HUNDREDS DEAD IN HUGE EARTHQUAKE

Oakland Freeway Collapses — Bay Bridge Section Fails

The Experts' Advice on How to Cope

By Edward Epstein
Chronicle Staff Writer

As a stunned Bay Area comes back to life today, millions of residents will start trying to cope with the aftermath of the area's worst earthquake since 1906.

The advice from government and corporate leaders is that non-essential workers should stay home today from their jobs in the city. A spokesman for the State Office of Emergency Services said, "If you don't have to be here stay away."

Bill Newbrugh added that roads and bridges into the city are expected to be clogged with as many as 300,000 East Bay residents coming in to work in the city and unable to use the damaged Bay Bridge and Interstate 80.

San Francisco Mayor Art Agnos also said people should not go to work unless they absolutely must. If workers feel they must go to their jobs, Agnos suggested they call ahead to find out if the flow of traffic will be affected.

About Today's Chronicle

This special edition of The Chronicle was produced despite a complete power outage at the newspaper's headquarters at 6th and Mission streets.

The earthquake brought the newspaper's computers and main printing facility to a halt.

The papers were printed at the Chronicle's Army Street printing plant and at the Oakland facility in Union City.

The phones were placed on the Chronicle's computer disks using an emergency generator.

"The Chronicle of October 18, 1989 is a newspaper produced with a heavy heart," said Executive Editor William German.

"The fact that it was produced at all was a miracle. This awful blow wiped out the tools of modern journalism. No magic of computers, no push-button process, not even lights to see by."

"All that was left to us was the memory and the will of our dedicated staff," he said.
Fatal Fire in Marina—Houses Collapse

By Lori Gitlin
and Karen G. McLeod
Chronicle Staff Writers

At least six buildings collapsed and a deadly fire swept through another structure yesterday in the Marina District, one of the neighborhood's hard hit in the earthquake.

At least three people were believed dead in the aftermath of the inferno that consumed the corner of Beach and Divisadero.

More than 500 people were evacuated from a three-block area surrounding the blaze. Many more experienced severe damage to their apartments and homes.

Hundreds of people stood on the hills from Pacific Heights to the Marina and watched in horror as the fire raged out of control for hours following the earthquake.

"It's gone. It's gone," said Fred Jungmann, a resident of the 18-unit apartment building at 3090 Divisadero that was consumed by flames.

Across the street, the rubble of an apartment building at 2800 Beach filled the street.

"I went for a walk and when I came home the building had collapsed," Robert Makinans, 46, said as he stared at the remains of his studio apartment.

"I lived there 20 years," he said.

Other buildings in the same vicinity also buckled and partially collapsed.

Long-time residents of the area said the neighborhood experienced unusual damage because many of the buildings had been constructed on landfill.

An area bounded by Northpoint, Scott, Jefferson and Broderick was evacuated by firefigthers within an hour after the quake struck. A Red Cross shelter was set up at the Marina Middle School.

"If I were you, I'd get back to tomorrow and get some clothes, but tonight no," said Fred Jungmann, 46, a resident of the 18-unit apartment building at 3090 Divisadero, that was consumed by flames.

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$1 Billion Damage Estimate

Major Retailers Forced to Close

By John Elbohm and Kenneth Bese

Yesterday's earthquake immediately shut down the San Francisco business community, and the impact on the local economy will continue to be felt for months.

Damage could top $1 billion in property losses. With major arteries into San Francisco closed for an indefinite period, economic losses could climb even higher.

By way of comparison, the San Fernando earthquake of 1971 resulted in $300 million worth of property damage, according to the Western Insurance Information Service. That quake disabled 61 on the floor.

Flying glass and lack of power forced major retailers such as Macy's and the Emporium to shut and lock their doors after evacuating shoppers and employees. One salesclerk at Macy's said a whole wall of televisions fell to the floor and tore in the fifth floor electronics department.

Bars remained open, but most restaurants closed this way to cook food.

L. Mamry was one of the hardest hit stores downtown, as 70 of the Windows at its Union Square store shattered, littering the sidewalk every street.

Business losses to major downtown office buildings reported major damage to the outside facade. The left face of the Mills Tower building on Union Street collapsed.

The quake could have a negative impact on the real estate market, said McMahan, chief executive of McMahan Real Estate Advisors, said, "You'll see a hiatus for a period of time. Some investors from other parts of the country will probably pull back for six months to a year."

That's what happened after the Los Angeles earthquake, McMahan said. Of the $890 million or so that was invested annually by local investors in the Bay Area, McMahan estimates 20 percent to 30 percent could be diverted.

The residential market could be hit, although many positive factors in that market point to typical all-time highs because they continue without a major quake.

Only about 10 to 15 percent of home owners have earthquake insurance and even then the typical deductible is equal to 10 percent to 15 percent of the value of the house or perhaps $20,000 on a $200,000 house.

Those who don't have earthquake insurance may be covered under other policies such as fire insurance, according to David Crocker, area manager for the Western Insurance Information Service. He noted that most of the homeowners who suffered during the eruption of Mt. St. Helens had covered their homes under their fire insurance policies. "Some in all buildings in the area suffered damage from yesterday's quake, but those who didn't have earthquake insurance, to call their insurance agent or broker.

At the world headquarters of Allied Insurance in Northbrook, Illinois, spokesman said the company was unable to reach its field representatives in the Bay Area because of destroyed phone lines.

The phone lines at Charles Schwab & Co., where customer service operation was closed shortly after the earthquake, recording assured customers that the electronic stock brokerage firm's assets and its customer files were safe.

The company was attempting to restore systems just and hoped to re-open today.

Safeway Stores said that its Bay Area supermarket suffered little structural damage, but significant product damage. Some stores virtually all of their food and non-perishable damaged by the quake.

One unconfirmed report said that the ceiling of a store in San Bruno collapsed, but a Safeway spokesman could not confirm.

Safeway brought in emergency crews and planned to have almost all of its stores open by late this morning. The Bay Area's biggest supermarket chain planned to ship emergency supplies such as batteries and bottled water from its warehouses in lieu of more perishable goods.

Executives at Bank of America, Chase Manhattan and Lennar said they suffered little damage to their properties — including Chernow's Richmond office, but were unsure if they would encourage employees to return for work.

"We're not sure if we'll be able to cope," said Robert McClintock, General Manager of Lennar Strauss. "We rely on our employees to make the right decision."

At Jackson Square, owner Antonio Chervon's Antiques reported the near total loss of $4 million inventory in his warehouse at 5th and Bryant

The Marriott, one of the city's major hotels, reported little damage to the hotel itself, but suffered minor damage to its restaurant and other bars.

Wreckage of house on Scott Street at the intersection of Beach Street

By VINCE LAMERIS

A woman ordered out of her home in the Marina District, stood by a Red Cross truck at Marina Junior High School evacuation center.

Retailers report the biggest losses to their stores.

Along Polk Street, between Jackson and California streets, liquor stores, drug stores and Mom-and-Pop operations were doing a booming business selling emergency supplies. Bottles of bottled water, flashlights, batteries and candles were going quickly.

Brown's Hardware Store at 1532 Polk street ran out of flashlights and candy by 6 p.m.

To the NEwartens store at 354 Polk, which was closed to customers, agreeing only to sell emergency supplies at a rate of 1,000 pounds of bottles at a time.

Customers from the new Marriott Hotel across from Fredericks Center rushed across the street and bought up all the spotted house at 3400 Jones Street.

Other hotels reported similar minor damage. But many, such as the St. Francis and Holiday Inn Union Square, lacked lights in the lobby.

Hotel managers quickly served complimentary drinks and cold sandwiches to guests.

Not as fortunate was Fox Hardware on Stockton Street. The store closed after two employees narrowly missed being pinned under 1,000 pounds of bolts that crashed to the floor in the basement.

Chronicle staff writers Katharine Persons, Ron Foster and Business Editor Peter Simon contributed to this report.

Sunset from the Bay Bridge — San Francisco without lights
**EARTHQUAKE EXTRA**

*Please God Let That Freeway Hold*

By David Diets
Chronicle Staff Writer

At least 50 people were killed and 600 injured when a mile-long section of interstate 80 collapsed in Oakland during yesterday's earthquake.

The temblor also brought down a short section of upper deck of the Bay Bridge about a mile and a half east of Treasure Island, puncturing a hole on the lower level and locking the span out of commission for at least two days.

Around the Bay, transportation was paralyzed as the earthquake struck at the height of the evening commute.

Alameda County Sheriff Charles Plummer said the death toll at the Oakland freeway collapse could rise to 500.

In a telephone interview from Germany, Governor Deukmejian announced an investigation into the reasons for the Oakland freeway and Bridge collapse.

"I was always the impression that they were built to withstand that kind of quake."

Thomas Stevens, an eyewitness to the collapse of interstate 80, said:

"It was like a giant, long ocean wave, and behind each wave a portion of the freeway collapsed.

"I just started crying. There was nothing I could do. I could hear a few screams and groans but I couldn't tell where they were coming from.

"Stevens, standing on the street below, watched in horror as the freeway began crumbling in front of his eyes.

Then I started thinking of all those people on the freeway and I said, 'Please God, let that freeway hold.' But I knew it wouldn't hold."

"You could hear explosions," said Jim Greathouse 43, a San Francisco truck driver. "You could hear it ripping. It was cracking and rolling back and forth. When the top sags, the bottom sagged.

"At first, it was just total silence," Greathouse said. "People just couldn't believe it; I sat there in shock and thanked the Lord for saving me."

Amid thick dust and swarming darkness, cheers and screams of ambulances, fire trucks and police were heard on the calamitous scene.

Bodily were pulled from the wreckage by hundreds of volunteers and were laid out under shaving bags in a makeshift outdoor morgue.

Cars and at least one truck plowed 8 feet to city streets as the freeway disintegrated.

Vehicles caught fire in the debris as men and women tried to rush trapped motorists. The rescuers were hampered by smoke and darkness. Forty people were taken to Highland Hospital.

Oakland police said they expected to be recovering people, some of them still alive, from the debris under the panicked roadway for days.

Most major public transportation systems survived intact. BART moved one train through the Transbay Tube with no incident as the temblor struck.

Much of San Francisco's Municipal Railway system was shut down for about three hours when electricity failed, stopping the trolley bases, cable cars and street cars.

Ten of thousands of commuters were stranded. In San Francisco, crowds trudged out Market and Mission Streets when they realized buses weren't running.

Callras spokesman Jim Drag said temporary bridges would be erected across the narrowed sections and three lanes would be opened in each direction by Friday.

Eyewitnesses on the bridge during the quake and the bridge was making violent and traffic sharply slowed. Motorists and their passengers fled, many of them screaming. "The bridge has collapsed," Draga said.

"I was terrified," said Brian Webber, a research student from Oakland. "It was the most horrifying experience I ever had and it was a terrible experience to be so far from home."

Bill Cain, a structural engineer from Richmond, witnessed a bloodied woman pulled from a car that had been immobilized by a piece of falling debris on the lower deck.

At Garcia, a Richmond resident, and the same in stalled earthquake traffic was "surprisingly orderly. Nobody started panicking or anything, but when we got back toward San Francisco" he said.

Some motorists abandoned their cars, while others tried to turn around.

A woman dressed in a business suit sat on a freeway abutment, holding her head in her hands. Four passengers who had left an AC Transit bus countered her and led her away.

Stretchers of many Bay Area freeways were closed because of earthquake damage.

They included interstate 280 in San Francisco between Highway 101 and Fourth Street, interstate 680 at Highway 101 near San Francisco International Airport, Highway 25 south of Los Gatos to near Santa Valley Road and Highway 1 in Watsonville, where an overpass collapsed.

Contributing to this report were Harry W. Dunn, Larry Stevens, George Willians and Charles Barnes.

A Couple's Brush With Death on Bridge

Bruce Stephan was sure he was going to die.

The 28-year-old engineer was returning home to San Francisco with a co-worker on the upper deck of the Bay Bridge when the big quake hit.

First his car began to jump up and down. Then the portion of the bridge he was driving on collapsed below his automobile.

The car plunged from the upper deck into the damaged lower deck and went into the bay.

"We were falling through the bridge, and there was nothing to catch us," he said.

Stephan turned to his co-worker and told her, "James, we are going to die.

Suddenly, a piece of the maroon bridge caught the car and the pair dangled precariously above the water.

"I saw water below us. I felt sure we were going into the bay.

"But the car moved no further, Stephan climbed out a window and dangled his hands and bleeding companion to safety.

Once outside the car, the pair walked to Treasure Island.

"I didn't look back," he said.

Both were taken to San Francisco General Hospital and released with just minor injuries.

"That is my second life," Stephan said after leaving the hospital early this morning, "because I lived back there."

--- Jim Doyle

Drivers got out of their cars on the Bay Bridge shortly after the collapse and peered over the railing.

Looking east on the lower deck of the Bay Bridge, at the slanting section of the upper deck
Earthquake extra

Quake Damage
County by County

By Mark Z. Barsukov and Leslie Guarner
Chronicle Staff Writers

Buildings collapsed, roads and bridges failed, and gas and water lines burst throughout the Bay Area as yesterday's killer quake radiated damage from its epicenter north of San Francisco.

The highest death toll came in Oakland, where a portion of the upper Deck of Interstate 880 came crashing down during the evening commute. As many as 300 people were killed.

Several floors of the Anfil Hotel in Burlingame also collapsed, but only one serious injury was reported—perhaps because a convention of osteopaths was in hand.

Here is a county-by-county report on the damage from the quake:

**Alameda**—As many as 300 people were killed in the collapse of the downtown building at the southeast corner of Main and First streets in downtown Oakland. The building's lower floors were destroyed.

One hundred and eight other injuries were reported in the county, most of them associated with the hotel collapse. All but a few of the injuries were minor.

A convention of gynecologists was being held at the hotel and participants raced to aid the injured.

In downtown Oakland the howl of police siren was a constant reminder of the tragedy.

**Contra Costa**—There were no reports of fatalities, major injuries or significant damage.

A 400,000-gallon gas tank ruptured at the Crown Refinery in Rodeo. The leak was quickly contained by firemen who hosed down the area with foam.

**Marin**—There was no major damage reported in Marin County, but there were a few scattered problems.

The most extensive damage reported was the collapse of a ceiling at a Safeway store in San Francisco.

**San Francisco**—At least nine people were killed in Gas and the collapse of several buildings in the Western Addition.

Six people were killed when the fourth floor of a building near Bush and Townsend crashed into the street, crushing people in their cars.

**Fire in S.F., freeway collapse in Alameda cause most deaths**

Three people died in the Marina when several buildings collapsed and burned at Beach and Divisadero streets.

Over 300 injured people were taken to hospitals.

**San Mateo**—There were no reported fatalities, but one person was injured in a car crash between two and four floors collapsed at the Anfil Hotel in Burlingame.

One hundred and eight other injuries were reported in the county, most of them associated with the hotel collapse. All but a few of the injuries were minor.

A convention of sanitary engineers was being held at the hotel and participants raced to aid the injured.

The Fire Department later declared the structure uninhabitable, restoring more than 100 patients. Some locals along Burlingame's Shore Road set up tents in their balconies to accommodate hotel refugees.

Major damage was also reported throughout the industrial district of San Carlos and the county complex in Redwood City. Several small fires were burning last night in Daly City.

More than 300 injured people were taken to hospitals.

**Monterey Park Police** evacuated an area along next door to a nearby neighborhood where a crane had spilled oil.

A recyclers center was set up as an evacuation site for residents of the Marina community in San Carlos.

**Santa Clara**—At 7:40 p.m. a fire potted Mont Hall and the machine shop were damaged.

**Santa Cruz**—A 77-year-old Cupertino man died after suffering an apparent heart attack. Two others were reported dead, but details were not available immediately.

Elsewhere in the county at least 10 people were injured.

Most of the injuries in the county were reported in Gilroy. Twenty others were injured in the neighboring town of New Almaden, which was hit by a fire potted Mont Hall and the machine shop were damaged.

**San Francisco**—The collapse of a building in the Western Addition caused the collapse of buildings throughout the county.

The fire was reported at 7:42 p.m. at the Anfil Hotel on Market Street near Bush.

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**EARTHQUAKE EXTRA**

## Police Say People Handled It Well

### Volunteers Help Keep the City Calm

By Carl Nolte and Tony Bajak
Chronicle Staff Writers

When the earthquake hit, people knew what to do. Ordinary citizens ran to help, directing traffic, patrolling the streets, offering help and sometimes even champagne.

When the night fell in San Francisco and there were no lights, no traffic signals, and wreckage in the streets, the city was at its best.

"To the people on the streets, the people with little flashlights, they are the heroes of the city tonight," said Lieutenant Randy Green, of the California State Police.

"Some were security guards, some were just citizens," Green said. "It could have been crazy without them."

At Fifth and Market Streets, Glen Gol, who is 26 and who lives on the streets, took over and directed traffic at one of the busiest intersections in the city.

"I tell it was my patriotic duty to help out," he said. Police officers came to see the job he was doing, left him some flares and a duffle bag and told him to keep up the good work.

It was the same in other parts of the city. At Pine and Kearny Streets in the Financial District, Gary Nordin took charge. He was wearing a cover and shorts. "Hell," he said, "somebody had to do it."

Volunteers appeared all over the city — and even under it in the BART subway — and the sense that someone was doing what could have been a major panic.

There were reports of nearly 40 looters, most of them minors, and no immediate reports of death, according to County Spokesman John Hodges.

Hodges, 40, born and raised in Hollister, said this was the worst quake he has ever hit.

"I just held on to my desk expecting the courthouse to fall on my sides," Hodges said.

Hollister was a ghost town. Many buildings were boarded up.

A few merchants were still cleaning up glass last night. Among them was Gilbert Perez, owner of a Radio Shack store in downtown Hollister.

He said some TVs and computers were knocked off their shelves and smashed. "The store was full of customers and everyone ran into the streets. We all screamed in panic."

Perez, who has lived in Hollister for 16 years added: "This is the biggest quake I've ever experienced in my life."

In nearby San Juan Bautista, Cynthia Castenada said she was working in her hair salon when the quake struck.

"The whole town, the buildings were waving together like they were dancing," Castenada said.

A couple hugged each other on O'Farrell Street in front of S. Magnits, whose windows were shattered by the temblor.

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**Hayward-Candlestick Chronicle**

**San Francisco Chronicle**

Wednesday, October 18, 1989

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A woman used a cellular phone to call from a crowded bus in downtown San Francisco.
It Hit Where Experts Expected

By Charlotte Petit
Chronicle Science Writer

Government scientists say yesterday's quake hit exactly where they had considered one of the Bay Area's most dangerous stretches of fault.

While the underground pressure that triggered the earthquake is measured, some strain is still put up along other fault lines.

While scientists worked around the clock yesterday to unravel the exact source of the quake, geologists emphasized that this is not the "big one" that they have termed certain one day.

"This is just the place where the earth works around here," said William Ellsworth of the United States Geological Survey regional center in Menlo Park. Geologists say there is no clear cause of pattern to Bay Area earthquakes.

The 1906 earthquake was one of the smallest in the past 100 years. The 1960 earthquake and one in 1975 at Fort Tejon, north of Los Angeles, measured about 6.0 on the Richter scale, a fair point higher and 30 times more powerful, than yesterday's.

The Federal Emergency Management Agency estimated a report of either 5,000 to 10,000 people and cause 350 million dollars or more in damage.

Even though yesterday's quake was not the biggest to be expected, many geologists were surprised at the damage caused up to 60 miles away. "It was an expected earthquake," said Jerry Kanter, another San Francisco geologist.

"I wouldn't have thought it would cause much damage," he said.

The spreading Geographical Survey center was on hand to do other work throughout the Bay Area. Geologists worked through the night by flashlight interpreting data. Emergency managers kept instruments and recording computers in operation, but not at the Survey center.

The government provided the quake an official name: The Losa Prieta earthquake, for a 3.5 mile segment and a work-out station just to the west of where the earthquake started at 5:04 p.m. on Tuesday. The longest tower never failed.

The underlying sections of fault, called the offshore Santa Cruz Mountain segment of the San Francisco fault, could be considered a constant threat.

Guillermo Vega of Watsonville sat on the front steps of his house, which was knocked askew by Tuesday's quake.

Disaster Declared in 7 Counties

By Randy Shields
Staff Writer

A battered but determined Bay Area, faced with mounting casualties and soaring damage estimates, prepared yesterday to bury its dead and repair the destruction wrought by Tuesday's monstrous earthquake.

The death toll remained substantively the same last night because most of the dead were entombed under thousands of tons of a shattered Oakland freeway. Thirty bodies have been recovered in Berkeley, with the Oakland toll at 19. Since the San Francisco earthquake in 1906, the fatalities are plaintiff number in the relatively few.

At least two were injured by the earthquake, which is estimated since the great San Francisco earthquake in 1869 the seven hardest-hits counties — Marin, Sonoma, Santa Cruz, and Santa Clara in the north and Alameda and Contra Costa in the south. The declaration opened the way for millions of dollars in federal relief funds.

We will take every step and make every effort to help the Bay Area get its feet back on the ground, Mayor Bass said, adding that he may see the area within a few days.

From Santa Cruz to Oakland and San Francisco, emergency crews worked through mounds of jumbled steel, beams and concrete in desperate attempts to find survivors.

At the collapsed section of the two-lane Interstate 80 in Oakland, where at least seven people were trapped, trained dogs were used in efforts to locate survivors. The San Francisco Fire Department said that a fire truck filled the air with the neighborhood.

Early yesterday, authorities made the bleak announcement that the collapse of the Bay Bridge will shut off the Bay Area, which is already facing a disaster.

The bridge was the key section of freeway collapsed on Tuesday, blocking remaining automotive links like the case.

Cars and they expect that number and highway will be trapped beneath the skyway. or hardwood may be needed before clear way can be. It may be days before the route can be cleared.

On Tuesday, state officials put the death toll at 14, and said 10 people were injured. But yesterday they called that number might be underestimated. They said about 36 bodies have been recovered and the count would probably climb drast-ic-ally.

Because so many deaths are
Design Blamed in Collapse of I-880

Reinforcing Work Was Planned

By Michael Taylor and Steve McWeeny
Chronicle Staff Writers

State highway officials had ample reasons to expect that sections of Interstate 880 would fall in a major earthquake, but never developed the technology to remedy the problem.

"They could never figure out how it all fits," said Deukmejian, chairman of the Assembly Transportation Committee, yesterday.

A 1.5-mile section of I-880 in West Oakland, the oldest double-deck freeway in California, collapsed yesterday during Thursday's rush-hour quake, killing scores of people.

"The freeway is a major link between the West Bay and the Bay Area and is a crucial route," said Senator Quentin Kopp, the San Francisco independent who chairs the Senate Transportation Committee.

The damage is estimated at $4 billion. The collapsed portion of the right-hand three-lane freeway was already closed, and officials say they will work to bring it back on line.

"That's the most significant earthquake disaster in the last 17 years," said Senator Richard C. airline. The roads were designed with minimal overpasses and extensive use of cantilever designs. The California Department of Transportation is currently investigating the structure's collapse.

The collapse caused extensive traffic disruption, with portions of the freeway remaining closed as of this writing. The state has declared the area a disaster zone, and emergency response teams are working to contain any potential hazards.

By David G. Centre, Chronicle Staff Writer

A section of the Bay Bridge collapsed Tuesday despite two decades of planning to make the span "earthquake-proof." The bridge was completed in 1937, and the sections were designed to withstand major earthquakes. The collapse occurred during a major earthquake in California, highlighting the need for improved seismic design in transportation infrastructure.

"This is the moment we've been waiting for," said Governor Pardee, who signed the legislation. "This is the moment we've been waiting for." The legislation is a significant step towards improving transportation infrastructure in earthquake-prone areas.