

Speak Out Now at BART (8/15/2022)

Many Theories, No Information

What's that "jerky" propulsion thing that happens every now and then? It's like each car is hesitating as it enters a new speed block. Train Operators have different explanations than the Shops' technicians do, from speed codes not being communicated to unstable power issues or propulsion logic problems on individual cars, and...

This problem may be an electrical one. But the lack of information is not new at BART.

Often when there are problems or questions, BART Management is silent. Is it because because of the disregard for the workers who run the system or because they don't know? Or both?

Difficult To Plan

There are some new mechanics, electronic technicians and expeditors in the Shops who are recently off probation. Word is, a bid is coming. But why is it always guesswork whether and when schedules will shift?

The Maze or the Matrix?

The Oakland 19th Street station has been like a gray maze for a LONG time. When passengers enter the station they are sent through long gray plywood-lined corridors to get to the fare gates. Sometimes stairs are blocked due to construction.

Now some walls are coming down. There's new lighting, floor tiles, and a new booth has been revealed.

The end of the maze is near and it's back to the BART matrix. Maybe the Wachowskis should come and shoot a new film - *"50 Years in the BART Matrix"*.



19th Street Station Maze

Do the Math

- BART fare increase — up 3.4% on July 1st.
- Fares cut by 50% for the month of September.
- Fares go back up October 1st.
- If this is meant to add up to an increase in ridership, maybe rethink the math and keep fares affordable.

Paying More, Getting Less

For some of us who have been at BART for a while, it's clear to see that the public has had to pay more and more to ride BART over the years, while the quality of service gets worse.

Take parking for example. In the mid-2000s, BART said they would only charge for parking for a short time to address a temporary budget deficit. Fast forward to today, and now you have to pay to park at every station as BART management realized it was good source of revenue.

Where has the money gone? These revenues could've been used to prevent fare increases, or to increase System Service staffing to improve station cleanliness and other things that benefit riders...

R.E.S.P.E.C.T.

Mainline technicians are the "Tangos" who are on stand-by throughout the BART system in case trains break down during revenue service. Tangos get the train rolling as quickly as possible so the car can be taken out of service at the end of the lines.

They are dispatched by Tango 1 who is at the vehicle trouble desk at OCC (Operations Control Center). When a train is in trouble on mainline Tangos go into high gear, chasing them down and getting them out of the way to minimize delays, while keeping the public out of harm's way.

When Tangos are under pressure to get that train rolling again, being yelled at by supervisors does not move things along quicker. There are a lot of pressures in OCC and on Mainline and sometimes tensions can run hot, but respect has got to be mutual.

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