

TRANSIT NEWS

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MAY, 1970

METRO

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April 13, 1970

Mr. Lloyd P. Graber
General Manager
Seattle Transit System
1333 Airport Way South
Seattle, Washington 98134

Dear Mr. Graber:

You have requested an official statement from Metro concerning the status of Seattle Transit System employees in the event the System becomes a part of the Metro transit operation. This, as you know, is scheduled to occur within two years if the May 19 vote supports the idea of a new, metropolitan area bus and rail mass transit program.

The laws of the State of Washington are quite specific in the matter of protecting the interests of your employees should this change over take place. First of all, every Seattle Transit System employee must be offered employment in an equivalent or better position with Metro to the extent that their services are required. This should present no problem, as Metro plans an immediate significant increase in the number of bus miles now being operated and, in addition, will embark on a long term program of providing rail-guided, electrically powered rapid transit service along major corridors. Some 500 new, permanent jobs are expected to be created. Thus, rather than facing difficulty in placing Seattle Transit employees, Metro expects to offer new opportunities for promotion and advancement of employees with skills needed in its stepped-up program.

The law states that existing union representation and labor contracts are to be honored. It also provides that existing benefits, including wages, vacation credits, health and welfare, paid holidays, etc. are to be guaranteed. Each employee will have a choice of remaining as a member of the City of Seattle Retirement Plan, with Metro paying the employer contribution now paid by Seattle Transit, or converting to the State Retirement Plan.

All hiring, promotion, transfer, discipline and other personnel actions will be governed by merit system procedures which have been set up by Metro in conformance with State law. These will be augmented as necessary and will operate in conjunction with the provisions of existing and future transit labor contracts. In short, it is difficult to see how

CLEAN WATERS

Continued on page 7, column 1

RECAP OF SEATTLE TRANSIT 1969 ANNUAL REPORT

The Seattle Transit System showed an operating deficit of \$2,547,279 in 1969, leaving the System at the end of the year with an unencumbered cash balance of only \$293,590. This money is far short of meeting a single bi-weekly payroll.

Towards the end of the year, System riding also began showing the effects of the substantial Boeing Company layoffs. Meanwhile, Transit expenses continued to climb. An 11 cent an hour cost-of-living increase went into effect January 1, 1970 and an additional increase is scheduled for May 1, 1970. Wage negotiations will begin in the fall on a new employee labor contract. The current contract expires November 1. Without a \$1,000,000 contribution by the Mayor and City Council, it would have been necessary for the System to shut down operations or substantially increase fares or reduce service or a combination of both in 1969.

The Commission has expressed its opinion many times that this latter solution would not be in the best interests of the City or those who use Transit. The voting public turned down at the polls a \$1.00 a month household tax in November for Seattle Transit.

This method is now being used in Tacoma, Spokane, Yakima, Everett and Vancouver.

Continuing economies in operation were effected by reducing the number of non-operating employees.

TRANSIT NEWS

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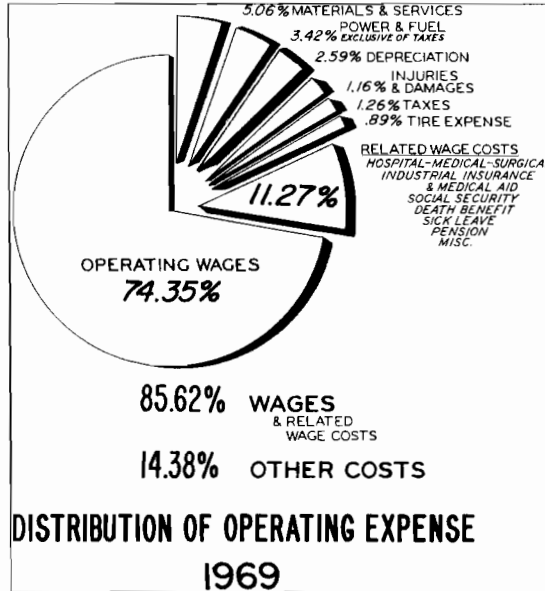
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419 Wheeler Street
Seattle, Wash. 98109

This method of reducing costs has virtually been exhausted without hurting essential services to operating personnel. A new bus washing machine was installed at the Atlantic Terminal with the aid of Federal matching funds. The machine not only reduces costs but enables the Maintenance Department to clean every bus every night. Two-way radios are scheduled to be installed in 1970 on all buses which will give better communication between drivers and the dispatcher and also further reduce expenses.

A major problem to be solved in 1970 will be finding a site for a new garage. Construction on the domed stadium is to start before the end of the year which means finding a permanent service garage for 200 buses. This would mean the eventual sale of the Jefferson garage site built in 1907.

At the end of the year there seemed to be little disagreement with the premise that Transit operations should be subsidized. There was considerable disagreement on method of subsidy. Many suggestions and combinations of ideas have been put forth. To date, no tax package has come close to being universally acceptable. With all capital reserve funds now exhausted to meet operating losses only continuing cash outlays from the City General Fund have kept the System operating.

It is utterly foolish to believe that there is an easy panacea to the problem. No other city has solved the problem. New York raised the basic fare from 20 cents to 30 cents. Kansas City earned the dubious honor of being the first city to raise the base fare to 50 cents. Each week, the pages of Passenger Transport, the weekly publication of the American Transit Association, announce fare hikes for



cities, large and small.

Congress, aware that urban transportation is a major problem and that probably a lack of good urban transportation contributes to other ills of the cities, is currently debating a substantial capital subsidy program. The money being debated—\$3 billion dollars over a two year period is a good start. That money alone will not solve a problem of congestion that was intensified beyond all imagination with the birth of the automobile 70 years ago.

What is really needed is a decision on the part of the public, just what it expects of its public transportation in a city. If the decision by the majority is, "I don't use it, why should I pay for it?", then the only alternative is reduced service and higher fares and a less effective transportation system, unable to alleviate growing automobile congestion.

Questions to be answered by the public should include:

Should fares be eliminated entirely and transit supported in the same manner as public schools, parks, libraries, police and fire protection?

Would the establishment of free service eliminate the

need for one more \$200,000,000 freeway? Would this in the long run be a savings to the tax payer?

How important is public transportation to those too young or too old to drive?

Should exclusive lanes be provided on freeways and major arterials for buses as an immediate step towards solving congestion problems? Should free parking facilities, away from the core area, be provided to intercept the automobile driver before he reaches the highly congested areas of the city?

Should the suburbanite be taxed to solve the problems of congestion in the city which he helps create?

Should a standby charge be assessed property owners similar to telephone and light? Everyone now pays a minimum monthly fee for these utilities whether they make a single phone call or turn on an electric light.

These questions can be ignored but the past 20 years of history and a close look at our cities today may prove that ignoring problems may be the most expensive solution in the long run.

Golf Tourney On June 11 In Vancouver

The big golfing tournament of the year, the annual play between B. C. Electric and Seattle Transit, will be held Thursday, June 11 in Vancouver, B.C.

A new format is being tried this year with all activities on the one day. Tee off time is 9:00 a.m. with the play followed by the awards banquet. At 9:00 p.m. the annual dance party will begin.

All interested in signing up for this important tournament should contact Paul Ohlander at the Credit Union office, MAIN 3-6580.

Auxiliary Sets Annual Spring Dance

Saturday, May 23 is the date to save for the festive spring dance sponsored by the Women's Auxiliary of Local No. 587.

Admission to this big social event of the year is by ticket only, available at all Transit stations and the Local No. 587 business office. Donation is \$2.00 each, BYOB.

The dance will begin at 9 p.m. in the I.O.O.F. Hall in Ballard.

Memorial Services Due May 24

Transit's annual Memorial Service honoring active and retired employees who died during the past year will be held Sunday, May 24 beginning at 3 p.m. in Burke Avenue Chapel, 3701 Burke North.

The change of locale is a benefit for those who have difficulty walking, as there are just two stairs and a ramp to the door.

This, the 20th annual service, will have Operator Robert L. Simpson as the main speaker.

Traffic Engineer

Is Integral Part Of Blue Streak Team



Myron R. Mitchell, Seattle Traffic Engineer

About two years ago Myron Mitchell, Seattle Traffic Engineer, received a phone call from Transit Research Director Don Smith. Don asked: "Mike, do you think you could live with 2-way traffic on Fifth Avenue?" After a moment of contemplation, Mitchell answered in the affirmative and Blue Streak planning was on its way.

Since then it's been a 6-way planning effort among Mitchell, Transit, State Highway Engineers, Department of Transportation, Bureau of Public Roads and the Puget Sound Governmental Conference. Mitchell feels Blue Streak is being put together by some of the best and most responsible planning and consulting talent in the field.

The Federal Government is funding two-thirds of the Blue Streak experiment.

Mitchell feels that the average citizen doesn't realize how meaningful an experiment Blue Streak really is and that it will be carefully watched by transportation experts across the country. He also feels that "Blue Streak will provide us with an answer on a subject that has been talked about for many years, that if given a true express system, will people really leave their cars at home and ride the fast super transit?"

It is the Traffic Engineer's responsibility to pass on any and all physical features that concern the city streets. Rapport between Transit and Mitchell's office is excellent on day to day planning and problems as well as on a giant undertaking such as Blue Streak. Mutual considerations cover a lot of territory such as relocation and maintenance of Transit zones, location of overhead wires and poles, rerouting of bus routes, elimination of street parking to allow easier bus manipulation, direction of street traffic, traffic directional signs and lights and most any other feature that will make Transit riding more convenient and safer for the general public.

CRICHTON HAS OUTSTANDING RECORD

"Just call me 'lucky' " is Wallace Crichton's comment but luck has no big part in making of a service record like his. He has a 28-year Safe Driving Award and a personnel file thick with passenger commendations.

His philosophy reflects the pleasant, friendly and happy manner in which he handles his driving chores. "If you like to drive, like people and have patience with both traffic and the passengers," he says, "you've got it licked."

He also says one must be constantly alert on the job: do your sleeping at home.

Crichton, along with 500 other men, took a Transit examination in 1939 because he thought it looked like a pretty good job at the time. It was a year later before he was called to work as an Operator. The wages were "pretty good in those days," paying \$90 a month for beginners and \$150 for regular experienced drivers.

Streetcars were being phased out at the time so Crichton was one of the first group of men hired who were not required to break in on them, but went directly to work on coaches and trolleys.

He's always enjoyed the trolleys because they are quiet, clean and good hill climbers, but does admit to certain drawbacks if anything goes wrong with the wires or switches. The Maintenance Department, in Crichton's estimation, deserves a lot of credit for keeping the old trolleys running so long.

"Anything you like to do isn't hard work," Crichton commented. "The many fine people who ride the buses more than make up for the problems you come up against from time to time. Also, a happy home life helps make any job an enjoyable one."



Wallace Crichton, a man who really enjoys his job.

TRY THIS AMAZING NEW SAFETY TEST But read this first!

Printed below is one of a series of "PET" Tests. "PET" (Programmed Emergency Training) gives you the answers to vitally important safety questions . . . answers that could prevent injuries and even save your life!

Try the test below right now! You'll be amazed to find that not only will you probably answer all of the questions correctly, but you will not forget the information!

IMPORTANT! BE SURE TO CUT THE TEST OUT OF THE PAPER BEFORE TAKING IT. BE CAREFUL TO CUT IT OUT NEATLY, AS IT IS PRINTED ON BOTH SIDES OF THE PAGE.

Programmed Learning...Safety Series No. 1-1



Falls can cripple or kill! To avoid this menace on the job or in your home... what do you do?

READ THIS FIRST: You are about to teach yourself what to do in a potentially dangerous situation. Strange as it may seem, you will score 100% in this test, even though you may not have known the answers before! This is called "programmed learning" and is a most modern, startling way of learning information and retaining it! Fill in the blank for question #1 and then turn the paper over for the answer. Then go on to question #2 which appears next to the answer for question #1, etc. We won't wish you good luck. You won't need it!

QUESTION

1 WET FLOORS CAN CAUSE A SERIOUS ACCIDENT. MAKE SURE THAT SPILLS ARE _____ UP IMMEDIATELY.



ANSWER TO QUESTION 2: LADDER

QUESTION

3 TOOLS (or toys) ON THE FLOOR HAVE CAUSED MANY A DOWNFALL. _____ LOOSE OBJECTS WHENEVER YOU SEE THEM.



ANSWER TO QUESTION 4: ONE

QUESTION

5 HAND RAILS PREVENT MANY ACCIDENTS. HOLD ON TO THEM WHENEVER YOU WALK DOWN STAIRS. A FIRM GRIP WILL PREVENT A _____



ANSWER TO QUESTION 6: MOVE

QUESTION

7 FILE DRAWERS THAT ARE LEFT OPEN ARE AN INVITATION TO TRIP. BE SURE ALL DRAWERS ARE _____ AS SOON AS YOU ARE THROUGH USING THEM.



(See page 6 for balance of quiz and answers)

THE PLUNGE INTO MUNICIPAL TRANSIT OWNERSHIP

The following is a brief recap of the section of Leslie Blanchard's book, "The Street Railway Era in Seattle," which details the strife, in-fighting, turmoil and, finally, municipal ownership of local transit, during the turbulent years 1912 to 1919.

By 1911, City Councilmen favoring municipal ownership had gained enough support to place an \$800,000 bond issue on the ballot authorizing the city to purchase the Seattle, Renton and Southern Railway. The deal fell through when the company raised its price to \$1,200,000. However, with the bond issue to play with, the newly established Seattle Municipal Railway built its own line, from Third and Pine north to Nickerson. It was about four miles long and cost half the \$800,000 allotted.

In 1913, the city was presented a gift of the 14-mile Highland Park and Lake Burien line. There was a slight catch: a tremendous earth slide had wiped out nearly a mile of the track the year before. The rolling stock was two dilapidated Hammond cars and there were no barns or shops. Built, like so many early lines, as a real estate promotion, it continued to serve only wilderness between Seattle and Burien for years. Double-end cars were used on it because no wye or other turning device was ever installed on the line.

Under the new management the real estate boom envisioned by its original owners soon came to pass. The 14.14 mile round trip between Seattle and Seahurst took two hours and 45 minutes. Small slides continued to plague operations, augmented by hordes of caterpillars that thrived on dense stands of maple in the West Seattle uplands. They were so thick on the tracks at times that the cars lost all traction and skidded helplessly back to the bottom of steep grades.

Next, the city cast more than a glance northward, to the independent Loyal Heights line built several years before by Harry Whitney Treat to develop real estate in that area north of the town of Ballard, from which he received his franchise. Within five years of completion of the line, property it served increased by a million dollars. Treat built a pleasure resort in the middle of his extensive acreage and named it Golden Gardens.

In 1918, the city paid \$40,000 for the deed to this line with which it had tried, unsuccessfully, to compete by extending its own original Pine to Nickerson trackage across the new Ballard Bridge.

While the city was throwing all of its available financial resources into extending and improving its Municipal Street Railway, the Stone and Webster system was experiencing a return to the unsatisfactory conditions that had prevailed before its consolidation of the many small lines. Trackage and equipment deteriorated and was not replaced. When the city purchased it in 1918, some original 1892 cars were found to be still in use.

In 1912 it had changed its corporate image and its name, and extended and tightened its control over the utility industry. That year, its entire holdings were

transferred to the Puget Sound Traction, Light and Power Company, a Maine corporation organized by Stone and Webster to consolidate all holdings in this area under one centralized management.

Immediately after America entered the war in 1917, inflated prices and frozen wages caught Seattle workers, as elsewhere, in a financial squeeze. On July 17, 1,500 workers went on strike against the PSTL&P Company, primarily for higher wages than their current 29¢ to 36¢ an hour, but also as a protest against the company's firing two employees for joining the union.

Mayor Hiram Gill, friendly to labor unions and openly hostile to Stone & Webster interests, threatened to revoke the company's franchise unless service was restored. The company threatened to fire all striking employees if they did not return to work by Friday. Friday came and went, and on Saturday hired strikebreakers inched into town in two of the company's railway cars. They were met by strike sympathizers and a fight was on. Twenty people were injured, hundreds arrested and the two cars practically demolished.

A few days later hired Eastern strikebreakers arrived, boosting the total to 375. But the company waged a losing game. The Federal Labor Department pressured the system to end the strike that was hamstringing the war effort and on August 1 Seattle again resounded to the clang of trolley bells. The new wage scales went from 33¢ an hour for beginners to 40¢ an hour after six years' service.

So severe was the motorman and conductor shortage during the war that regular runs were given to men with just a few days' experience. Men who accepted them regretted their decision as they were frequently forced to work from five a.m. until nine the following evening. Occasionally one would take his car into the barn at four p.m., saying he was too tired to work any more. If there was no one to relieve him, the dispatcher gave the man an hour off for rest and food and sent him back.

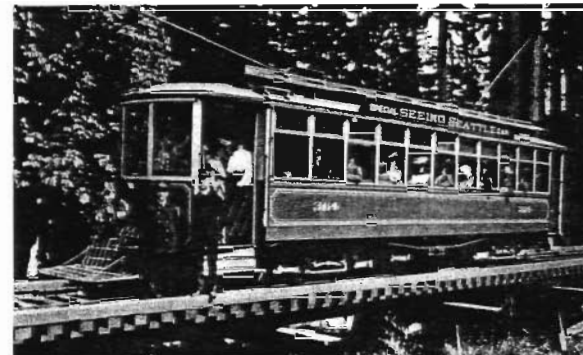
Things came to a head when an official from the U.S. Shipping Board offered to take the government's shipbuilding elsewhere if the city did not promptly remedy its transportation problems. President Leonard, of PSTL&P, offered to sell the system for \$18,000,000. Mayor Hanson countered with a \$15,000,000 offer, which was more than twice what the network was worth.

In November 1918 the people of Seattle voted, by a 13 to 4 margin, on an advisory proposal to buy the traction, power and light holdings. It included 194.08 miles of electric track, 8.6 miles of cable tracks, 477 passenger cars, 27 motor-equipped freight cars and 36 freight and work cars without motors, plus 13 miscellaneous vehicles. Also purchased were all supporting shops, barns, equipment, terminals, real estate, rights-of-way and a large repair shop and much land in Georgetown.

It was estimated that the system would show, for 1918, a total gross passenger revenue of \$4,444,649. The sale was finalized March 31, 1919.



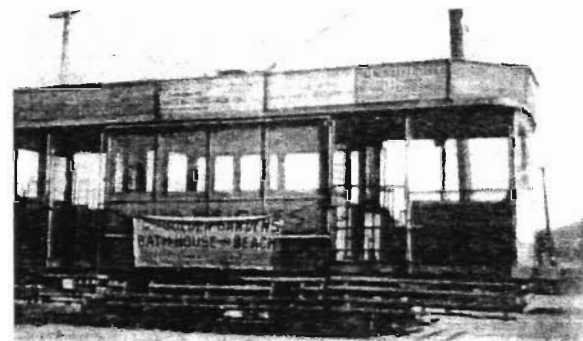
A northbound Puget Sound Traction car crosses the temporary Stoneway Bridge which alternated with the Fremont span until the permanent one was finished in 1917.



A favorite warm weather pastime in the days before World War I was a ride on one of the special sightseeing cars, like this one posing on a low trestle in Woodland Park.



The 1914 Seattle Municipal Railway car barn, a block from Nickerson Street, was near the site of the Lake Washington Ship Canal, being built when this was taken.



One of Treat's Loyal Heights cars, decked out with multiple advertisements for Golden Gardens, though old, earned enough revenue for him to keep the fare at three cents.

JAMES CARTER, LONG TIME SHOP MAN, TO RETIRE

James H. Carter, Swing Shift Foreman at North Seattle Shop, will almost have completed 33 years with Seattle Transit when he retires June 1.

He started with STS the year after his father, Robert E. Carter, retired in 1936 after a career as carpenter in the Georgetown Shop of the then Seattle Municipal Railway.

His son, James R., also was a Transit man, quitting after about five years to run a service station.

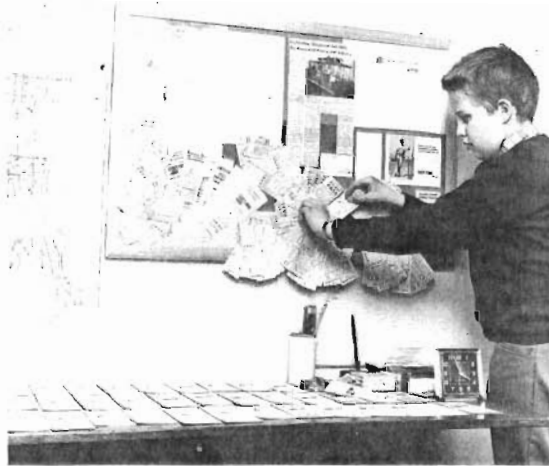
With his wife Adelaide, he plans to do a lot of traveling, a continuation of one of their favorite activities. She retired from the Post Office two years ago and has been eager for him to join her.

Next year they expect to visit Australia with maybe a Hawaiian stop-over. Last year they toured the Caribbean and before that made a trip to Mexico. One of these days they will get a camper and "do" Canada and the East Coast. He has already seen most of the United States.

Closer to home, the Carters cruise Puget Sound about twice a month in



If time hangs heavy, Carter may help his son at his gas station, but his wife suggests painting the house!



Transit Fan

David Peterson, 12, is willing to pit his knowledge of routes and schedules against that of the Transit Information gals any time. He first became interested while bussing to summer school two years ago and since uses weekend passes to travel all over the area. He knows all the routes except West Marginal, which doesn't operate weekends. A student at John Hay, he is a real Transit booster.

their 27-foot boat. Sometimes the whole family goes along, though their son has a boat of his own.

Their son and daughter are both married, each has three children.

Carter is a member and

on the board of the West Seattle Yacht Club, a member of the Elks, Eagles, Doric Masons, Nile Temple Shriners, Eastern Star, and Associate Patron of the Order of the Amaranth.



Additional information about falls

Don't be a fall guy! Falls can be crippling and even fatal. A few moments of carelessness can save you days of pain.

KEEP IN MIND THESE IMPORTANT "DO'S" AND "DON'TS"

- DO clean up all wet and oily spills!
 - DO keep aisles clear . . . pick up litter!
 - DO walk slowly and WATCH where you're going!
 - DO sand or salt slippery areas that can't be cleaned up!
 - DON'T allow loose leads, hose or electrical cords to set up a tripping trap!
 - DON'T let floor openings remain uncovered or unbaricaded!
 - DON'T forget to anchor the dock plate or ramp!
 - DON'T jump on moving vehicles! A running jump can cause a nasty burn!
- If a person has had what appears to be a Serious Fall, Do not move him, send for a doctor.

ANSWER TO QUESTION 1: WIPED

QUESTION 2: STANDING ON CHAIRS, BOXES OR OTHER MAKE-SHIFT LADDERS IS AN EASY WAY TO FALL. TO REACH OUT-OF-THE-WAY PLACES, ALWAYS USE A REGULATION

ANSWER TO QUESTION 3: PICK UP

QUESTION 4: RUNNING DOWN STAIRS CAN RESULT IN A FAST TRIP (TO THE HOSPITAL)! DESCEND STAIRS, _____ AT A TIME.

ANSWER TO QUESTION 5: FALL

QUESTION 6: OVER-REACHING ON A LADDER CAN CAUSE A BROKEN LEG OR WORSE. DON'T OVERREACH. _____ THE LADDER INSTEAD.

ANSWER TO QUESTION 7: CLOSED

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(See page 3 for balance of quiz and answers)

WASHINGTON PRESS WOMEN THIRD PLACE AWARD

to *Laila Dunphy - Seattle Transit News*
For Communications Excellence in the
Page Makeup - House Organ
category



Agnes Webb
Awards Chairman
Laila S. Dunphy
President

NEWS Wins Award

Transit NEWS won an award for page makeup in the Washington Press Women competition, with winners announced at the April

luncheon in Yakima. This was the paper's 24th award in various competitions, for layout, editorial excellence and feature writing.

FAST ACTION STOPS SHOP FIRE LOCAL #587-A CELEBRATES ITS 49TH

Quick response by Transit employees and city firemen saved Atlantic Shop from a potentially disastrous fire the morning of March 20.

Ralph Hargin, Motor Coach Supervisor, smelled smoke while working in his office that morning and discovered it coming from the shop ventilating system. The Dispatcher was notified and he called Seattle firemen to the scene. Employees were still trying to extinguish the blaze when they arrived.

The fire started in a drainage and ventilation sump in the coach repair hoist area. A blower, located on the shop balcony, provided a draft that sucked the fire through the under-floor ventilating tunnel and into a vertical duct leading to the roof.

Damage to the blower and roof was estimated at about \$1,000, but could have been much higher without the fast action of all those involved.

THOUGHT

Every man has two ends . . .
 An end to think with and an end to sit with;
 What he accomplishes depends on which he chooses.
 Heads he wins . . . tails he loses.

March 25 was a gala evening for members of Local No. 587-A as the oldest Auxiliary in the international organization of transit unions celebrated its 49th birthday.

President Dorothy Wubker presided at the festivities, beginning with an introduction of Elvina Fortney, Fourth International Vice President, who was given a corsage of yellow roses.

Dorothy Bell read the Auxiliary's history for the year 1969, followed by presentation of pins to some of the members. Ida

Whiteley received a pin for 45 years' membership; Anna Morris, 40 years; Ethel Randall, Seena Scholgren and Olga Siegenthaler, 35 years; Betty Parks and Margaret Westberg, 30 years; Florence Peters, 25 years; and Beverly Steinman, six months.

Walter Nord, President of Local No. 587, extended congratulations and continued success on behalf of his group. Roger McNamee, Financial Secretary, and several members of the local were also present.

President Wubker gave

gifts to past Presidents Anna Moeger, Ethel Randall, Flo Longworth, Betty Parks, Ruby Lindsey, Nellie De Goojer, Rachel Carlson, Selma Deahl, Elvina Fortney and Virginia Lesh.

Entertainment included the Ballard Jr. Eagle Drill Team, a pantomime song and dance by Monica Fosmire and Debbie Bach plus songs by Dave LaKay with Bill Rutledge on the guitar.

Refreshments followed the business and entertainment portions of the evening, with the tables decorated in lovely spring and Easter colors.

MORE ON TRANSIT EMPLOYEE STATUS UNDER METRO MANAGEMENT

Mr. Lloyd P. Graber
 April 13, 1970
 Page Two

any employee of the Seattle Transit System can be placed at a disadvantage if he elects to continue his employment under Metro's jurisdiction. Excerpts of pertinent State statutes are included herewith for your information, and I think you will agree that the Legislature has given commendable care to this matter.

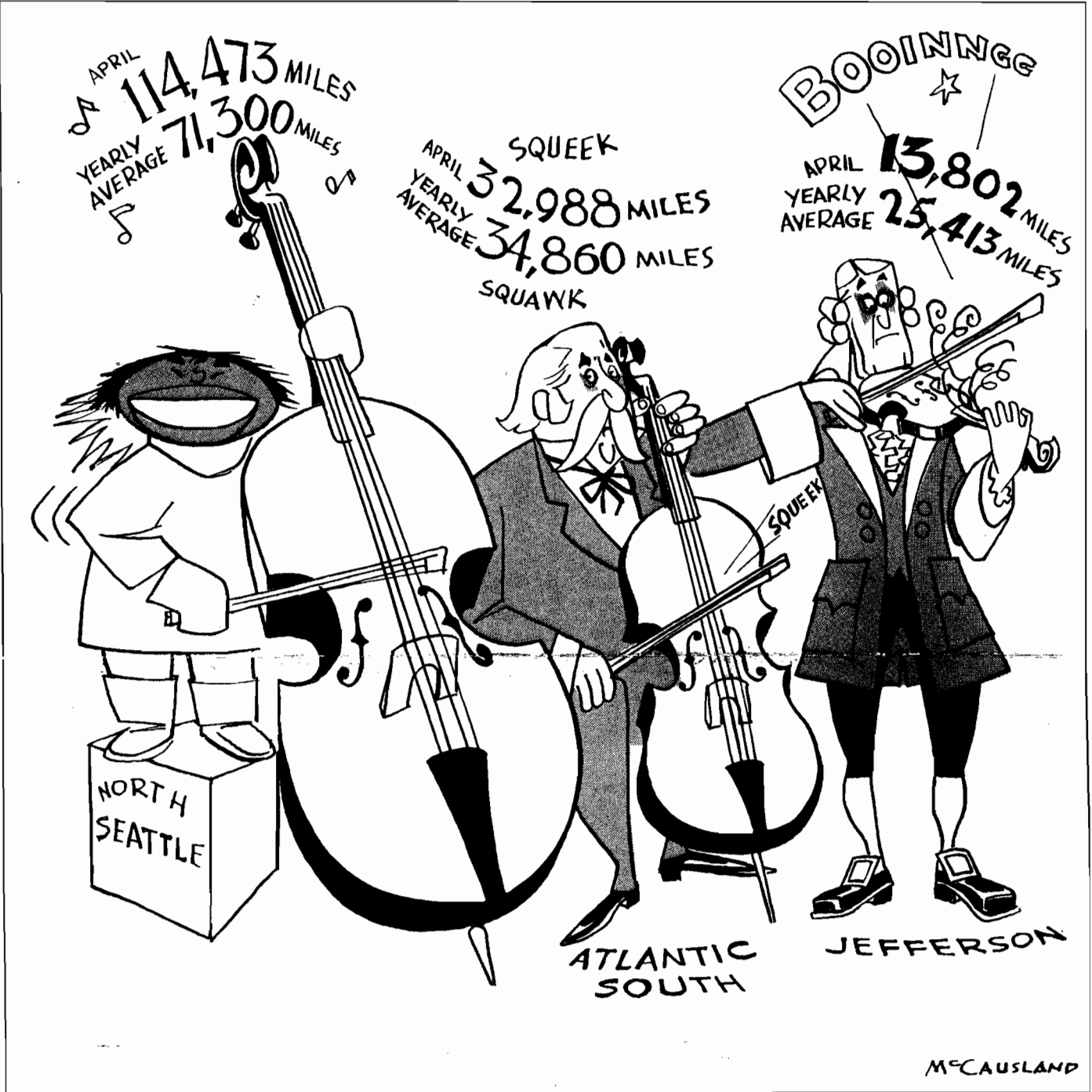
The proposition to be voted on May 19 represents an opportunity to establish public mass transit as a healthy permanent facility in the Seattle area. The federal aid program now pending in Congress is essential to this facility and will likely not be available to us in the future if the May 19 ballot proposition is rejected. Furthermore, a rejection will eliminate the local matching funds needed to secure vital State aid for operating subsidy purposes. Accordingly, the success or failure of the May 19 proposition may be crucial in determining whether or not we are able to maintain public transit in any form in our city in the years ahead. Obviously, this is a matter of great importance and I trust that you will have an opportunity to make these facts known to your employees. If Metro can be of further help in providing pertinent information on this subject, we will be happy to do so.

Yours truly,



C. Carey Donworth, Chairman
 Metropolitan Council

CCD:me
 Enclosure



(To more accurately portray Transit driving records, mileage figures will cover miles per PREVENTABLE, TRAFFIC accidents only.)

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