

Bay Area Transit System To Be Automatic

By JOHN BARNETT
United Press International
San Francisco — The
commuters were upset.

"When," they moaned, "are
we going to get a decent
night's sleep?"

Members of the citizens
committee for rapid transit
couldn't help being a little
snug.

"Listen to us," they said,
"and you won't have these
problems."

The problem of the moment
was a storm, a full-blown
gully washer that rained out
the world series for three days
running, tore up streets and
buildings in several cities —
and plugged up a tunnel that
runs through the low moun-
tains rimming the eastern
edge of communities on the
inland side of San Francisco
Bay.

The commuters were the
unfortunate ones who lived
on one side of the mountains
and worked on the other. For
more than a week after the
storm, they lost two hours' sleep
in the morning and got
home two hours late for dinner
because they had to drive
over or around the mountains
to get to work.

Voted on System

The citizens' committee's
admonitions apparently struck
home. These commuters and
thousands of others in the Bay
area went to the polls Nov. 6
and put themselves \$792 million
in debt for a rapid transit
system.

The margin of approval
wasn't overwhelming — only
one per cent more than the
two-thirds needed — but it was
enough to launch work on
America's first entirely new
rail transit system in nearly
half a century.

And, as a climax to more
than 10 years of planning and
studying and arguing, it made
San Francisco a pace-setter in
the worldwide struggle of
metropolitan areas to unspool
the traffic jams in which they
are becoming more and more
enmeshed.

It will take nine more years
of planning and building, but
by the early 1970's the Bay
area will have a completely
new 75-mile network of
streamlined electric trains
that will whisk travelers
around a three-county area at
a speed of nearly a mile a
minute including stops.

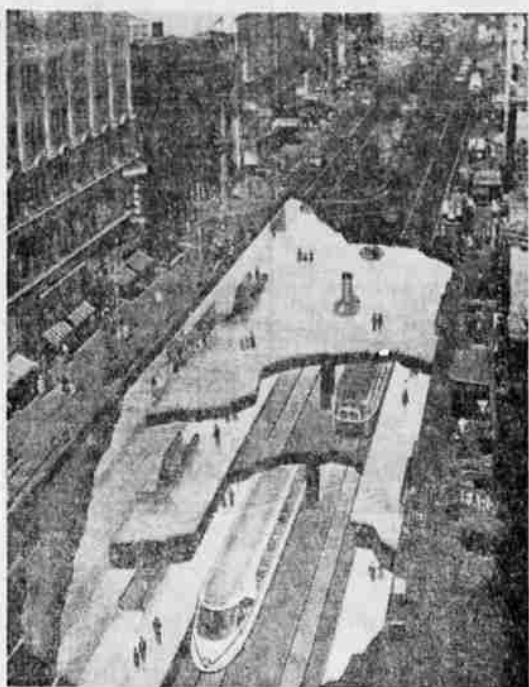
Initial Plans

Initially, there will be 37
stations in nearly 30 commu-
nities in San Francisco, Alameda
and Contra Costa counties,
all lines feeding into the
major business and industrial
centers of San Francisco and
Oakland. Eventually, its plan-
ners believe, the system will
expand into at least three other
Bay area counties.

At the heart of the system
will be a computer that, like
the model train hobbyist with
his layout, will operate every
train in the system simulta-
neously.

The suburban commuter
will get perhaps another hour
of sleep in the morning before
walking, driving or riding a
feeder bus to the nearest trans-
it station. He won't have to
worry about timetables; during
rush hours a train will be
available every 90 seconds,
and the rest of the time he
won't have to wait more than
15 minutes.

From the platform of his
attractive neighborhood station,
he will step aboard a sleek,
streamlined railroad car of
lightweight aluminum or steel,
and stick a coded credit card
into the slot of an electronic
accounting gadget.



PROPOSED SUBWAY—This cross-section cutaway is a photo-rendering of the Market at subway planned for downtown San Francisco. The multi-level complex will be utilized by pedestrians and shops (upper underground level); streetcars (center); and high-speed transit trains (lower). (UPI)

(He will get his bill at the
end of the month, the fare per
trip ranging from 25 cents to
a dollar.)

Attendant Aboard Car

In case he's nervous about
putting full faith into the
electronic computer that runs
the train, he'll find an at-
tendant aboard his car. Chances
are the attendant won't do
anything, but he will be able
to stop the train in an
emergency.

Settled in a comfortable
seat, gazing out wide windows
if he wishes, the commuter
will zip along in air-conditioned
ease at speeds up to 70
miles an hour. There will be
no crossroads; exclusive right
of way belongs to his train. In
50 minutes or so, depending
on where he lives, the train
will glide into a station in
downtown San Francisco or
Oakland, and the commuter
will go to work. He won't
even have to find a parking
place.

Without rapid transit, the
experts say, the alternative to

such an idyllic life would be
automotive chaos and that
traffic on Bay area streets and
highways would come to a
bonking halt by 1985.

Right now there are nearly
4 million persons in the area
and they drive a million and
a half cars. By 1985, the plan-
ners say, there will be 7.4 million
residents and 3.4 million cars.

Most of the people will
settle in the suburbs — but
most of the new job opportu-
nities will develop in the
cities.

The highway system already
is deficient in its ability
to handle the area's traffic,
particularly at peak commute
hours, and no matter how fast
they build new highways, the
planners say, the situation
will get worse.

A commuter trip that al-
ready takes an agonizing hour
may take twice that long —
or more.

Besides the inconvenience,
there would be the ugliness.
Freeways would slash
across more and more neigh-
borhoods, driving the resi-
dents away and blighting other-
wise pleasant communities.
In the cities, still more build-
ings would fall to the wreck-
er's ball to make room for
more parking lots. Air pollu-
tion would get worse.

Freeway Revolt

San Francisco has always
hated freeways. Three years
ago, in a celebrated "freeway
revolt," San Franciscans
forced the state to halt con-

4-H News

Antelope Club

Members of the Antelope
4-H Clothing and Cooking
club will provide cookies for
members of the Veterans
Domiciliary for Christmas.
Each girl is to take her
cookies to little Butte Grocery
Dec. 19.

Mary Ellen Wallis demon-
strated how to make a quick-
every-day cake after the cook-
ing club meeting at the home
of Margie Lehman Dec. 1.

One of the new members,
Janis Pritchard, took Deanna
Grisson's place as song leader.
Other new members are
Julie and Eva Morey and
Laura Waddell. Jan. 5 is the
date set for the next meeting,
to be held at the home of
Gretchen Ousterhout.

Gretchen Ousterhout,
Reporter

Desert Pegasus

The Desert Pegasus 4-H
Horse club held its regular
meeting Dec. 1 in the Com-
munity building in Eagle
Point. Two new members
were introduced, Eddie Baker
and Delmar Robertson.

Dale West gave a demon-
stration on how to give a re-
port, and Ronnie Pick gave
a talk on his horse.

Plans were made for a
Christmas party to be held
Dec. 22 at Dale West's home.
Each boy brings a gift for a
boy and each girl brings a
gift for a girl. There was a
50 cent limit put on the gift.

Mr. Dunn talked on record
books.

There were three visitors
Leslie Krambeal furnished
refreshments.

Regina Krambeal,
Reporter

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struction of a massive elevat-
ed expressway along the wa-
terfront. Then one newspaper
(The Chronicle) suggested that
the next logical step was to
dynamite it, since it didn't go
anywhere. (It still stands, how-
ever, although it reaches far
short of its original goal, the
Golden Gate Bridge.)

If any one man deserves
recognition as the "father" of
Bay area rapid transit, it is
New York engineer named
Walter A. Douglas. He is a
member of the engineering
firm of Parsons, Brinckerhoff,
Quade & Douglas, which de-
signed and built the original
New York City subway sys-
tem, opened in 1904.

The transit plan developed
by Douglas and his associates
involves some radically new
ideas, combined with cautious
regard for the old tried and
true methods.

Automatic Basis

The most revolutionary con-
cept is that of operating the
system on an entirely auto-
matic basis, all control resting
in an electronic computer
system.

"It is fundamental," said a
report by the engineers, "that
this rapid transit system in-
clude a fully integrated auto-
matic control system, assuring
the highest degree of safe and
reliable service."

The central computer will
start and coordinate all trains,
and if anything goes wrong it
will correct the situation.

"In the design of all con-
trol functions," the report
said, "the 'fail-safe' principle
of operation is observed to in-
sure complete safety. The
failure of any control element
causes a train to react in a
safe manner, including stop-
ping the train."

The implication of the Bay
area's rapid transit plan are
immense, both locally and to
metropolitan areas every-
where.

"I don't think the people
realize what they've done,"
said Clair W. MacLeod, a di-
rector and former president
of the rapid transit district.
"I don't think anybody is
really able to grasp the scope
of this. It's incredible."

With interest and the cost
of associated projects and roll-
ing stock, the \$792 million
bond issue will mushroom
into a total bill of more than
\$2 billion.

An average of 3,000 work-
ers will spend most of the
next nine years on the system,
and at times their number
will swell to 8,000. They will
erect 310,000 tons of steel,
pour 3.5 million barrels of
concrete and use 60 million
board feet of lumber and \$60
million worth of electrical
materials and equipment.

The \$792 million bond issue
will pay only for construction
of the rail network, including
ground, elevated track in the
suburbs, level track in the
suburbs, elevated track in
some urban areas and sub-
ways under San Francisco's
famed Market st. and down-
town Oakland.

Earthquake-Proof Tube

The key link in the system
will be an earthquake-proof
tube under the Bay between
San Francisco and Oakland.
This will cost \$133 million,
all to come from excess toll

revenues of the Bay bridge.

The big question, of course,
is whether the people will use
the system once it's built.

"We believe they will use
it," said B. R. Stokes, infor-
mation director for the trans-
it district. "The basic idea of
rapid transit is to complement
the freeway and municipal
transportation systems — but
at the same time we must
compete with the automobile."

"We're convinced we can
compete. We will offer speed,
convenience, comfort and
economy — and no traffic
jams."

The implications are almost
certain to be felt elsewhere
too.

"Cities all over the world
have been watching us," Mac-
Leod said. "New York, Chi-
cago, Cleveland, Boston, At-
lanta — even Tokyo and Paris
were watching to see if we
could persuade the Bay area's
citizens that they need rapid
transit."

"The other cities figured
that if we could do it, maybe
they could too. Well, we did
it."

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