

Joe Mendoza

Bay Area Rail Transit Album Vol. 1

BART

All 43 Stations in Full Color



**www.metrocitybooks.com
San Francisco
2010**

Dedicated to my father, Donald Mendoza.

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ISBN 978-1451563375

Published by www.metrocitybooks.com

P.O. Box 31635

San Francisco, California 94131-0635

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Thanks to Jack Tillmany for the use of photos from his extensive collection, and to Terry Monohan and Ken Moore for all their help.



Orinda, California, BART station in median of Highway 24.

Cover photos:

Top: Ashby BART Station

Middle: Hayward BART Station

Bottom: North Concord/Martinez BART Station

Opening Page: 12th Street/Oakland City Center sunken plaza, looking towards BART entry.

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Before BART

The Bay Area has had a long history of electric rail transit, but most of its electric railways had disappeared before 1960. The Bay Area Rapid Transit system (BART) has recreated many of these lines, often in routes parallel to the originals, sometimes in the same right-of-ways.

BART's Embarcadero Station is at the foot of Market Street, where ferries once spread out to towns and cities around the Bay. The earliest and most important of these ferry routes were from the foot of Market Street to Oakland on the east shore of the bay. San Francisco's Ferry Building, at the foot of Market Street, was built in 1898 and survived the great earthquake of 1906. Before bridges were built over the bay, this was the busiest terminal in the Western Hemisphere. Ferries to San Francisco completed the trips begun on the electric interurban trains of the North and East Bay communities and on the mainline steam trains from throughout the continent. From the Ferry Building in San Francisco, streetcars spread throughout the city.

After the San Francisco-Oakland Bay Bridge and the Golden Gate Bridge opened, the ferries declined in importance. Most of the Southern Pacific's and Key System's ferries lines were abandoned in 1939 when their electric trains were moved onto the Bay Bridge. The last of the Key System's ferries, the ones that



From the collection of Jack Tillmany

The San Francisco Ferry Building ca.1910. Sixty years later the location of BART's Embarcadero Station would be beneath the streetcars in the foreground.

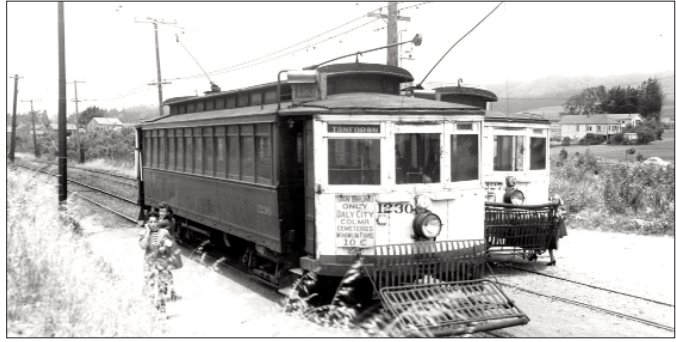


From the collection of Jack Tillmany

Looking west on Market Street from San Francisco's Ferry Building, ca. 1905, cable cars and horse cars still ruled Market Street

served the World's Fair at Treasure Island, ended in 1940. The last SP ferries, the ones that met SP's mainline trains, ceased operations in 1958. After an absence, modern ferries returned to the North Bay in the mid-sixties, and to the East Bay after the earthquake of 1989.

The Ferry Building was also the terminus of the San Francisco and San Mateo Electric Railway, which eventually became the Market Street Railway's 40-line. This interurban railway closely paralleled today's BART route through San Francisco and northern San Mateo Counties. However, BART's actual right-of-way in San Mateo County is within the Southern Pacific's former Ocean View line. This was originally part of the San Francisco & San Jose Railroad's route between its two namesake cities. Between San Bruno and South San Francisco, the BART tracks are buried beneath the right-of-way and a linear park, "Centennial Way", with bicycle and pedestrian paths, has been built above it.



The Market Street Railway's 40-line southbound at South San Francisco Junction 1943, see pages 22-23.



An interurban car is southbound on the Market Street Railway's 40-line, the car is just to the north of Tanforan, ca. 1937, see San Bruno, pages 20-21.



When BART was being extended down the peninsula, one of the original stone cut bridges of the San Francisco & San Jose Railroad, buried under a century of accumulation, was rediscovered and restored. It is alongside Centennial Way, the San Bruno to South San Francisco linear park, and is a protected historic landmark.

A Brief History of BART

In 1947, at the same time that the Bay Area was losing its electric railways, a joint Army Navy study recommended the construction of an underwater transit tube from Oakland to San Francisco. This is considered to be the origin of the present BART system.

In 1957 the California State Legislature created a five county Bay Area Rapid Transit District (BART). The District hired Parson-Brinkerhoff-Tudor-Bechtel to design the system. However, by the early 1960's, San Mateo and Marin counties had dropped out of the District, leaving only San Francisco, Alameda and Contra Costa Counties. The voters of the three counties authorized the construction of the original 71-mile system in 1962, just 4 years after the abandonment of the last of the area's electric interurban railways.

Construction began on the Trans-Bay tube in 1965, on the Oakland subway in 1966, and on the San Francisco subway in 1967.

The first section of BART, from Fremont to the MacArthur Station in Oakland in the East Bay, opened on September 11, 1972. On January 29, 1973, BART was extended to Richmond and on May 21st of the same year it was extended to Concord. On November 5, 1973, BART was opened in the West Bay from Montgomery Street in San Francisco to Daly City. On September 16, a little over two years after the first section began operation, the Trans-Bay tube opened, connecting the two sides of the bay. Finally, on May 27, 1976, the Embarcadero Station in San Francisco opened, completing the original system.

On January 17, 1979, an electrical fire broke out on a train in the Trans-Bay tube. All the passengers were evacuated, but one fireman died of smoke inhalation. The Trans-Bay tube remained closed until April 5, 1979. In response to the fire new safety measures were implemented. The polyurethane foam seats, a major cause of the deadly smoke, were replaced. New emergency information posters were placed in all cars.

BART's finest moment came 10 years later when a magnitude 7.1 earthquake struck the Bay Area at 5:01 PM on October 17, 1989, causing part of the Bay Bridge between Oakland and San Francisco to collapse. The BART lines were inspected within 4 hours of the earthquake. BART was carrying passengers in the East Bay by 9:30 PM, but the lack of lighting at the platform levels of the San Francisco stations prevented those stations from re-opening until 2:30 the next morning, after which full service was restored. From October 23, 1989, until after the Bay Bridge was restored on November 18, 1989, BART trains ran 24 hour per day.

Right: Broadway at 19th Street in Oakland during the construction of the BART tunnel, ca 1969, see pages 48-49.



Market Street at Powell Street in San Francisco during the construction of the BART tunnel, ca. 1971, see pages 38-39.see pages 48-49.



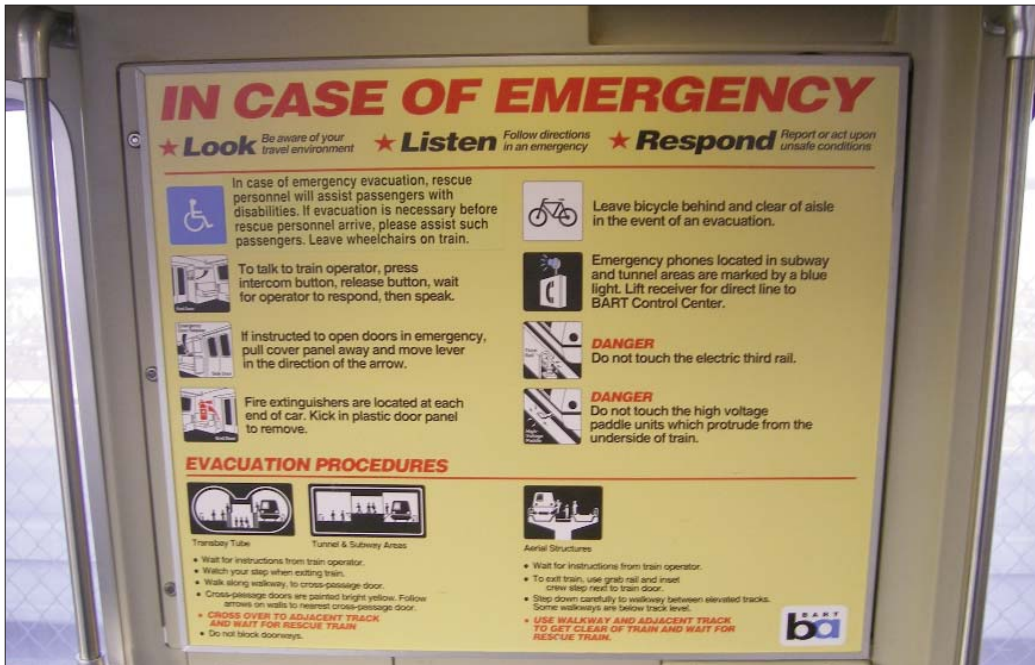
Middle: Birds eye view of the same location on Market Street just prior to the opening of the BART tunnel, ca. 1972, see pages 38-39.



In November, 1988, BART authorized extensions to Pittsburg, Dublin, the San Francisco International Airport, and Warm Springs (south of Fremont). All these extensions have been completed, except for the Warm Springs extension. On February 24, 1996, the 1/2 mile extension from Daly City to Colma (on the way to the San Francisco Airport) was opened. Nine and a half months later, on December 7, 1996, BART officially opened a 7.8 mile extension from Concord via North Concord/Martinez to Pittsburg/Bay Point. Five months after that, on May 10, 1997, BART was extended another 12.8 miles from Bay Fair to Dublin/Pleasanton by way of Castro Valley. Six years later, on June 22, 2003, an 8.7 mile extension from Colma to Millbrae, with a branch from San Bruno to the airport and then back to Millbrae, was opened.

On October 27, 2009, structural failure forced the Bay Bridge to shut down. The bridge was closed for a week. During this week, on October 29, BART set a one-day record with 442,000 passengers. Daily average is now 346,504 passengers per day.

BART has 104 miles of track, with 43 stations: 15 underground stations, 15 surface stations and 13 elevated stations. A 5.4 mile extension from Fremont to Warm Springs is under construction. A 16 mile extension beyond Warm Springs to Santa Clara via San Jose is also planned.



Emergency information posters were added to all cars after the tragic 1979 fire in the Trans-Bay tube.



The column in the center of the photo, and the dark colored beam to its left, are part of the original elevated structure at Daly City. The lighter colored beam to the right of the column is part of the new extension over John Daly Blvd.

San Bruno

1151 Huntington Av., San Bruno, CA 94066

Opened: June 22, 2003

Architects: Greg Roja and Associates.

Art work by Gordon Huether

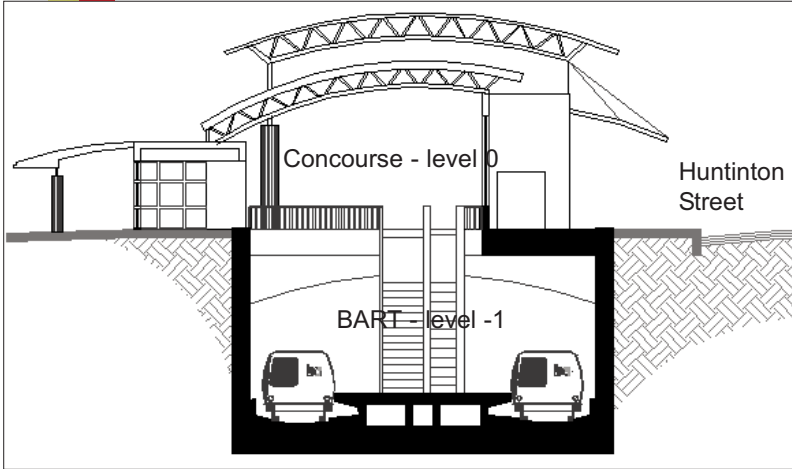
Before reaching the San Bruno Station, BART leaves the Caltrain right-of-way and enters the 1863 right-of-way of the San Francisco & San Jose Railroad. This right-of-way, which became the Southern Pacific's Ocean View line, passes west of Mt. San Bruno before entering San Francisco. Not until 1904 did SP build the present Caltrain right-of-way to the east of Mt. San Bruno.

The station is located next to the Tanforan shopping center, once the location of the Tanforan Racetrack and the home of the champion racehorse Sea Biscuit. The Tanforan Racetrack was a major traffic generator for the San Mateo and San Francisco Electric Railway, an electric predecessor to BART, that roughly paralleled BART's route through San Francisco and San Mateo (1892-1949). The SM&SFER became the 40-Line of the Market Street Railway, and

briefly part of the city owned San Francisco Municipal Railway.

The station's concourse is at ground level (level 0); natural light pours down from windows and a series of arched translucent roofs onto the platform and concourse.

Located between BART and the mall is a police substation and a new parking garage.



From the collection of Jack Tillmany

Cars from the San Francisco Municipal Railway's 40-Line, lined up outside of the Tanforan Racetrack at approximately the location of today's BART station, waiting for the racing crowds, ca. 1948. In 1944, the city owned Municipal Railway bought the Market Street Railway which included the interurban railway to San Mateo. The city was eager to sell the part of the route outside of its jurisdiction, but could find no buyer. The line was abandoned in 1949.



San Bruno Station as seen from Huntington Drive. Huntington Drive was named after Collis P. Huntington, one of the entrepreneurs who built the western portion of the first transcontinental railway.



Entry barriers, concourse beyond. Various shades of gray are the station's principal colors, accented by red neon and a red tubular roof structure.

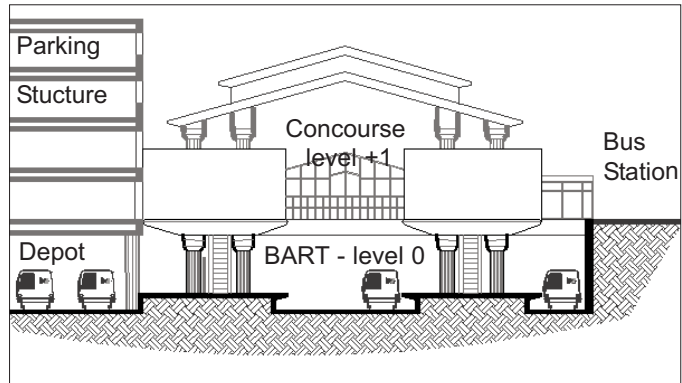


The platform is paved with gray tiles; natural light pours onto platform from the concourse.

Colma

365 D Street, Colma, CA 94014
Opened: February 24, 1996

Twenty years after the completion of the original system, BART began the second phase of its expansion. BART was extended to Colma in 1996. Colma is the city of cemeteries; its seventeen cemeteries make up 73% of its land area. Generations of San Franciscans, including Wyatt Earp, have made Colma their final stop. Colma is the site of BART's Daly City Maintenance Facility and a small depot. The station and the maintenance facility are built in a large open cut. Colma also contains residential and shopping areas.



For six years Colma was a terminal station. It is a three-track station with an island and a side platform. After the Airport/Millbrae extension opened, only the island platform has been used in normal service. The mezzanine/distribution level (level 0) is built above the tracks (level -1). A parking structure to the west covers part of the maintenance yard and depot.

After leaving Colma, BART passes through a short tunnel and then parallels Interstate 380 before rising on an elevated structure to enter Daly City. BART figures prominently at both the opening and closing scenes of the movie "Colma: The Musical".



View from the platform level looking toward the concourse. The parking structure is to the left.



View of the platforms from bridge to parking structure. The parking structure is to the right.



Above & Below: Views of the Daly City Maintenance Facility, located next to the Colma Station.



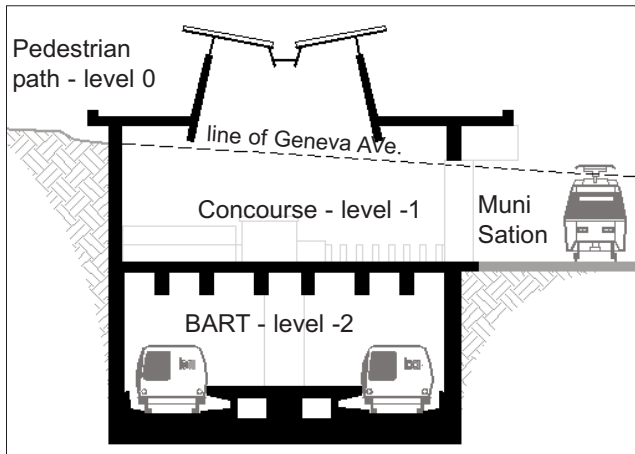
Balboa Park

401 Geneva Av., San Francisco, CA 94112
Opened: November 5, 1973.
Architects: Joint venture between Corlett & Spackman and Ernest Born

Of the passengers coming from home: 30% walk to this station, 2% bicycle to this station, 46% use public transit, 7% drive alone, 15% arrive by other means (carpool, taxi, are dropped off, etc.). 54% have an automobile available.

Balboa Park is the fifth busiest BART station, and the busiest outside of downtown San Francisco. Balboa Park is next to San Francisco City College, which helps explain why sixty-one percent of the passengers from non-home origins are coming from school. The BART station is also next to Muni Metro's main depot and shops. Muni Metro lines J & K terminate just steps from BART's platforms; the Muni Metro M line terminates across the street. Balboa Park is built in an open cut that is partially covered with a half-buried station. Its design is similar to, but not as spectacular, as the Glen Park Station, both stations were designed by Ernest Born who also designed the font for BART's original signage.

The mezzanine overlooks the platform at either end. At the west end of the mezzanine pedestrian access is provided beneath Geneva Av. After leaving Balboa Park, BART continues in an open cut before entering a tunnel for the rest of its passage through San Francisco and under the bay.



A view of the BART platforms from the pedestrian passage below Geneva Avenue. The stairs, at right, lead to the mezzanine level.



Right: Parts of Balboa Park's platforms are open to the sky. The Muni Metro yards are just to the south of the station (at left). A pedestrian path runs between Geneva and Ocean Avenue on the north side of the station (at right).

Below: At platform level marble veneer covers the floors and columns.



The entrance to BART from Geneva Avenue.