and the perseverance of a few men and women.
 - People who saw the challenges of the future and met them.
- Not long after BART began crossing the Bay, California's noted historian, Kevin Starr, best described the legacy of those visionaries.
 - Waxing about the many stories in the Bay Area, he wrote:

"The most important story of all is the manner in which BART has shown that the San Francisco Bay Area might be integrated into a continuous urban-suburban civilization."

- A "civilization"
- Not a "population"
- Not a collection of cities and counties
- Not an ever-expanding "region"
- But a "civilization"
- He saw BART linking the established downtown business centers with the evolving suburbs ...
 - uniting the rustic university and college campuses with the lively entertainment areas ...
 - connecting the hard-driving entrepreneurial enclaves with the relaxing parks and beaches that color the Bay Area.
- He saw BART linking all of them, weaving them into a new "civilization."
- BART and the Transbay Tube have played a major part in creating that sense of "civilization," that sense of unity.
- Imagine the Bay Area today without BART and The Tube.
 - How many bridges would have to span the Bay?
 - How many freeways would have to line the Bay's shores and cut through the hills?
 - What would the air look like?
 - Would we want our children to breath it?
 - Or would there even be a "Bay Area"?
 - What would have happened to our economy?
 - Where would our children have gone to work and live?
 - For that matter, where would you and I have found work and homes.
- The challenge of today is to carry that vision of a unified Bay Area "civilization" into the next millennium.
 - Not just to see what is ahead, but to shape it.
 - Thank you.

#

Bart Marks 25 Years of Service

by THOMAS E. MARGO

Long time BART watchers may find it hard to believe that the once fledgling transit system has now logged 25 years of rail rapid transit service to the people of the San Francisco Bay Area. Since first opening the doors for service on September 11, 1972, those trains have carried more than 1.4 billion people over 16 billion passenger miles.

At the time, BART was the first all new rail rapid transit system to be built in this country in almost 60 years. (The last all new urban rail system to be built in the U.S. before BART was the system I came from, Philadelphia, which was built in 1907.) While BART's official genesis was a 1947 joint Army/Navy report which called for construction of a Transbay Tube to carry trains, it might actually reach back as far as October 1920. At that time, Major General George T. Goethals, the builder of the Panama Canal, proposed a transbay tube that almost exactly followed the same alignment that the BART tube followed 45 years later.

The original BART project, which began construction in 1964, was to be 75 miles, 71.5 miles of BART track to be served by 33 stations, and 3.5 miles of San Francisco MUNI Metro line in addition to a MUNI Metro subway line over the BART subway through downtown San Francisco. In May, 1976, a 34th station was added with the opening of the Embarcadero Station to serve newly emerging development at the foot of

Market Street. Primarily a locally funded project, the cost of the new system when revenue service began was about \$1.6 billion. But, of course, it was always known that BART would grow. Today BART is a 95-mile system with 39 stations, and a replacement cost of at least \$12 billion, with more to come.

On its inaugural 26-mile run between Fremont and North Oakland 25 years ago, BART served 12,000 first-time riders (100,000 riders would board the trains by the end of its first week). Today, BART is carrying more people than ever before, serving an average of nearly 270,000 riders each week day, more than fulfilling its early promise of some day carrying 250,000 persons a day. Annual passenger trips for fiscal year '97 totaled about 75 million:

Expansion

In the early 1980's, with most of its start-up and technical problems behind it, BART began preparation for expanding the system, including the completion of very complicated Environmental Impact Reports. The total budget for the extension program was \$2.7 billion. In October of 1992, ground was broken for the first two extensions to the core system, one in Eastern Contra Costa County and one in Eastern Alameda County. In May of the following year, we broke ground for the Colma station and extension. All of these new lines, which added 23.4 miles and five stations to the system, are now open and operating. The Colma Station project was

actually the first phase of a long-awaited extension to the San Francisco International Airport.

BART to San Francisco Airport

This history-making project — said to be BART's Gateway to the World — is slated for completion in 2001. The new airport line, which is budgeted at \$1.167 billion, is projected to serve an additional 68,800 riders per day by 2010, with up to 20,000 riders using BART to go into the airport, which is now the nation's fifth busiest. The 8.7 mile project will include stations in South San Francisco, San Bruno, inside the airport at the new International Terminal now being built, and a terminal station in Millbrae which will offer a cross platform link with CalTrain. Once the extension is completed to San Francisco International Airport, BART's annual ridership is expected to reach well over 300,000 a day.

To keep up with its growing system, in 1992 BART signed a \$51 million contract with Morrison Knudsen Corp. to build 80 new "C2" BART cars at its Pittsburg plant in Contra Costa County. The plant, a refurbished steel plant bought from the local U.S. Steel operation, provided 200 new jobs. Later the same site became home to a project with Adtranz to renovate BART's 439 original A and B car fleet. An additional 28 cars are scheduled to be ordered during the current fiscal year to meet airport extension needs.

System Renovation

Also by the early 1990's, the system's maintenance needs grew beyond routine to require a major overhaul, including BART's original fleet of transit cars. Under a \$1 billion program to revitalize the entire BART system and comply with the Americans with Disabilities Act (ADA), a "Mint Station" program was implemented to renovate all stations with new restrooms, agent booths, new paint, fire alarms and emergency call boxes; 143 escalators will be either renovated or replaced systemwide, along with 60 elevators. New intermodal facilities at ten stations will make it easier for patrons to transfer to local bus service. ADA projects at 20 stations will improve mobility for all passengers, including wider swing gates.

Other Improvements - Pushing the Envelope

As the system grew, BART applied technological advances to improve service. In February 1994, BART joined with Hughes Aircraft and Morrison Knudsen Corp. to secure a \$19.5 million defense conversion grant to develop an Advanced Automatic Train Control (AATC) system. Converting the U.S. military's radio frequency position locating defense technology — used successfully during the Persian Gulf War — the system will pinpoint a BART train within 15 feet of its location. Trains could go through the transbay tube as frequently as every two minutes. The AATC system could ultimately double BART's passenger capacity during the commute runs and eliminate the need to build another transbay tube.

BART received a \$700,000 grant in 1994 from the Bay Area Air Quality Management District to help fund an electric car program. The electric, two-seater "Station Cars" are driven by commuters using BART for the majority leg of their commute. If BART reaches their work location, riders drive the cars from home to the nearest BART Station. The \$1.5 million program for 40 electric cars is aided by funds from PG&E, Caltrans, the California Energy Commission and CALSTART. The program

has been successful with employees of PG&E, Sybase and BART.

BART accelerated toward the Information Superhighway in 1995 with an agreement with Metropolitan Fiber Systems Technologies, Inc. and Pitney Bowes Credit Corp. to lease BART's right-of-way to install a fiber optics cable system. The immediate value to BART was over \$40 million in the form of a new systemwide telecommunications system. The communications cable along BART's track will be leased to private sector companies for broadcast or telephone purposes, with the proceeds going to BART. The network can be used for broadcast and cable television, cellular phone or pager use, and AM/FM radio. For all its achievements, BART was recently named a Historical Mechanical Engineering Landmark by the American Society of Mechanical Engineers.

In the final analysis, the people at BART have helped make it something of a phenomena, by moving the sheer numbers of people that it has and continues to; by serving as a kind of industry laboratory by pushing the envelope in the application of new technology; and triggering a transit renaissance across the nation. Perhaps the real miracle is that the system got built at all, considering that it had to be overlaid along well-traveled natural corridors in three thriving

counties and through 15 cities. It's doubtful that the system could be built today. So the significance in marking BART's 25th anniversary is that it was and continues to be a system for its time and in fact was perfectly timed in its inception. □

Thomas E. Margo is General Manager of BART



Thomas E. Margo

TRANSBAY TUBE 25th ANNIVERSARY

SEPTEMBER 16, 1999

12TH STREET CITY CENTER PLAZA IN OAKLAND



Join BART in celebrating the Silver Anniversary of the Transbay Tube. There will be music from the 70's, a ceremony honoring those who worked on the Transbay Tube, a 25th Anniversary cake, commemorative coins, and a special BART Car Museum with historical photographs displaying the construction of the tube.

Anniversary Celebration

11:30 am — 2:30 pm

Ceremony

12:00 pm — 1:00 pm

Tour of BART Car Museum/Display
12th Street Station Platform
1:00 pm — 2:30 pm



99-086

CONTACT: Ron Rodriguez

Sept. 16, 1999

Media and Public Affairs

510.464.7139 (work); 510.718.1601 (page); 925.370.7961 (home)

FAX: 510.464.7118

FOR IMMEDIATE RELEASE

'The Tube' Celebrates Its Silver Anniversary

OAKLAND, Calif. — Engineering marvel and movie star, BART's fabled Transbay Tube was feted for its Silver Anniversary today (Thursday, Sept. 16, 1999) at ceremonies at the Oakland City Center Plaza and the 12th Street BART Station.

"The Tube," as it has become known in the past quarter-century of service, hosted its first passengers on Fremont-to-San Francisco Train No. 101 about 7 a.m. on Sept. 16, 1974.

In addition to the street-side festivities, a five-car BART train featuring an exhibit of photos from the construction of The Tube to the inaugural run was open to the public at the adjacent 12th Street BART Station.

Rachel Abelson, the daughter of then-Richmond City Councilmember Howard Abelson and his wife, Janet, whose birth that morning detoured the couple from the inaugural run, cut her and The Tube's 25th Birthday cake, a specially designed, giant-sized creation depicting the bridge over the Bay and The Tube beneath it, and was presented with flowers by BART Board President Dan Richard.

Plaques honoring the six current BART employees who were employed by the District when the last section of The Tube was laid in 1969 were presented to Phillip Ormsbee, Carol Asker, Kathryn Springer, Marilyn McAllister, Karen Morris and Anna O'Keefe.

"The Transbay Tube is the product of visionaries," Richard said, "men and women who both saw and shaped the future of their communities for our children and their future generations. The Tube is the backbone of BART and the backbone of regional transportation in the Bay Area. And in the aftermath of the Loma Prieta Earthquake it was the lifeline of the Bay Area."

"Sometime next week," Richard added, "the 700 *millionth* passenger will take BART through The Tube. That's a record that BART and the people of the Bay Area should be proud of. Because this isn't 'BART's Tube' — it's the public's Tube, and it has served the public well this past quarter century and will serve the public well for the next full century."

With the U.S. Conference Of Mayors in town for their convention that week in 1974, the inaugural transbay revenue train was packed with dignitaries and media from across the United States.

Not only was the whole country watching, the entire world was watching as well — because BART had built the longest underwater vehicular tube *in the world*, and was already internationally acclaimed engineering wonder of the world. The Tube had earned BART the Engineering Accomplishment of the Year Award in 1969 — the year the last section was laid in place — even though that was also the year of the first moon landing.

"The Tube is still an engineering marvel of the world," said BART General Manager Thomas E. Margro, who is a Registered Professional Engineer and an Associate Member of the Transportation Research

(more)

Board, "And while Bay Area commuters and residents may never give The Tube a second thought as they are whisked beneath the Bay, to out-of-town visitors it is the proverbial 'E-ride.' Imagine going back to Peoria and telling the neighbors how you traveled underneath fabled San Francisco Bay!"

The 3.6-mile Tube links Oakland and San Francisco through two bores lying 135 feet, at their deepest point, beneath the surface of San Francisco Bay. Each weekday nearly 150,000 BART passengers ride the 546 trains that race through The Tube at up to 80 miles per hour. To date, nearly 700 *million* passengers have travelled through The Tube.

Designed by Parsons-Brinkerhoff-Tudor-Bechtel and built in the shipways of the old Bethlehem Shipyard off Third Street in San Francisco, The Tube is made up of 57 double-barreled sections of steel and concrete, each 330 feet long, 48 feet wide and 24 feet tall, with 2.3-foot thick walls. Each section weighs some 10,000 *tons*.

The Tube cost \$180 million in 1970-dollars to build and install. Today The Tube would cost an estimated \$2.5 *billion* to \$3 *billion*. It is estimated that the entire original BART system would cost some \$10 billion to build today.

Each section of The Tube is shaped like a pair of binoculars with a two-story "gallery" in the center. While trains travel in opposite directions in the separate bores of the binoculars, the 9-foot-tall first floor of the gallery houses utilities and communications systems and is used by maintenance workers. The 7-foot, 8-inch-tall second floor is part of the air-exhaust system — the system that was used 20 years later as the model for the Channel Tunnel linking England and France.

The Tube's sealed sections were floated out into the Bay, aligned with laser beams, and carefully lowered into a 70- to 100-foot deep trench that had been scooped from the bottom of the Bay. Deep-sea divers connected the sections of The Tube using 50-ton hydraulic jacks adapted from the mining industry for underwater work. More than 1 million cubic yards of bay-bottom backfill were laid on top of the entrenched sections.

The soft trench acts as a shock absorber during earthquakes and specially designed "flexible seismic joints" connect The Tube to the fixed tunnels in San Francisco and Oakland. Each seismic joint is akin to a hollowed-out ball-and-socket that allows the joint to move in all directions, including six to eight inches horizontally.

A series of charged anodes is set about 250 feet off both sides of The Tube and connected to The Tube with armored cable. This prevents the electrolysis that could otherwise cause corrosion of The Tube's steel skin.

The idea for a transbay tube was first broached in 1920 by Gen. George Washington Goethals, the builder of the Panama Canal and former Governor of the Canal Zone, who suggested a two-story combination train and auto/truck tube. In 1947 the Joint Army-Navy Commission, noting transbay congestion during World War II despite the bridges, recommended a transbay tube with trains between Oakland and San Francisco to meet the growing demands of post-war growth.

As for its film fame, The Tube made its debut in George Lucas' first feature film, "THX 1138," a three-star science fiction classic released in 1971 while The Tube and the BART system were still under construction. (In the escape scene at the end, actor Robert Duvall is not climbing "up" from the subterranean Orwellian world, he's crawling horizontally through the Transbay Tube. And the bright, stark-white sets in the movie are unfinished, underground BART stations.) Flush with the critics' reviews, The Tube and BART went on to co-star with Danny Glover in "Predator 2," Gregory Hines in "Eve of Destruction," Chuck Norris in "Eye For An Eye," and other films and television shows with box office stars like Don Johnson, Annette O'Toole, Cheech Marin and Mike Myers. The Tube was the star and centerpiece in the "Nash Bridges" television episode, "Night Train."

**25th Anniversary
of the
BART Transbay Tube
*Fact Sheet***

History

First conceived by Gen. George Washington Goethals, builder of the Panama Canal and former Governor of the Canal Zone, in 1920.

Proposed by the Joint Army-Navy Commission in 1947 as the backbone of a high-speed rail system linking the entire Bay Area.

Seismic studies began in mid-1950s and dredging in 1966. The first of 57 underwater sections was placed in position in February 1967.

Future

BART currently operates trains from four East Bay lines¹ through the Tube at intervals of 2 1/2 minutes. High-tech computer enhancements and a radio-based Advanced Automatic Train Control (AATC) system will allow BART to run more trains through The Tube at shorter intervals.

Length

The Tube itself is 3.6 miles long under San Francisco Bay and is six miles overall, including the San Francisco and Oakland approaches.

When it opened on Sept. 16, 1974, it was the longest underwater vehicular tube in the world.

Route

From underneath the Ferry Building in San Francisco across the floor of the Bay to the old Oakland mole area once used by Southern Pacific.

This was the route used by ferry boats plying between San Francisco and Oakland and is nearly identical to the route proposed by Gen. Goethals.

At its deepest point, The Tube lies 135 feet below the surface of San Francisco Bay.

Construction

Design and construction by Parsons-Brinckerhoff-Tudor-Bechtel.

¹ Between Richmond and Daly City/Colma, Fremont and Daly City, Pittsburg/Bay Point and Colma, and Dublin/Pleasanton and Daly City.

Fabrication

Fifty-seven double-barreled sections of tubular steel and reinforced concrete, each averaging 330 feet in length by 24 feet high and 48 feet wide and weighing 10,000 tons. Each section of The Tube was towed to a dock where about 70,000 square feet (4,200 cubic yards) of concrete was poured to form the 2.3-foot thick interior walls and track bed. The Tube is connected to BART's rigid underground tunnels at San Francisco and Oakland with specially designed "flexible seismic joints" — like hollowed out ball joints that allow the tube to move vertically and laterally, in and out, during an earthquake.

Positioning

Each section of The Tube was built and sealed at the Bethlehem Shipyard in San Francisco, floated into the Bay, aligned with lasers and placed in a deep trench that had been cut into the floor of the Bay.

Connections

Divers operating in frigid, zero-visibility waters maneuvered each section into place. Four 50-ton railroad-type hydraulic couplers pulled newly lowered sections into place, one at a time, where the divers joined and sealed them to the preceding section.

Dredging

Roughly 5.7 million cubic yards of bay floor were dredged to create the trough into which the sections of The Tube were set. Another 1.3 million cubic yards of bay floor were used as back fill.

Completion

The last section was set in place just east of Yerba Buena Island in April 1969. Track was laid, train control equipment installed and electrification completed by early 1973. The first automatically controlled, non-revenue BART train made a round trip through The Tube on Aug. 10, 1973. The Tube was then used regularly to shuttle trains into San Francisco where, beginning in November 1973, BART began operating satellite train service between Montgomery Street and Daly City. The first revenue train — Train No. 101 from Fremont — went through The Tube on the morning of Sept. 16, 1974.

BART THEME SONG
(sung with the music of YMCA)

1ST VERSE

Hey there, there's no need to drive
I said hey there, get you out of the car
I said hey there, cause there's nowhere to park
You can leave all those troubles behind

Hey there, there are ballgames and malls
I said hey there, you can forget about tolls
I said hey there, you could read a good book
On the way to your favorite place

(CHORUS)

IT'S FUN TO RIDE ON THE B.A.R.T.
IT'S FUN TO RIDE ON THE B.A.R.T.

THEY HAVE EVERYTHING FOR ALL YOU TO ENJOY
YOU CAN GET WHERE YOU WANT TO BE

IT'S FUN TO RIDE ON THE B.A.R.T.
IT'S FUN TO RIDE ON THE B.A.R.T.

YOU CAN GET TO YOUR PLACE
WITHOUT CARS IN YOUR FACE
IT'S THE ONLY WAY TO GO

2ND VERSE

Hey there, are you listening to me
I said hey there, where do you need to be
I said hey there, you could make some new friends
But you have to just do it now

No one should ever drive by themselves
I said hey there, put your keys on the shelf
I said go to, your nearest station
Where you can park and ride the train

REPEAT CHORUS AND 1ST VERSE

2 2 2 2

BART: 25th anniversary of Transbay Tube

9.13.99

PARTICULARS

WHAT

**25th Anniversary of BART's Transbay Tube
Cake-Cutting Ceremony
1970's Music by "IMPACT"
Commemorative Photo Exhibit**

WHERE

**Oakland City Center Plaza above the 12th
Street BART Station**

**Photo exhibit at the 12th Street BART Station,
Level 3**

WHEN

11:30 a.m., Thursday, September 16, 1999

#

BART AND APTA HAVE SOMETHING TO CELEBRATE

Oakland, Calif...As APTA marks its 25th anniversary this month the San Francisco Bay Area Rapid Transit system (BART) will also be celebrating a silver anniversary as well.

On September 16 BART will observe its 25th year of operating passenger trains through its world famous 3.6-mile transbay tube. Thus, 1974 was a big year for BART and of course a big year for the industry. That was the year when the American Transit Association representing the bus operators of north America, merged with the then Institute for Rapid Transit, representing Rail Operators, which not only included the U.S. but Mexico and Canada as well. This historic marriage served to create a strong single voice for the industry. For BART it was also an historic time for it represented the opening of the final link of the then brand new baby of the industry.

Since opening the tube, trains have carried about 700 million people under the bay between San Francisco and Oakland, and outlying suburban communities. Overall the system has carried 1.5 billion people since first opening the doors in 1972. At that time BART was a 71.5 mile system that would serve three counties, Alameda, Contra Costa and San Francisco. Today the system is 95 miles, and serves four counties, the fourth being San Mateo, south of San Francisco. By the end of the year 2001, when the new line to the San Francisco International Airport is expected to open, the system will have grown to 103 miles. In terms of ridership the future also looks very bright. Currently, the system's weekday ridership is averaging 285,000 which represents about a 7 percent jump over the same period last year, and is continuing on a growth curve. When the year 2010 rolls around average daily ridership is projected to reach 389,000.

BART General Manager, Thomas Margro noted that work was long underway to prepare for the demands of such growth.

“Our new global positioning train control system, which we call Advanced Automatic Train Control, (AATC) will increase the system’s passenger capacity, particularly in the transbay tube corridor where it will be critical during the peak periods. It should be ready for full implementation in a couple of years and will be perfectly timed to meet the challenges of the new millennium,” Margro said.

Tube Concept Becomes BART Genesis

Even though BART is still considered among the new generation of systems, actually the first all new rail system to be built in the United States in almost 60 years at the time of its construction, it has a rich and varied history, possibly stretching back almost 80 years. And of course the transbay tube was at the heart of its genesis.

Turning back the pages, BART’s history may actually have begun in October, 1920 when Major General George Goethals, who oversaw construction of the Panama Canal, came to the Bay Area and proposed that a vehicular tube be placed into the bottom of the San Francisco Bay to link the city of San Francisco with Oakland. It would be a double decker with the lower half carrying trains and the upper half accommodating automobiles. That was when the only mode of transportation across the water was ferry boats and the idea of a bridge spanning the bay was nothing more than a visionary gleam. Meanwhile, General Goethals proposed plan received some publicity at the time in the local papers as a fanciful notion but by and large the idea fell on deaf political ears as critics said it couldn’t be done and it would cost too much. In 1936 however the San Francisco/Oakland Bay Bridge was opened, ushering in a new era of transbay travel, and traffic.

It was not until post World War II years that local business and community leaders became increasingly concerned about the population explosion and building boom taking place in the region, and the extraordinary demand such a boom would place on the Bay Bridge, regional highways, and roads. A year later, in 1947, a joint Army/Navy report studied the Bay Bridge corridor and concluded that a transbay tube should be built across the bay to take the growing pressure off the Bay Bridge. Actually that study was begun just before the war because the military was concerned that troop and supply movements between San Francisco, a major port city, and the East Bay should not be totally dependent on the Bridge, particularly if war were to break out. Ironically the study was abandoned when the war started and resumed afterward.

While the earlier proposal by General Geothals was not part of BART's official history, nor was there any reference to it in the Army/Navy report, it is interesting to note that the alignment of the under-water tube in his proposal followed the exact same alignment that was adopted nearly 40 years later when planners and engineers began developing the new fully automated BART system.

Building the Tube

There's no question that the design and building of BART's transbay tube was one of the great engineering feats of the century. The joint venture of Parsons Brinckerhoff - Tudor-Bechtel was charged with the task as the system's general engineering consultants. Six years of seismic study and analysis of tidal pressures preceded the final design. Ultimately the tube was built in 57 sections on shore and then floated out and sunk down into a pre-dug trench along the bottom of the bay. Each double bore section was 330 feet in length, or longer than a football field, 48 feet wide and 24 feet high. A 3/8-inch steel skin reinforced with steel T-beams set six feet apart constituted the basic shell of each section. The completed shell was then laced with steel

reinforcing bars and about 4200 cubic yards of concrete was then poured to form the 2.3 feet thick interior walls and track bed. The first section was put into place in February 1967 using a laser technology to ensure a correct alignment with very tight tolerances. The alignment involved two horizontal and six vertical direction changes. There was a competition going on between the East Bay crew and the West Bay crew as to who would get to the middle of the bay first. When the final section was lowered in April of 1969 and the West Bay crew removed the final bulkhead that separated the sections they were startled to be greeted by a member of the East Bay crew named Don Hughes. Don was sitting at a table with a checkered table cloth, marked reserved, and a bottle of champagne, wondering, of course, what kept them. West Bay crew member Shad Wilson then joined Don for a toast as East met West at 130 feet below the surface of the San Francisco bay.

A major feature of the BART's transbay tube was its built-in earthquake resiliency. It has flexible joints at each end which allow for several inches of vertical and lateral movement. Additionally, the trench that it rests in offers a soft mud bed to cushion any movement.

When putting the transbay tube into the context of the BART system's total history it becomes more than just celebrating the 25th anniversary of its opening day. It's a celebration of the vision, drive and ultimately the human spirit itself that brings about something called progress in the world's evolution. And it is a celebration of the memory of Don Hughes and Shad Wilson drinking a toast on behalf of all of the men and women who worked on the project for their incredible achievement.

TRANSBAY TUBE 25TH ANNIVERSARY EVENT

September 16, 1999

1. Event Outline
2. Invitations
3. Timeline
4. Event Promotion
5. Meeting Schedule

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

TO: *Addressees* **DATE:** 6.7.99
FROM: *Dennis Mochon* 
SUBJECT: *Planning for 25th Anniversary of Transbay Tube Service*

10 Am

There will be a meeting on Wednesday, June 16, 1999 in the first floor conference room, LMA, to discuss ideas for celebrating the 25th Anniversary of Transbay Tube Service. At this time, it does not look like we will be having the public tours, but we have come up with some other ideas, so please come to the meeting so we can get everyone's input into the discussions.

If you have any questions, please contact Kay Springer on extension 7131 who will be coordinating this event.

Addressees:

Rae James
Linda Vasquez
Henry Miranda
Harold Taylor
~~Mike Healy~~
Julie Yim
June Garrett
Kathy Roth
Vicki Wills

EVENT OUTLINE
TRANSBAY TUBE 25TH ANNIVERSARY
City Center Plaza - 12th Street Station

DATE: Sept. 16, 1999

TIME: 11:30 a.m. - 2:30 p.m.

PLACE: City Center Plaza - 12th Street Station

EVENT SCENARIO: Utilizing the stage at the City Center Plaza, chairs will be set-up on the stage for speakers and around the stage for the audience. Music from the early seventies will begin playing at 11:30 a.m. At 12 noon, Mike Healy will welcome the crowd and introduce General Manager Tom Margro. He will greet the crowd and serve as Master of Ceremonies. Tom will introduce President Dan Richard who will give the opening remarks. Remarks by other public officials will follow. Then Tom will recognize those people in the audience that worked on the construction of the Transbay Tube and those current employees who were at BART when the last section of the Transbay Tube was lowered (April 6, 1969 - a total of six current employees). Retirees that were employed during that time period will also be recognized.

Rachel Abelson, daughter of past director, Howard Abelson and his wife Janet, who is a member of the District's Accessibility Task Force, will be an honored guest at the ceremony. Rachel was born on the day Transbay service began and was also honored at BART's tenth Transbay Tube Anniversary event.

After the speeches, the Board President, Directors, General Manager, local officials and the six current employees will move to the location of the ceremonial cake for the cake cutting ceremony. After the cake cutting ceremony, the music will resume until 1:30 and the public will be invited to enter the 12th Street Station and proceed to the first train level to tour a three car BART train that will include a newly renovated A-car, a renovated B-car and a new C-car. Inside two of the cars will be a photographic display of the trans-bay tube construction and events from the opening day and a third car (renovated) will have renovation photos. Commemorative coins will be available for distribution as people exit the train. The tours will be available until 2:30 p.m. This will conclude the event.

There also will be an updated display with video dedicated to the construction and opening of the Transbay tube in the free area of the station.

Transbay Tube 25th Anniversary Event

Page Two

EVENT SET-UP: An existing stage at the City Center Plaza will be used. Chairs reserved for the speakers will be on the stage and other chairs will be set up theater style extending from the stage area out into the plaza area. The first rows will be reserved for the those who worked on the construction of the transbay tube along with the six current employees. Adjacent to the stage, tables will be set up with the ceremonial cake. There will be a canopy over the cake tables. A complete sound system will also be setup.

STAFFING:

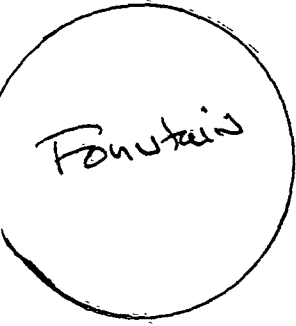
Event Coordinator and Set-up:	Kay Springer
Invitation List & Mailing:	June Garrett (District Sec. office will assist in identifying past Directors & VIP's associated with the construction of the tube.)
Program/Speakers List:	Dennis Mochon & June Garrett
Speeches:	Ron Rodriguez
Train Coordination:	Linda Vasquez
Crowd Control: (station/train)	Linda Vasquez, Nelton Joe
Crowd Control: (plaza area)	Nelton Joe
Photographer:	Vicki Wills
Fund Raising:	Dennis Mochon
Display/Video Production:	June Garrett & Dennis Mochon
Train Display:	Vicki Wills
Commemorative Item: (silver coins)	Kay Springer
Media Plan/Kit:	Mike Healy, Vicki Wills
Volunteer Workers:	Kay Springer/Linda Vasquez
VIP Spotters:	Mitch Stogner & Staff

20th Anniversary
Event Layout

Cake Table

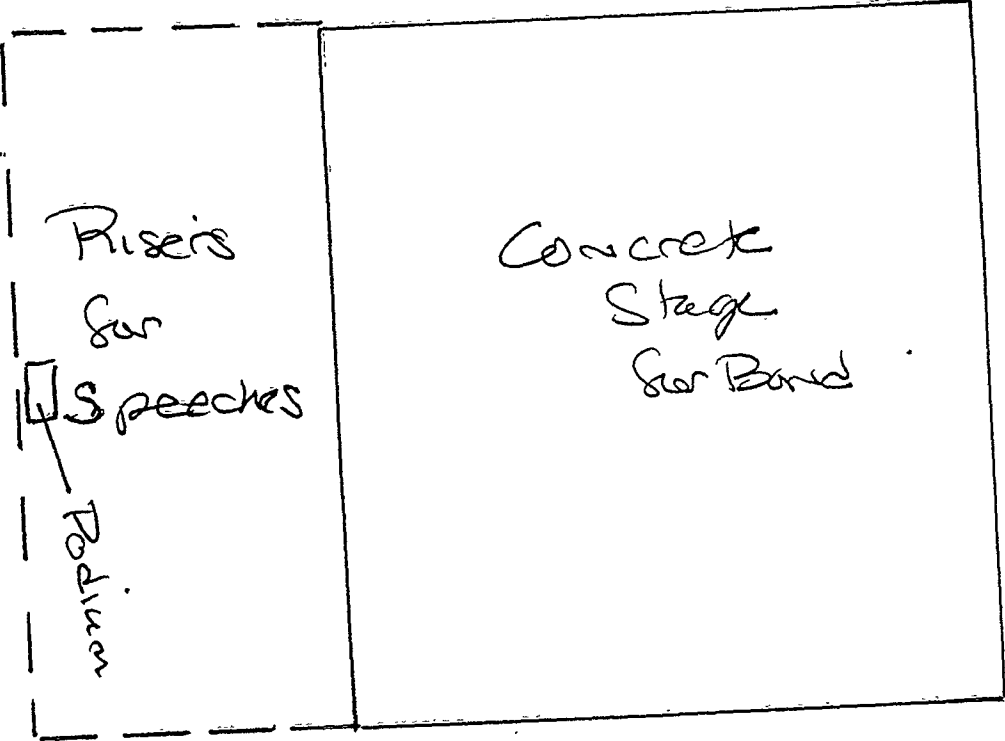
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Primos



Escalator

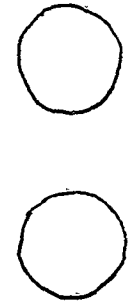
Primos
Tables



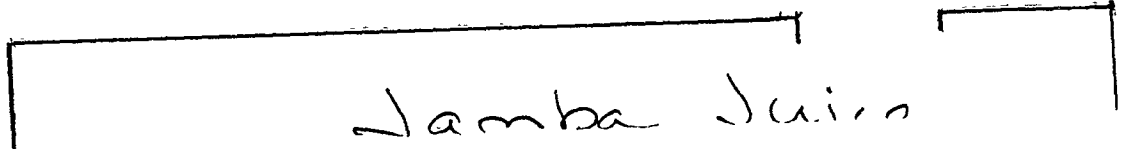
BART
ba →

Stairs

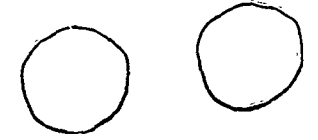
Stairs



Cake Table



Jamba Juice



DRAFT #3

EVENT OUTLINE
TRANSBAY TUBE 25TH ANNIVERSARY
Event # 1 -Lake Merritt Plaza

DATE: Sept. 16, 1999

TIME: 11:30 a.m. - 2:30 p.m.

PLACE: City Center Plaza - 12th Street Station (pending conformation)

EVENT SCENARIO: Utilizing the stage at the City Center Plaza, chairs will be set-up on the stage for speakers and around the stage for the audience. Music from the early seventies will begin playing at 11 a.m. At 11:30 a.m., Mike Healy will welcome the crowd and introduce General Manager Tom Margro. He will greet the crowd and serve as Master of Ceremonies. Tom will introduce President Dan Richard who will give the opening remarks. Remarks by other public officials will follow. Then Tom will recognize those people in the audience that worked on the construction of the Transbay Tube and those current employees who were at BART when the last section of the Transbay Tube was lowered (April 6, 1969 - a total of six current employees)

Rachel Abelson, daughter of past director, Howard Abelson and his wife Janet, who is a member of the District's Accessibility Task Force, will be an honored guest at the ceremony. Rachel was born on the day Transbay service began and was also honored at BART's tenth Transbay Tube Anniversary event.

Also recognized at the event will be those BART riders who can produce an original Transbay Tube souvenir ticket. Once the bearers of these tickets are verified, they will be invited to the ceremony. A drawing will be held among them for a prize (either a dinner or tickets to the theater). If there are a limited number of people, they may be offered a complementary \$25 BART ticket.

After the speeches, the Board President, Directors, General Manager, local officials and the six current employees will move to the location of the ceremonial cake for the cake cutting ceremony. After the cake cutting ceremony, the music will resume until 1:30 and the public will be invited to enter the 12th Street Station and proceed to the first train level to tour a three car BART train that will include a newly renovated A-car, a renovated B-car and a new C-car. Inside the train will be a photographic display of the trans-bay tube construction and events from the opening day. Commemorative coins will be available for distribution as people exit the train. The tours will be available until 2:30 p.m. This will conclude the event.

There also will be an updated display with video dedicated to the construction and opening of the Transbay tube in the free area of the station.

EVENT SET-UP: An existing stage at the City Center Plaza will be used. Chairs reserved for the speakers will be on the stage and other chairs will be set up theater style extending from the stage area out into the plaza area. The first rows will be reserved for the those who worked on the construction of the transbay tube along with the six current employees. Adjacent to the stage, tables will be set up with the ceremonial cake. There will be a canopy over the cake tables. A complete sound system will also be setup.

STAFFING:

Event Coordinator and Set-up:	Kay Springer
Invitation List & Mailing:	June Garrett (District Sec. office will assist in identifying past Directors & VIP's associated with the construction of the tube.)
Program/Speakers List:	Dennis Mochon & June Garrett
Speeches:	Ron Rodriguez
Train Coordination:	Linda Vasquez, David Hulse
Crowd Control: (station/train)	Linda Vasquez, David Hulse Greg Savage
Crowd Control: (plaza area)	Greg Savage
Photographer:	Vicki Wills

Fund Raising:	Dennis Mochon
Display Production:	June Garrett & Dennis Mochon
Video Production:	Dennis Mochon
Train Display:	Vicki Wills
Radio Tags:	Gale Moses
Commemorative Item: (silver coins)	Kay Springer
Souvenir Tkt. Holders promotion	Kay Springer
Media Plan/Kit:	Mike Healy, Vicki Wills
Volunteer Workers:	Kay Springer
VIP Spotters:	Mitch Stogner & Staff
BUDGET:	To Be Determined

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TRANSBAY TUBE 25TH ANNIVERSARY
EVENT OUTLINE

EVENT #1
DIGNITARY/PUBLIC EVENT
"Celebrate the Transbay Tube's Silver Anniversary"

This event, largely for BART dignitaries, officials, and the public must be held at a well-known site which benefits from heavy foot traffic. The perfect location is downtown Oakland at the City Center Plaza area during lunch hour when many people are outside for lunch or coffee breaks or simply wandering around the area. A large crowd can be easily accommodated at this location and the foot traffic can also serve to draw more people to an event that will be best served if well-attended.

Music from the year 1974 can be played through the speaker system -- this helps to set the mood and make the event fun. The location and manner of this event would make the event -- which could be easily overlooked -- come alive with excitement. Speakers, including BART officials and local dignitaries, can address the crowd, present proclamations, and recognize special guests. By hosting this event in Oakland, it offers the opportunity to forge a bond with the new elected leadership in Oakland. Consideration should also be given to inviting elected officials who were in office when the tube was opened for service.

Holding the celebration at such a location provides more opportunities for potential media coverage, particularly since September 13 -- 16 is "Back to Transit" week and most activity will be focused on San Francisco.

A handwritten signature in black ink, appearing to read "D. Gray". The signature is written in a cursive style with a long, sweeping underline that extends to the left.

EVENT #2
MEDIA EVENT
"Midnight Train to McArthur"

A targeted media event is the most effective way to secure coverage for the 25th anniversary of the Transbay Tube. We recommend holding a unique "media only" event with the theme "Midnight Train to McArthur" (based on the 1970s hit song "Midnight Train to Georgia"). This event provides a unique approach to gathering a group of reporters and providing them with the history of the transbay tube and the evolution of BART as a major transportation force in the Bay Area.

To further encourage reporters to attend the event, it is important to send personalized invitations and then place follow-up phone calls to confirm their attendance. This event should be held after BART service is complete for the evening and include a behind-the-scenes tour with different tour guides to narrate specific sections/eras and be prepared to answer questions from reporters.

One approach to providing information is setting up each car of the train to represent a period of five years. Under this design, the first car reporters are escorted on will represent 1974 to 1979 and the next car would represent 1980 to 1985 and so on. Each car will display information and materials for that particular era including enlarged photos representing the changes BART has experienced ranging from uniforms to ticket costs to technology. Each car could also include music from the specific time period as another way to identify the period and will also add to the atmosphere.

At the close of the event, reporters should be given a commemorative certificate or small token (such as a coin). At some point during the event, food and beverages should be provided to add to the celebratory nature of the event. This is also another good way to secure the attendance of reporters.

The event should be pitched as the unique opportunity it is – riding on BART when there are no other riders, at no charge, and collecting information in a nontraditional setting.

On a lighter note, we recommend writing lyrics to a popular song that was played in 1974 and securing some local musicians to record and perform. The song would be a lighthearted tribute to BART and would certainly receive ample play time on local radio stations. The song could be the theme song for all events surrounding the anniversary celebration and potentially become associated with BART on a long-term basis.

DRAFT #2

EVENT OUTLINE
TRANSBAY TUBE 25TH ANNIVERSARY
Event # 1 -Lake Merritt Plaza

DATE: Sept. 16, 1999

TIME: 10:00 a.m.

PLACE: Plaza area adjacent to the Lake Merritt Admin. Bldg.

EVENT SCENARIO: Starting at 9:45 a.m. coffee, tea and juice will be available. Music???? At approximately 10:00 a.m. people will be asked to take their seats. Mike Healy will welcome the crowd and introduce General Manager Tom Margro. He will greet the crowd and serve as Master of Ceremonies. Tom will introduce President Dan Richard who will give the opening remarks. Remarks by other public officials will follow. Then Tom will recognize those people in the audience that worked on the construction of the Transbay Tube and those current employees who were at BART when the last section of the Transbay Tube was lowered (April 6, 1969 - a total of six current employees)

Rachel Abelson, daughter of past director, Howard Abelson and his wife Janet, who is a member of the District's Accessibility Task Force, will be an honored guest at the ceremony. Rachel was born on the day Transbay service began and was also honored at BART's tenth Transbay Tube Anniversary event.

Also recognized at the event will be those BART riders who can produce an original Transbay Tube souvenir ticket. Once the bearers of these tickets are verified, they will be invited to the ceremony, the evening ride through the tube and also a drawing will be held among them for a prize (either a dinner or tickets to the theater). If there are a limited number of people, they may be offered a complementary \$25 BART ticket. This promotion will be advertised via the contest flyer for the tube ride and in press releases and radio tags.

After the speeches, the Board President, Directors, General Manager, local officials and the seven current employees will move to the location of the ceremonial cake for the cake cutting ceremony. Commemorative coins will be available for distribution to those attending the event. This will conclude the event.

The lobby area of the administration building will have an updated display dedicated to the construction and opening of the Transbay tube. Super large blow-up photos of the transbay tube construction may also be displayed in the lobby??????

EVENT SET-UP: A stage will be setup close to the administration building in the plaza area. Chairs reserved for the speakers will be on the stage and other chairs will be set up theater style extending from the stage area out into the plaza/grass area. The first rows will be reserved for the those who worked on the construction of the transbay tube along with the seven current employees. To stage left, tables will be set up with the ceremonial cake. To stage right, the liquid refreshments will be set up. There will be a canopy over the cake tables. A complete sound system will also be setup.

STAFFING:

Event Coordinator and Set-up:	Kay Springer
Invitation List & Mailing:	June Garrett (District Sec. office will assist in identifying past Directors & VIP's associated with the construction of the tube.)
Program/Speakers List:	Dennis Mochon & June Garrett
Speeches:	Ron Rodriquez
Photographer:	Vicki Wills
Fund Raising:	Dennis Mochon
Display Production:	June Garrett & Dennis Mochon
Video Production:	Dennis Mochon
Radio Tags:	Gale Moses
Commemorative Item: (silver coins)	Kay Springer
Souvenir Tkt. Holders promotion	Kay Springer
Media Plan/Kit:	Mike Healy, Vicki Wills
Volunteer Workers:	Kay Springer
VIP Spotters:	Mitch Stogner & Staff
BUDGET:	To Be Determined

DRAFT #2

**EVENT OUTLINE
TRANSBAY TUBE 25TH ANNIVERSARY
Event # 2 - Tube Walk**

DATE: September 17, 1999

TIME: 1:30 - 2:30
1:00 a.m. - 4:00 a.m.

PLACE: Lake Merritt Station, 8th & Oak Street Entrance

EVENT SUMMARY: 600 people (300 general public and 300 employees) will be offered the opportunity to tour on foot a section of the transbay tube during non-revenue hours. Stations flyers will be distributed systemwide to promote a contest for the selection of 150 (including the holders of the souvenir tickets) people who can bring one guest to board a train at the Lake Merritt Station for the walk in the tube. Flyers, a commemorative coin and a letter from the General Manager will be mailed to employees home offering the same ride. 150 employees and their guest will participate.

The public will be asked to report to the station at 1:00 a.m. for a briefing and then board a waiting train on the Lake Merritt platform. This group will then be taken into the transbay tube and off loaded for their walk. That train will then return to Lake Merritt to pick up the employee group who will report to Lake Merritt at 2:00 a.m. After their briefing the train will take them into the tube for their walk, pick up the first group return them to Lake Merritt and then return to pickup the employee group.

When people arrive at the station for the event, they will be let in by BART Police as the station will be closed. There will be a sign-in table and each person will be given a name tag to identify them as part of the tour. There will be coffee and light refreshments.

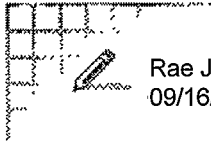
BART Police, Transportation personnel and Safety monitors will be in charge of escorting the groups throughout the tour from the time of their briefing to returning to Lake Merritt. The Safety Department will conduct the initial briefing prior to boarding the train.

If possible one person on each train should be with the Train Operator and using the public address system describe the construction and operation of the transbay tube.

When the group returns to Lake Merritt, they will be presented with a certificate saying they have walked in the tube and a commemorative coin. Group photos will be taken at this point.

STAFFING:

Overall Coordinator:	Kay Springer and Dennis Mochon
Technical & Tour Coordinators:	Henry Miranda, Linda Vasquez and Kathy Roth with assistance by BART Police
Volunteer Coordinator:	Kay Springer, Kathy Roth, Carol Asker
Refreshments:	Kay Springer
Script/Handouts:	Ron Rodriquez and Vicki Wills
Set-up:	Kay Springer
Flyer Production/ Distribution:	Kay Springer & Emily Ingram
Radio Tags:	Gale Moses
Winner Notification:	Emily Ingram
Certificate:	Graphics & Kay Springer
Media Relations:	Ron Rodriquez & Vicki Wills
Photographer:	Vicki Wills



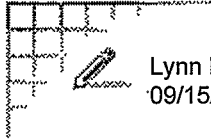
Rae James
09/16/99 07:19 AM

To: Dennis Mochon/LMA/Oak/BART@BART, Mike Healy/LMA/Oak/BART@BART
cc: Kay Springer/LMA/Oak/BART@BART

Subject: 12th Street Event - Thursday, Sept. 16

FYI. We can do better. Rae

----- Forwarded by Rae James/LMA/Oak/BART on 09/16/99 07:17 AM -----



Lynn Fischer
09/15/99 10:46 AM

To: Rae James/LMA/Oak/BART@BART
cc: Julie A Yim/LMA/Oak/BART@BART

Subject: 12th Street Event - Thursday, Sept. 16

Rae-

I attend Paul Oversier's staff meeting each week and something was brought up this morning that I think External Affairs needs to address.

First of all, let me say that so far this year Customer Services has held 49 events in various stations during this calendar year. I have a good working relationship with the ACTOs and supervisors and I always, always keep them informed of what is planned by Customer Services in the stations. I also extend this information to Facilities Maintenance when they are involved in set-up or delivery.

Paul and his managers were confused and annoyed because they had received no information about what specifically was going to happen at 12th St. station during the birthday festivities. Julie has been conducting "walk-thru" inspections with Al Johnson's staff this week and Transportation had been anticipating what they consider to be "standard" information from the department that is hosting the event. They had heard through the grapevine that over \$2,000 had been spent on a cake, but other than that no real info.

I don't mean to sound too harsh, but I think they were genuinely offended. Operations is part of the BART family and not just the hired help. It's somewhat demeaning to be kept in the dark and then when the "important" people arrive at the stations to keep up a smile and lend a hand. What I think we should do for all station events or activities is to notify (by e-mail) the appropriate ACTO and the CTO as soon as we are planning something. Then we should update them with changes that happen along the way. I've found that when I do this I get help and cooperation from supervisors and agents.

Lynn



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EXCELLENT SERVICE

Fax Transmission Memo

DATE: 9/17/99

TO: Mike Healy

FAX#: (510) 464-7103

COMPANY: BART

FROM: Dee Robbins (415) 543-3361

MEMO: 17 X \$10.00=\$170.00 Monitoring Report
Fee. \$10.00 waived for each tape or
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Monitoring Report

BART 09/16 To 09/17

- 1) **Bay TV Mornings**
BAY-TV () San Francisco/Oakland 9/16/99 9:00-11:00 AM
 1.00.00 News briefs. >Bus with students hits pole and tree in Oakland this morning, no injuries. >Presidential Advisory Committee looking into English Only Tests in schools and how they may violate the right of limited English students. >Geologists report that Bay Bridge may collapse if there is another quake before retrofitted, V; Bay Bridge. >Oakland Army Base closing ceremonies today. >BART Transbay Tube 25th anniversary celebration in Oakland today, V; footage of the construction. >Weather. >Traffic. 1.02.00

- 2) **Bay TV News**
BAY-TV (-) San Francisco/Oakland 9/16/99 9:00-10:00 PM
 29.20 V; footage of story from 1974 of BART Transbay Tube opening. 30.00

- 3) **WB News**
KBWB-TV (WB) CH 20 San Francisco/Oakland 9/16/99 10:00-11:00 PM
 30:34 Bart V; shots of ceremonies for the 25th anniversary of the Transbay Tunnel. 31:00

- 4) **Good Morning America Cut-ins**
KGO-TV (ABC) CH 7 San Francisco/Oakland 9/16/99 7:00-9:00 AM
 25.50 Headlines The man who shot and killed 4 at Anaheim Hosp yesterday will be arraigned today. V; Hosp. >Oakland Army Base officially closes today. V; Base. >25 years ago Bart 's transbay tube opened. V; Tube. 27.03

- 5) **Channel 7 News At Eleven-Thirty**
KGO-TV (ABC) CH 7 San Francisco/Oakland 9/16/99 11:30-12:00 PM
 12.15 Briefs. >TZ; A's - Major League Baseball owners put sale of the A's on hold, possibly resulting in move of the team from Oakland, V; Owners/leaders meeting. >Closing ceremonies today for Oakland Army Base. V; Ceremony scene. S; Major General Ken Privratsky, Army Commander. S; Mayor, Jerry Brown. David Louie reports. >BART celebrates 25th anniversary with ceremony today. V; BART scenes. 15.30

- 6) **Channel 7 News At Six**
KGO-TV (ABC) CH 7 San Francisco/Oakland 9/16/99 6:00-7:00 PM
 45.20 T; V; BART . 45.30

VIDEO MONITORING SERVICES OF AMERICA, LP

Page: 2

BART Continued....

6) Channel 7 News At Six [continued...]

KGO-TV (ABC) CH 7 San Francisco/Oakland

9/16/99

6:00-7:00 PM

49.00 TZ; BART . Celebration for the 25th anniversary of Transbay Tube of BART . V; celebration in Oakland, BART stations and trains. I; riders, on the tunnel. Wayne Freedman Reporting. 51.20

7) Eyewitness News

KPIX-TV (CBS) CH 5 San Francisco/Oakland

9/16/99

5:00-7:00 AM

07.50 Bart Twenty-fifth anniversary of transbay tube. Celebration planned. V; Bart . Cake cutting at 11:30 at Oakland City Center Plaza. Music and photo exhibit. 08.15

* * *

1.54.45 ON THE NEWS AT 7:00; Bart , Traffic, Weather, Floyd

8) Eyewitness News This Morning

KPIX-TV (CBS) CH 5 San Francisco/Oakland

9/16/99

7:00-9:00 AM

35.20 T; V; BART , V; Traffic, V; weather. 35.50

* * *

47.30 TZ; BART . BART celebrating 25th anniversary of the Trans Bay Tube connecting SF to East Bay. I; Mike Healy , BART Spokesman, live in Oakland, on the celebrations that will take place today in Oakland. V; footage of BART trains and stations. 50.40

* * *

1.25.45 News briefs. >BART celebration in Oakland today recap. >Gray Davis signs law prohibiting schools to sign contracts with exclusive rights in Softdrink deals. V; footage of Pepsi production plant. Mention of San Jose School District deal with Pepsi that will not be affected. 1.26.30

9) Eyewitness News At Noon

KPIX-TV (CBS) CH 5 San Francisco/Oakland

9/16/99

12:00-12:30 PM

13.45 T; Bart , Oakland Army Base, Weather

* * *

17.56 TZ; Bart V; Bart . Bart is celebrating the 25th anniversary of the transbay tube at Civic Center Plaza in Oakland. They had a cake cutting ceremony. I; Mike Healy , BART , says the tube was designed to withstand earthquakes. It is an engineering marvel. There is also a photo exhibit. 18.50

10) Eyewitness News At Five

KPIX-TV (CBS) CH 5 San Francisco/Oakland

9/16/99

5:00-6:00 PM

29.10 T; V; top technology, V; BART celebration. 29.30

* * *

35.00 TZ; BART . Celebration for the 25th anniversary of Transbay Tube of BART . V; celebration in Oakland, BART stations and trains. 35.15

11) Newscenter Four Daybreak

KRON-TV (NBC) CH 4 San Francisco/Oakland

9/16/99

5:00-7:00 AM

9.44 BART Tube. Tube celebrates its 25st year which connects Oakland and SF. V; tube. 10.02

VIDEO MONITORING SERVICES OF AMERICA, LP

Page: 3

BART Continued....

- 11) Newscenter Four Daybreak [continued...]**
KRON-TV (NBC) CH 4 San Francisco/Oakland 9/16/99 5:00-7:00 AM
 1.08.02 BART Bay Tube. Tube celebrates 25th birthday. V; tube which runs from Oakland to SF. 1.08.33
 * * *
- 1.56.44 WeatherTraffic. > Celebration for 25th birthday of BART Tube between SF and Oakland. 1.57.02
- 12) NBC Today Cut-ins**
KRON-TV (NBC) CH 4 San Francisco/Oakland 9/16/99 7:00-9:00 AM
 1.56.52 Headlines 9000 acres have been consumed in fire at Big Sur. V; Fire > School districts will no longer be able to sign exclusive contracts with companies like Coca-Cola or Pepsi without public hearings. > Bart transbay tube is 25 years old today.
- 13) Mornings On Two**
KTVU-TV (Fox) CH 2 San Francisco/Oakland 9/16/99 8:00-9:00 AM
 55:17 S; Examiner Editor Phil Bronstein, talks to Ross about the following stories in today's edition: > Know Your Rights classes being cancelled at the San Francisco jail. > 25th anniversary of Bart 56:50
- 14) The Noon News**
KTVU-TV (Fox) CH 2 San Francisco/Oakland 9/16/99 12:00-12:30 PM
 23.05 T; BART , Copeland's corner.
 * * *
- 26.30 Tz; BART . Today is the twenty fifth anniversary of the opening of the Trans Bay tube. V; BART , BART is considering new technology for faster trains. 26.55
- 15) The Ten O'Clock News**
KTVU-TV (Fox) CH 2 San Francisco/Oakland 9/16/99 10:00-11:00 PM
 11.49 T; Texas shooter, T; Gun store closeout, T; A's future, V; clip, signage True Value, Target, T; BART birthday. 12.32
 * * *
- 50.12 TZ; BART birthday. BART celebrates 25 years since first trans-bay ride. Tom Vacar reporting, V; BART birthday cake, file tape of ride through BART Bay tunnel, file film of construction, I; Winfield Salter, supervising engineer, notes tunnel was trend-setting, unprecedented, seismically flexible, PC; SF Supervisor Willie Kennedy points out people aboard BART didn't even feel Loma Prieta Quake in '89, BART never stopped running. V; film of tube construction, would cost \$3 billion to replace. 52.45
- 16) Morning Drive Time**
KGO-AM (ABC) Freq 810 San Francisco/Oakl 9/16/99 6:00-7:00 AM
 33.38 Recaps/Briefs. . > A's recap. > TZ; Kevin Patrick reports SJ father will not be charged in connection with son's suicide. The son used the father's gun to kill himself. There is no criminal liability for parents if child is over 15. > 25th anniversary of BART today; celebration held later today. 35.45

VIDEO MONITORING SERVICES OF AMERICA, LP

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**BART
Continued....****17] Morning Drive Time****KSFO-AM (UPI) Freq 560 San Francisco/Oak****9/16/99****6:00-9:00 AM**

08.03.14 SF News/Melanie Morgan. >VP Al Gore to release study on Cyber Stalking and lead discussion on the issue at San Diego State University; he will be in the Bay Area tomorrow. >New Presidential advisory commission report results show making kids with poor English skills take tests in English may violate their civil rights. >BART /Transbay Tube opened 25 years ago today; ceremony today in celebration. Anchors chat about BART extension. 08.05.30

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For videocassettes or transcripts of any of the above segments, contact your nearest VMS office

** TOTAL PAGE.05 **

Mike Healy, Dept. Mgr.
Public Affairs

NEWS RELEASE



99-083

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (510) 464-6000

Contact: Mike Healy
Media and Public Affairs
510/464-7110 (office); 510/678-6397 (pager)
510/464-7103 (fax)

September 13, 1999

FOR IMMEDIATE RELEASE

BART to Mark 25th Anniversary of the Transbay Tube

OAKLAND, Calif. — Beginning at 11:30 a.m. this coming Thursday, September 16, BART will hold a public cake-cutting ceremony to commemorate the 25th Anniversary of its *Transbay Tube*, and have on display a special exhibit of photos showing how The Tube was constructed and lowered into the bay. The Tube first opened for passenger service on September 16, 1974.

The event will be held at the City Center Plaza in Oakland adjacent to BART's 12th Street, City Center Station. The festivities will include "IMPACT," an eight-piece band providing music with a 1970's theme, and remarks by local dignitaries who will join BART officials to mark the occasion with a cake-cutting ceremony. The giant-sized cake will be specially sculpted to depict the Bay Bridge with BART's Transbay Tube traversing under the Bay.

Joining officials for the cake-cutting will be Rachel Abelson, whose parents, Howard Abelson (a Richmond City Councilman in 1974), and his wife, Janet, were on their way to ride the first train under the Bay, as part of the official contingent to mark the opening of the Transbay Tube, when Rachel decided to make her entry into the world. So Howard and Janet headed for the hospital instead. Thus, September 16 will also be Rachel's 25th birthday as she helps to cut the cake. (Rachel also helped cut the cake on The Transbay Tube's 10th Anniversary.)

Adding to the festivities, BART will hold a drawing for anyone who can produce an original Transbay Tube souvenir ticket.

The **Photo Exhibit** will be on a five-car train which will be parked at platform three (the middle level) of the 12th Street Station. The public will be invited to come in and view the exhibit as part of the overall commemorative event.

(more)



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CONTACT: Ron Rodriguez

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Media and Public Affairs

510.464.7139 (work); 510.718.1601 (page); 925.370.7961 (home)

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"The Tube," as it has become known in the past quarter-century of service, hosted its first passengers on Fremont-to-San Francisco Train No. 101 about 7 a.m. on Sept. 16, 1974.

In addition to the street-side festivities, a five-car BART train featuring an exhibit of photos from the construction of The Tube to the inaugural run was open to the public at the adjacent 12th Street BART Station.

Rachel Abelson, the daughter of then-Richmond City Councilmember Howard Abelson and his wife, Janet, whose birth that morning detoured the couple from the inaugural run, cut her and The Tube's 25th Birthday cake, a specially designed, giant-sized creation depicting the bridge over the Bay and The Tube beneath it, and was presented with flowers by BART Board President Dan Richard.

Plaques honoring the six current BART employees who were employed by the District when the last section of The Tube was laid in 1969 were presented to Phillip Ormsbee, Carol Asker, Kathryn Springer, Marilyn McAllister, Karen Morris and Anna O'Keefe.

"The Transbay Tube is the product of visionaries," Richard said, "men and women who both saw and shaped the future of their communities for our children and their future generations. The Tube is the backbone of BART and the backbone of regional transportation in the Bay Area. And in the aftermath of the Loma Prieta Earthquake it was the lifeline of the Bay Area."

"Sometime next week," Richard added, "the 700 *millionth* passenger will take BART through The Tube. That's a record that BART and the people of the Bay Area should be proud of. Because this isn't 'BART's Tube' — it's the public's Tube, and it has served the public well this past quarter century and will serve the public well for the next full century."

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The soft trench acts as a shock absorber during earthquakes and specially designed "flexible seismic joints" connect The Tube to the fixed tunnels in San Francisco and Oakland. Each seismic joint is akin to a hollowed-out ball-and-socket that allows the joint to move in all directions, including six to eight inches horizontally.

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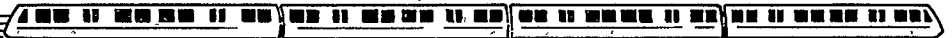
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'The Tube' Celebrates Its Silver Anniversary

OAKLAND, Calif. — Engineering marvel and movie star, BART's fabled Transbay Tube was feted for its Silver Anniversary today (Thursday, Sept. 16, 1999) at ceremonies at the Oakland City Center Plaza and the 12th Street BART Station.

"The Tube," as it has become known in the past quarter-century of service, hosted its first passengers on Fremont-to-San Francisco Train No. 101 about 7 a.m. on Sept. 16, 1974.

In addition to the street-side festivities, a five-car BART train featuring an exhibit of photos from the construction of The Tube to the inaugural run was open to the public at the adjacent 12th Street BART Station.

Rachel Abelson, the daughter of then-Richmond City Councilmember Howard Abelson and his wife, Janet, whose birth that morning detoured the couple from the inaugural run, cut her and The Tube's 25th Birthday cake, a specially designed, giant-sized creation depicting the bridge over the Bay and The Tube beneath it, and was presented with flowers by BART Board President Dan Richard.

Plaques honoring the six current BART employees who were employed by the District when the last section of The Tube was laid in 1969 were presented to Phillip Ormsbee, Carol Asker, Kathryn Springer, Marilyn McAllister, Karen Morris and Anna O'Keefe.

"The Transbay Tube is the product of visionaries," Richard said, "men and women who both saw and shaped the future of their communities for our children and their future generations. The Tube is the backbone of BART and the backbone of regional transportation in the Bay Area. And in the aftermath of the Loma Prieta Earthquake it was the lifeline of the Bay Area."

"Sometime next week," Richard added, "the 700 *millionth* passenger will take BART through The Tube. That's a record that BART and the people of the Bay Area should be proud of. Because this isn't 'BART's Tube' — it's the public's Tube, and it has served the public well this past quarter century and will serve the public well for the next full century."

With the U.S. Conference Of Mayors in town for their convention that week in 1974, the inaugural transbay revenue train was packed with dignitaries and media from across the United States.

Not only was the whole country watching, the entire world was watching as well — because BART had built the longest underwater vehicular tube *in the world*, and was already internationally acclaimed engineering wonder of the world. The Tube had earned BART the Engineering Accomplishment of the Year Award in 1969 — the year the last section was laid in place — even though that was also the year of the first moon landing.

"The Tube is still an engineering marvel of the world," said BART General Manager Thomas E. Margro, who is a Registered Professional Engineer and an Associate Member of the Transportation Research

(more)

Board, "And while Bay Area commuters and residents may never give The Tube a second thought as they are whisked beneath the Bay, to out-of-town visitors it is the proverbial 'E-ride.' Imagine going back to Peoria and telling the neighbors how you traveled underneath fabled San Francisco Bay!"

The 3.6-mile Tube links Oakland and San Francisco through two bores lying 135 feet, at their deepest point, beneath the surface of San Francisco Bay. Each weekday nearly 150,000 BART passengers ride the 546 trains that race through The Tube at up to 80 miles per hour. To date, nearly 700 *million* passengers have travelled through The Tube.

Designed by Parsons-Brinkerhoff-Tudor-Bechtel and built in the shipways of the old Bethlehem Shipyard off Third Street in San Francisco, The Tube is made up of 57 double-barreled sections of steel and concrete, each 330 feet long, 48 feet wide and 24 feet tall, with 2.3-foot thick walls. Each section weighs some 10,000 *tons*.

The Tube cost \$180 million in 1970-dollars to build and install. Today The Tube would cost an estimated \$2.5 *billion* to \$3 *billion*. It is estimated that the entire original BART system would cost some \$10 billion to build today.

Each section of The Tube is shaped like a pair of binoculars with a two-story "gallery" in the center. While trains travel in opposite directions in the separate bores of the binoculars, the 9-foot-tall first floor of the gallery houses utilities and communications systems and is used by maintenance workers. The 7-foot, 8-inch-tall second floor is part of the air-exhaust system — the system that was used 20 years later as the model for the Channel Tunnel linking England and France.

The Tube's sealed sections were floated out into the Bay, aligned with laser beams, and carefully lowered into a 70- to 100-foot deep trench that had been scooped from the bottom of the Bay. Deep-sea divers connected the sections of The Tube using 50-ton hydraulic jacks adapted from the mining industry for underwater work. More than 1 million cubic yards of bay-bottom backfill were laid on top of the entrenched sections.

The soft trench acts as a shock absorber during earthquakes and specially designed "flexible seismic joints" connect The Tube to the fixed tunnels in San Francisco and Oakland. Each seismic joint is akin to a hollowed-out ball-and-socket that allows the joint to move in all directions, including six to eight inches horizontally.

A series of charged anodes is set about 250 feet off both sides of The Tube and connected to The Tube with armored cable. This prevents the electrolysis that could otherwise cause corrosion of The Tube's steel skin.

The idea for a transbay tube was first broached in 1920 by Gen. George Washington Goethals, the builder of the Panama Canal and former Governor of the Canal Zone, who suggested a two-story combination train and auto/truck tube. In 1947 the Joint Army-Navy Commission, noting transbay congestion during World War II despite the bridges, recommended a transbay tube with trains between Oakland and San Francisco to meet the growing demands of post-war growth.

As for its film fame, The Tube made its debut in George Lucas' first feature film, "THX 1138," a three-star science fiction classic released in 1971 while The Tube and the BART system were still under construction. (In the escape scene at the end, actor Robert Duvall is not climbing "up" from the subterranean Orwellian world, he's crawling horizontally through the Transbay Tube. And the bright, stark-white sets in the movie are unfinished, underground BART stations.) Flush with the critics' reviews, The Tube and BART went on to co-star with Danny Glover in "Predator 2," Gregory Hines in "Eve of Destruction," Chuck Norris in "Eye For An Eye," and other films and television shows with box office stars like Don Johnson, Annette O'Toole, Cheech Marin and Mike Myers. The Tube was the star and centerpiece in the "Nash Bridges" television episode, "Night Train."

TRANSBAY TUBE 25TH ANNIVERSARY EVENT

Thursday, September 16, 1999
12th Street City Center

PROGRAM

(Mike Healy will open ceremony and introduce GM)

MASTER OF CEREMONIES

Thomas E. Margro, General Manager
(Introduces all speakers)

WELCOME

The Honorable Dan Richard, President
San Francisco Bay Area Rapid Transit District Board of Directors

SPEAKERS

The Honorable Henry Chang, Jr., Vice Mayor
City of Oakland

The Honorable Willie Brown, Mayor
City of San Francisco

The Honorable Willie Kennedy, Director
San Francisco Bay Area Rapid Transit District

The Honorable Carol Ward Allen, Director
San Francisco Bay Area Rapid Transit District

RECOGNITION OF RACHEL ABELSON

The Honorable Dan Richard, President

PRESENTATION OF PLAQUES

Thomas E. Margro, General Manager
(Carol Asker, Marilyn McAllister, Karen Morris, Anna O'Keefe,
Phillip Ormsbee, Kay Springer)

(GM INVITES ATTENDEES TO THE CUT CUTTING CEREMONEY)

All speakers will be present and participate in cut-cutting ceremony.

CLOSES EVENT

Mike Healy

Public will be invited to tour BART Car Museum and view 25th Transbay Tube Display

Matthew Little Moss

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REMARKS BY
THOMAS E. MARGRO
BART GENERAL MANAGER
ON THE 25TH ANNIVERSARY OF THE TRANSBAY TUBE
SEPTEMBER 16, 1999

Good morning, ladies and gentlemen.

I'm Tom Margro and I am proud to be the General Manager of BART, the Bay Area's regional transportation system, and the host for today's festivities.

First, I want to thank all of you for joining in this celebration of 25 spectacular years of service by BART's internationally famous Transbay Tube.

And I don't say that lightly: "The Tube," as it's affectionately known, is famous throughout the world among engineers, transportation professionals and many — but not all — ordinary people.

More on that in a minute.

Before I go on, let me welcome:

San Francisco Mayor Willie Brown ...

Oakland Vice Mayor Henry Chang ...

BART Board President Dan Richard and Board Vice
President Tom Blalock

BART Directors:

Carol Ward Allen,

James Fang,

Joel Keller,

Willie B. Kennedy,

Roy Nakadegawa,

Tom Radulovich,

and Pete Snyder.

Along with our special guests ...

Rachel Abelson, whose unique significance in today's
ceremony will become known in a moment.

William O. Salter, a Senior Vice President with
Parsons, Brinkerhoff, Quade & Douglas. **[Ask him to
stand.]**

Mr. Salter is an engineer and managed the final design of the Transbay Tube, as well as the major portion of BART's subway sections in Oakland and San Francisco.

He can attest to BART's and The Tube's "international fame."

Mr. Salter has helped plan and design countless transit projects across the United States and around the world in his 46 years of engineering experience.

The BART employees who have joined us today.

And you, the public that has come to appreciate The Tube — and, perhaps, to take it for granted.

To the people of the Bay Area, The Tube is just part of a BART ride — a quick six minutes between Oakland and San Francisco while the lights flash by at 80 miles an hour and maybe your ears pop at 135 feet below the Bay.

But, let me tell you, if you're visiting from some place else, some place where "public transportation" means asking a friend for a ride or sticking your thumb out on a corner near the interstate, BART through the Transbay Tube is a dream come true.

Yet there actually are people who have ridden BART through the Transbay Tube but don't believe it goes beneath the Bay.

Honest.

They think The Tube is a local myth made up to put one over on the out-of-towners.

They swear The Tube is suspended from the lower deck of the Bay Bridge, hidden from view by the bridge's support structure.

Honest. This is the truth. Some people believe that.

Some of you may have believed it, too, when you first came to the Bay Area.

But I have been inside The Tube ... on foot.

I have stepped off a BART train and walked between the train tracks on the bottom of San Francisco Bay.

It is chilly.

It is erie.

And I assure you ... it is bone dry.

The BART Transbay Tube — on this, its 25th anniversary of service to the public — is still an engineering, and ranks with the Great Wonders of the Modern World.

In 1969, the year the last section of The Tube was laid into place in the Bay, it was honored as the Engineering Accomplishment of the Year — the same year, I must add, that NASA sent rockets to the Moon and the first humans walked on the Lunar surface.

Twenty years later, many of the engineering "firsts" that were developed for The Tube were used in The Chunnel — the English Channel Tunnel that links England and France.

Yet we, the people of the Bay Area, take our Tube for granted.

Some facts:

The Tube is 3.6 miles long and at its deepest point lies 135 feet below the surface of the Bay.

It's composed of 57, 10,000-ton steel and concrete sections that were floated out into the Bay over a two year period, aligned with lasers, and gently sunk into a deep trench that had been scooped from the bottom of the Bay.

Divers using old-fashioned deep sea outfits — the outfits with the bulbous metal helmets and long, stringy hoses and ropes running up to boats that bobbed on the Bay, the kind that you see in old movies — these divers used 50-ton hydraulic jacks to pull the sections together and seal them up.

The jacks themselves were specially adapted from mining to be used underwater.

And the water was so thick with silt and mud that it's said the divers sometimes couldn't see their hands in front of their faces.

But they did an excellent job, a super-human job.

Remember, I have walked in The Tube on the bottom of the Bay, and it is bone, bone dry.

The trench acts as a cushion during an earthquake, letting The Tube ride out the 'quake.

And specially designed "seismic joints" that let The Tube move in all directions connect The Tube with the rigid tunnels in San Francisco and Oakland.

The trench and the seismic joints worked so well during the Loma Prieta Earthquake that there were 1,200 or so people who didn't know there'd been an earthquake.

They were riding in two trains in The Tube.

Their Train Operators had to tell them about the 'quake.

Each weekday, 546 of the 698 trains that BART dispatches travel through The Tube.

They take people to work, to shop, to a baseball or football game, or to lunch with friends and family.

Or maybe to take some out-of-town visitors through that "myth" on the bottom of The Bay.

That first day — 25 years go — 6,000 people rode through The Tube.

Today, each weekday, nearly 150,000 passengers make the trip through The Tube beneath the Bay.

Each month, more than 3 million passengers travel through The Tube — and that means 2 1/2 million to 3 million *fewer* car trips across the Bay each month.

Imagine the congestion on the Bay Bridge, imagine the air pollution, if it weren't for The Tube.

Since those first trains of passengers rode through The Tube 25 years ago today, nearly 700 *million* passengers — more than 20 times the population of California — have ridden through The Tube, through our "myth" beneath the Bay.

When you come to think of it, is it any wonder that out-of-towners think The Tube is a myth?

Who would believe a story like that?

Three-and-a-half miles of steel and concrete lowered gently into a trench that had been cut all the way across the bottom of San Francisco Bay?

"Floating" and "gently" lowering 10,000 *tons* of steel and concrete, keeping them level and plumb — 57 times?

Pulled together by mining jacks and secured by divers who couldn't see three feet in front of themselves?

Yeah, and the people in The Tube didn't know there'd been an earthquake when everyone in the world with a television tuned to the World Series had seen it live?

Is it any wonder that out-of-towners think The Tube is a myth?

Who'd believe 'em when they went back to Peoria and told their neighbors they'd traveled at 80 miles an hour 135 feet underneath fabled San Francisco Bay in a "tube" that still produces awe in engineers?

I propose that we perpetuate the myth, that we let it
linger among the tourists as the Bay Area's leg-puller.

One of the Bay Area's tall tales.

Let's let the out-of-towners believe what they want.

We'll keep The Tube our little secret.

Our internationally famous little secret.



Now, let me introduce the President of the BART Board of Directors, **Dan Richard**.

President Richard has been on the BART Board since 1992.

This is his second "tour of duty" as President of the Board.

But President Richard was no stranger to BART when he came to the Board.

He joined NASA — the National Aeronautics and Space Administration — when he graduated from college, and helped state and local governments and private industry apply NASA technology to telecommunications and transportation.

As many of you know, BART borrowed heavily from NASA's micro-computer technology in developing our train control system — the first of its kind in the world.

Dan/President Richard ...

Thank you, Dan/President Richard.

[Willie Brown — 90 percent confirmed]

Our next speaker needs little introduction in the Bay Area.

He is perhaps the most high-profile figure in Northern California — not counting the coaches of the Raiders, the '49ers, the A's and the Giants — and has one of the toughest jobs in the United States — not counting buying Hillary her dream house.

Ladies and gentlemen, please welcome the Honorable Mayor **Willie Brown** of San Francisco.

Mayor Brown ...

Thank you, Mayor Brown.

Our next guest doesn't have it quite that tough.

He is the Honorable Henry Chang, the Vice Mayor of Oakland.

Vice Mayor Chang, who is an architect by profession, was elected to the Oakland City Council in 1996.

Thank you, Henry/Mayor Chang.

[Director Kennedy]

Director Willie B. Kennedy enjoys a unique position on the BART Board of Directors.

Hers is the only district that bridges the Bay, that includes parts of both San Francisco and Oakland, that, in fact, represents The Tube.

A former San Francisco Supervisor, Director Kennedy has served on the BART Board for the past three years.

Please welcome Director Kennedy.

Director/Mrs. Kennedy ...

Thank you, Director/Mrs. Kennedy

[Director Ward Allen]

Our final speaker, BART Director Carol Ward Allen, is also the newest member of the BART Board of Directors.

She was first elected to the Board just last year, but has proven to be a very fast study — as BART staff can attest.

She represents parts of Oakland and the city of Alameda on the BART Board.

A former President of the Oakland Board of Port Commissioners, Director Allen is a published author and former college professor.

Please welcome BART Director Carol Ward Allen.

Carol/Director Allen ...

Thank you, Carol/Director Allen



Now it gives me great pleasure to honor some very special and rare BART employees.

These six current members of our staff were here not just 25 years ago when The Tube opened for service.

These six stalwarts were here **30** years ago when the last of the 57 sections of the Transbay Tube was laid into place.

And for that honor — not to mention patience — we would like to present them with commemorative plaques for their long years of service to BART and to the people of the Bay Area.

Phil Ormsbee, who was one of our public relations spokesmen back then and is now BART's District Secretary.

Carol Asker, who 30 years ago was secretary in Mr. Ormsbee's public relations department and now is his Assistant District Secretary.

Kay Springer, who, as one of Phil's public relations representatives, led a contingent of bicycle-riding State Legislators through The Tube from Oakland to San Francisco.

Do you notice how we keep coming back around to Phil?

He vehemently denies it, but I have it on fairly good authority that Phil actually worked on one of the welding crews that built The Tube *and* was one of those helmeted divers groping around in the silt at the bottom of the Bay.

He gives good grope.

Phil is also the man who, while working in our public relations department as the official Voice of BART, asked an inquiring reporter, "Where does it say in my contract that I've gotta' talk to you?"

Marilyn McAllister, who was a staff assistant 30 years ago and now works in BART's Capital Development and Control Department.

Karen Morris, who was a senior computer operator in what was then BART's Management Information Systems Department and is now with BART's Real Estate Department.

Anna O'Keefe, who was a clerk in 1969 and is works in Shops & Inspections at BART's Daly City facility.

Ladies and gentlemen, please join me in honoring six of BART's most loyal and devoted employees, six people who helped share and realize the vision that became BART.

[Applaud]

