

# TRANSIT NEWS

VOLUME 14, NO. 6

A Publication of the Seattle Transit System

NOVEMBER, 1970

## Promoted

### Rafter Moves Up As Chief Inspector



Ed Rafter was appointed Chief Transit Inspector, as of October 14, replacing retiring Fred Hager.

Following Fred Hager's recent retirement Ed Rafter, his assistant, was named to replace him as Chief Transit Inspector.

Rafter had been assistant to Hager since 1967. He states about his new post, "I'm pretty excited about it and appreciate the opportunity management is giving me and the confidence they have placed in me. We have a good group of Supervisors in the System, and I'll certainly try to do my best for all concerned."

Due to recent changes in the administrative setup, the Inspectors and the Dispatchers are now in the same department. Rafter will be Number 2 man in the combined operation, directly under Assistant Superintendent of Transportation Richard R. Griffith.

His supervisors have always found Rafter capable, dependable and showing a lot of initiative in his job. Hired in June 1939 as a bus Operator, he was promoted to Cashier in 1942, Junior Inspector in 1944 and Senior Inspector in 1946. He has been Assistant Chief Inspector for Transit since 1967.

Superiors have had these comments about Rafter: "The Seattle Transit System is fortunate to have an employee with his overall capabilities and good judgment."

Ed and his wife Lillian were vacationing in Reno when the promotion was announced. It was good news to the Rafter's, but they reported some good news of their own: Lillian had a lucky streak and came home with \$1,100!

### Blue Streak Attracts New Bus Patrons

Preliminary passenger counts indicate Blue Streak is attracting new riders to the Transit System during its initial phase, which has been very encouraging.

During a recent "origin and destination" survey, 427 out of 793 cards were returned. From those returned, indications were that 76 per cent of the patrons gave up automobile travel to ride Blue Streak service.

The Department of Transportation, State Highway Department and Seattle Transit are anxious to develop additional Blue Streak parking space as on many days the present lot is filled by 9:00 a.m.

Another possibility being investigated is "demountable" buildings that can be placed on the present lot to provide two and three decker parking.

### Earnings Credit Check Recommended

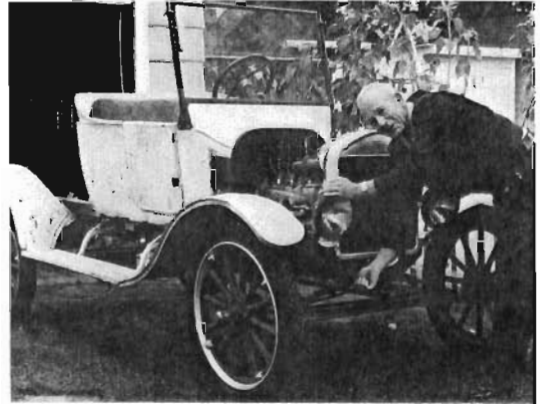
It has been recommended that Transit employees get a checkup on Social Security credits yearly, or at least every three years.

The Social Security Administration is changing to a computer system in posting employee earnings, and frankly admits that some errors are bound to creep in. It is to the worker's benefit to keep a check on what earnings are credited to him. If an error occurs, it is easier to rectify it now than later.

A supply of special forms for requesting information on this subject is available from the Paymaster, Leif Eriksen, in the Accounting Office.

### This Month's Top Employee

Defensive Driving Habits Lead To "Exceptional" Title For Rod Gwin



Rodney Gwin enjoys restoring old cars. He just finished a Model A, is now working on a Model T.

Rodney Gwin, North Seattle Transit Operator, holds a 25-year Safe Driver badge and, as any Operator knows, that is not easy to come by. But it is only part of the reason why Gwin was selected as this month's exceptional employee of the Transit System.

Gwin claims that it takes a lot of luck to keep out of traffic accidents. But he also defined his driving philosophy this way: "I plan on the guy behind and ahead of me to do the wrong thing. This way I'm always on the lookout and ready for almost anything that could possibly happen and able to avoid it."

His father ran a streetcar and Rod followed in his dad's footsteps. As he recalls, jobs were a bit scarce in 1940, so when he started driving he stuck with it.

Gwin has had several commendations added to his personnel file, attesting to the fact that a Transit Operator is more than merely a good bus driver. One passenger lauded his helpful assistance to a party with a broken leg, helping the passenger on and off the bus. In another instance, he returned a lost purse with valuable papers in it to the owner, being unassuming and courteous about the whole thing.

Also, he has been termed "very kind and considerate" and "helpful and courteous, makes a stranger from a small town feel like a friend."

Gwin enjoys fishing, restoring old cars, and looking forward to building a beach house on land near Kingston.

### ICE CAPADES DISCOUNT

\$1.00 Discount  
On All Adult Tickets

(See page 7)



**A Friend In Need**

Fatherless boys with behavior problems are aided by Big Brothers, one of the UGN-supported agencies. Adult male friendship and guidance is supplied by volunteers who are carefully screened by professional social workers. They take their "little brothers" on bicycle trips, outings, fishing and other activities boys like, on a one-to-one basis. The once-a-year UGN fund drive ends this month. Give generously.

## Local #587 Endorses UGN Campaign Support

In a letter to General Manager Lloyd Graber, STS Local No. 587 President Walter Nord expressed support by the membership for this year's UGN campaign.

"We feel," the letter stated, "that this program is necessary for our com-

munity services' needs."

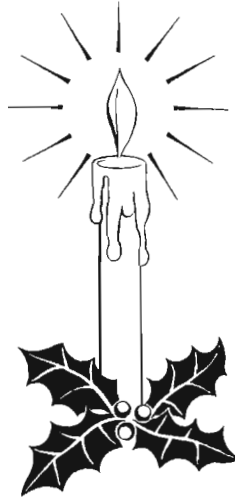
It also emphasized the need for all to re-examine their contributions in the light of additional numbers of people to be helped.

"Your consideration in this worthwhile cause will be appreciated and our hope is that each of us will continue to do a good job as we have in other campaigns."

Nearly 80 agencies are assisted by the unified fund-raising drive that's made just once a year. From the newborn to the aged, those who need help receive it through UGN.

In conclusion, Nord's letter said, "Help the unfortunate with a full share donation in 1970."

This admonition applies to all Transit employees, not just No. 587 members.



### Good Work

## Many Transit Operators Cited For Outstanding Service

Two strangers and a host of natives have attested to the fact that STS has a fine Operator crew, collectively and individually, as can be seen from the following comments, greatly abbreviated from letters and calls.

A Wisconsin woman stated that the Operators helped make her visit enjoyable by being helpful and courteous. A native of London who moved here two years ago wrote his appreciation for the drivers on Route No. 18 in general for the same reason.

John M. Reardon was cited for his friendly "good morning" and "good afternoon" by two separate passengers during July and August.

A passenger in a hurry for a "punctual appointment" was helped by Leonard E. Gustafson, who flagged a cab for her to "transfer."

One of Transit's "good drivers" is Richard F. McGuinness, who did not leave two ladies stranded just because they were waiting for the bus out of the sun.

"Courteous, thoughtful and helpful" Tommie McKnight is missed by passengers on his old No. 4 route.

The "cheery good morning" of Robert H.

## Christmas Party Has Santa, Teeny

Two of the most popular December stars will be on hand for the annual Christmas party for Seattle Transit children, hosted by Local No. 587 and its women's auxiliary.

Santa Claus makes this an annual command performance, bringing his goodies bag with him to distribute presents to the good girls and boys (and also to those who promise to be better in the year to come).

Entertainment will be supplied by Teeny the Clown, a great favorite with the children.

All youngsters of Seattle Transit employees are most welcome to this yearly fun event planned just for them. This year, it will be held in Loyal Heights Recreation Center at 21st N. W. and N. W. 77th. The party will begin at 2 p.m., December 20.

Roos is much appreciated, as is the "quiet, pleasant, relaxed manner" of "courteous and alert" John W. R. Buren.

Richard J. Steinmann is exceptionally patient and thoughtful to elderly patrons and those with heavy burdens, according to one East Madison passenger, who was the recipient of unusual courtesy from him during a hard rainstorm in May.

A woman passenger came to the defense of Donald R. Jensen, who she says is "always polite and a good driver," despite what a lady (?) in a hurry screamed at him.

"You can imagine the depths of my appreciation," wrote a mother after Eugene R. Hall stopped his bus in time to rescue her crawling infant from the street.

David L. McKee, was commended in the P.I. by a woman who witnessed his helping a blind man alight from the bus and guiding him toward his destination.

David L. Day, earned the gratitude of an 81-year old lady when he went out of his way to find where she was headed after she became confused.

For preventing an accident by alert, quick thinking and reflexes, Leslie B. Carman earned a

phone commendation.

Courtesy, good driving and kindness have been attributed to Leslie J. Lance, Thomas I. Hoey, Donald R. Kneebone, Wendell W. Whitney, John J. Tobin, Fred Edenfield, Kevin J. Gorman and Robert L. Simpson, Jr.

An occasional passenger had her compliment verified by a regular on Cecil Hume's run, and reported that "he made yesterday a happier day for many people" by being pleasant and friendly.

"Pleasant, efficient, patient and kind to the elderly" characterized Operator Lloyd Hearidge, and a representative of passengers on George Halvor's line expressed community appreciation for his courtesy, and wishes for a happy retirement for him.

Patience, gentleness and special treatment of the elderly and infirm were attributed to Thomas P. Hudson and Henry C. Stripling.

"First impressions of Seattle and its public transportation system are welcoming ones indeed" were words from a couple just returned from Japan, lucky enough to ride with Lee W. Watson, friendly, courteous, whose passengers "sat down with smiles on their faces."

## TRANSIT NEWS

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# Myers In Disability Retirement, But Will Keep His Second Job

For the past 13 years Operator Harry Myers has held a second job to help support his large family, but as of September 26 it has become his only job.

No longer able to drive a Transit bus, Harry took disability retirement. He will continue as a clerk in the Dexter Avenue liquor store.

Harry and Florence Myers have raised ten children and needed the extra income but with only two left at home, ages 11 and 16, things are a bit easier for them.

When those two are out of school, Harry says he will feel like he can take time to relax and maybe even enjoy the family summer home, on Samish Island.

Four of his sons have put in their military service, three in Viet Nam, and all are now back from overseas.

Harry, with the help of one of his boys, has been painting the family home, roofing it and doing some general fix-up work—in his spare time, of course.

He enjoys fixing cars and there seems to be an almost inexhaustible supply of them needing work. At times, with the car-owning children in and out, there have been as many as nine automobiles at home.

Working as long hours as he has for the past several years, Harry has had little time for leisure hobbies. One hobby he does enjoy, however, is his coin collection. It's a hobby a man can relax with.



Harry Myers looks forward to spending more leisure hours at the family summer home on Samish Island.

## ANN WHITAKER SUCCUMBS

Ann L. Whitaker, Clerk in the Transit Stores Department, died October 15 following a cerebral hemorrhage as she returned to her home.

Hired in December 1956, she was an Accounting Clerk for three years, then was appointed Clerk II in Stores

under Al Cushing's predecessor, Joseph Cassidy.

Ann had two children: a daughter Joan Davis of Seattle and a son, James P. Whitaker, of California.

Her main interest was her work with the First Evangelical Presbyterian Church.

## SERVICE REDUCED ON MANY ROUTES

Reflecting this area's economic problems and Transit's declining patronage, service was reduced at the end of September on several routes, excluding those involved in the Blue Streak experiment.

Morning and evening rush-hour service is least affected. Most changes occurred in midday, evening and weekend scheduling.

With overall patronage about 10-percent below normal, the service reductions were recommended in the Price Waterhouse study made this summer.

On some routes, the rescheduling means hourly bus service instead of every 30 minutes; others with 20 minute service will cut to 30. North End routes will be least affected, which had half-hourly service already. It is estimated that these cuts will save the System \$200,000 through the end of the year.



"A frozen turkey!—Who ever heard of such a thing?"

# Blue Streak Patrons Praise Its Speed, Convenience

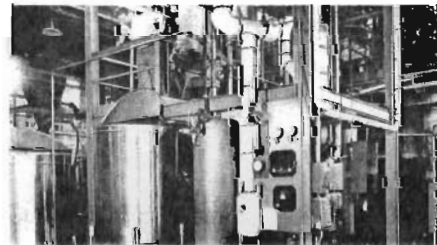
"The best idea yet". . . "Keep these buses and plan in operation". . . "Boarded at 7:05 a.m. and was at work at 7:20". . . are some of the comments received so far about the new Blue Streak rapid transit experiment.

On the negative side, from a patron's view, is the fact that the Northgate parking lot is nearly always full. Transit management thinks it's great.

Paying bus fare only instead of \$2.10 a day to park downtown "completely thrilled" another patron. One suggested it be extended past 7 p.m. for shoppers. A Whidbey Island commuter finds it saves parking downtown, gas costs, fighting traffic and she can catch an earlier ferry home.

One inaugural rider mentioned the "looks of pride and relief. . . such as you don't find too often among commuters." "Thank you for initiating this help for people like me". . . "Have not ridden a bus for many years, but am extremely pleased". . . Operators George D. Bowlby and Clarence Washington earned personal commendations from Blue Streak patrons for their handling of buses, traffic and patrons.

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



### Mishandling chemicals and gases results in many dreadful injuries every year. Do you know how to protect yourself?

**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% on this test even though you may not have known the answers before! This is called "programmed learning" and is a most modern, scientific way of learning information and retaining it. Sit on the stool for question #1 and then turn the page over for the answer. Then go on to question #2 which appears next to the answer for question #1, etc. We want to wish you good luck. You won't need it!

QUESTION 1	IN ORDER TO PROTECT YOUR FACE AND BODY FROM DRIPPING CHEMICALS WHILE WORKING ON PIPELINES, TRY TO OPERATE FROM THE WORK WHENEVER POSSIBLE	turn over
ANSWER TO QUESTION 1: DRY		
QUESTION 3	BE SURE TO STORE ALL SPRAYS AND GASES IN ORIGINAL CONTAINERS AND KEEP THEM TIGHTLY	turn over
ANSWER TO QUESTION 3: GASES		
QUESTION 5	IF POISONOUS GASES HAVE BEEN INHALED, REMOVE VICTIM TO UNCONTAMINATED AREA IF BREATHING HAS STOPPED, ADMINISTER ARTIFICIAL	turn over
ANSWER TO QUESTION 5: VAPORS		
QUESTION 7	CAUSTIC SODA BURNS SHOULD BE TREATED WITH A 2% DILUTE SOLUTION OF ACETIC WHICH WILL NEUTRALIZE IT.	turn over

(See page 6 for answers and additional quiz questions)

## Municipally Owned Railway: First Decade Full Of Woes



of the Stone and Webster regime. Some were cuttled the following year, others saw service on shuttle until 1935 and 1938.



he luxurious upholstery and the large picture windows. This was taken in 1925.

At midnight, March 31, 1919, D. W. Henderson took over operations of the street railways on behalf of the City of Seattle and municipal ownership was reality.

That the millennium had not arrived for public transportation was immediately evident as Henderson was faced by an immediate strike, then by operating losses and jitney operations.

The strike was not settled until August, when a pay scale of \$4.75 to \$5.25 per day was agreed upon. During the first three months, the municipal operation showed a net revenue of \$3,000 less than the estimate for the first month, and by the end of the year had shown a half million dollar loss.

Jitneys, presumably banished by court order, had returned in even greater force and preceded trolleys down the streets, skimming off much of the trade. They were finally exiled completely in 1921.

Advantages seemed mostly to accrue to the patrons, who for the first time had unlimited transfer privileges on all lines in the city. No longer was payment of three separate fares necessary between city limits.

This was, seemingly, about the only bright note in those early years. Officials cried "fraud" and began investigations into the excessive purchase price of the system—but came up with no concrete evidence on which to institute a suit to recover money.

Stone and Webster had deliberately skimmed on the maintenance of less profitable lines, which at the time of takeover were in deplorable condition. Since the city had no money for maintenance, and indeed was operating at a loss, the first year of municipal ownership was plagued with an epidemic of wrecks, collisions, fires and runaways. In January 1920, the most appalling accident brought the whole issue to a head. Car No. 721 (photo at upper right) hit a sharp curve at North 39th and Woodland Park Avenue at excessive speed, turned over in front of a telephone pole and was nearly cut in two. Over 70 people were injured, several seriously, one dying the following day.

A clause in the sales contract stipulated that the City's annual payments to Stone and Webster, of

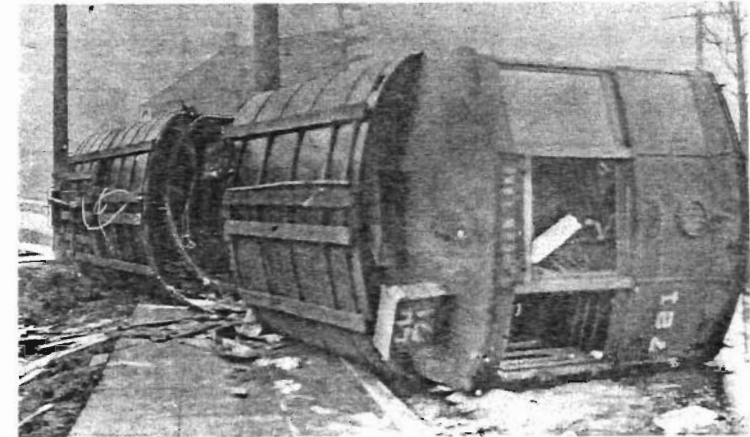
\$833,000, had prior claim on the system's earnings, no matter how desperately the money was needed for maintenance, repairs and equipment. Over this clause were to be fought several acrimonious lawsuits and more than one city election.

The system staggered from one makeshift financial reprieve to another in a succession of emergencies and crises. Fares were raised from 5¢ to 10¢ or three tokens for a quarter. Dr. Edwin J. Brown was precipitated into the Mayor's office on the promise of reducing fares back to a nickel. He did, but this proved absolutely inadequate and three months later was back to three tokens for 25¢.

An \$8,400 study made by a Cleveland transit expert in 1921 contained all sorts of suggestions for a pay-as-you-go system, none of which the City could afford. The expert also suggested breaking the long north-south lines into two shorter ones, turning each back at Yesler. But he failed to realize that the business heart of the city had moved north from Yesler, to around Pine and Pike.

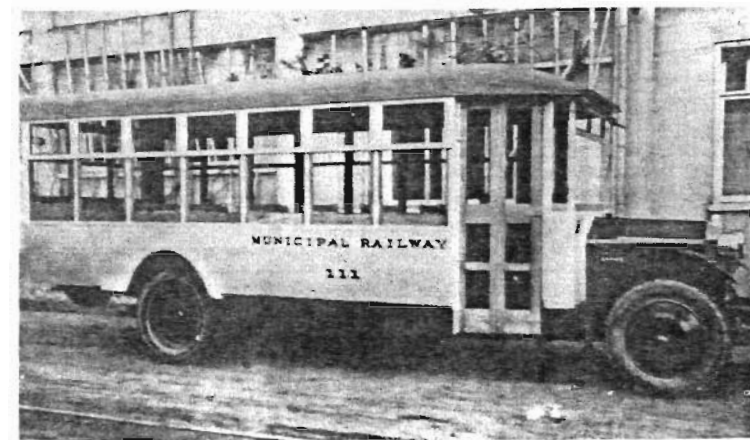
In September 1921, and again six months later, the city found itself with no money to meet the interest deadline on the bond issue or the annual payment of \$833,000 on the lines' purchase. At the last minute employees, who agreed to accept warrants in lieu of wages, and Seattle banks, which agreed to honor them, staved off catastrophe. But the following interest deadline, September 1922, found the situation no better and the banks refused to honor warrants a third time. Loyalty by the employees, who in effect became creditors of the system through withheld wages, averted a major disaster.

During the early '20's, automobile use became a formidable competitor and neighborhood shopping areas and movie houses induced people to stay close to home. These facts, plus several lines that did not carry their weight, added to continued financial troubles. Warrants were resorted to again and again, and the city finally arranged moratoriums on payments to Stone and Webster in order to purchase badly needed equipment.



Car No. 721 was involved in Seattle's worst streetcar accident to date in the early hours of January 5, 1920, when 70

persons were injured and one died. Though described as a total wreck, the car was rebuilt and continued to serve until 1940.



An early day transit bus, one of several which the system, not too successfully,

attempted to use for feeder service to its streetcar lines during early city ownership.

### HEDLUND RETIRES AFTER 35 YEARS



Among Gilbert Hedlund's future retirement plans is a trip to Disneyland, probably sometime next year.

Gilbert Hedlund, who began working for Seattle Transit part time during the depression, retired September 14 to enjoy camping and travel.

At the height of the depression, he recalls, all types of equipment were pressed into use by the Transit System, as money wasn't available for new replacements.

One old bus was borrowed from Everett and from somewhere arrived ancient sight-seeing buses that he claims you "couldn't really stand up in." Hedlund drove the South Park-Pleasant Valley run near Fort Lawton.

A native Seattleite, he worked in an Olympic Peninsula logging camp for about six years before coming to Seattle Transit.

The Hedlunds and their 16-year-old son like to go camping "the hard way" in a tent. His boy is trying to persuade Gilbert to take up skiing, but so far not very successfully.

Hedlund has a well-equipped workshop at home. His wife has taught piano for many years.

Future plans include a trip, when the weather gets warmer, to California and Disneyland.



New Scholar At The Beattys'

Six-year-old Sheila, (L) daughter of Operator Darryl Beatty, is a lively new first-grader at Latona Elementary School. Up to now, her life has been mostly play-time but, as comes to all first graders, it is now the life of a scholar. She says school is fine except for arithmetic. She likes painting, here shows her latest flower painting to sister Marcia.

#### Additional information about chemicals

Chemicals can produce very serious, painful, even fatal injuries. Here are some hints to help you when handling chemicals and gases.

**NEVER** work without adequate protection for hands and eyes.

**NEVER** mix different cleansers or cleansers with bleach, as this can produce deadly chlorine gas.

**ALWAYS** keep filled drums covered to avoid splashing. Remember to work carefully and methodically when handling chemicals.

ANSWER TO QUESTION 1 ABOVE

QUESTION **2** CONTAINERS FOR HOLDING HOT CAUSTIC SHOULD BE WIPED COMPLETELY WHEN NOT IN USE, TO GUARD AGAINST EXPLOSIONS WHEN THE CAUSTIC IS POURED IN.

ANSWER TO QUESTION 3 CLOSED

QUESTION **4** POTS CONTAINING BOILING LIQUOR SHOULD BE PROVIDED WITH HOODS TO CARRY OFF POISONOUS

ANSWER TO QUESTION 5: RESPIRATION

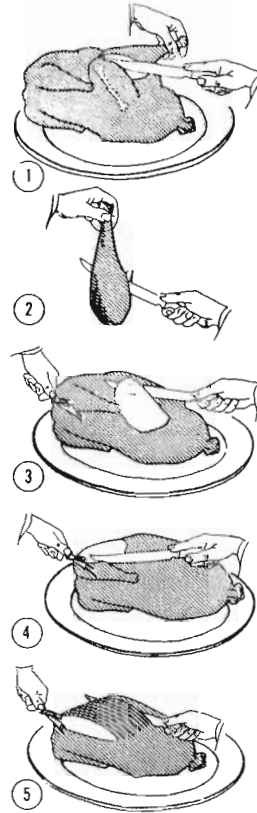
QUESTION **6** ACID BURNS SHOULD BE IMMEDIATELY TREATED BY WASHING WITH \_\_\_\_\_ ONLY.

ANSWER TO QUESTION 7 ACID

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(See page 3 for answers and additional quiz questions)

### Here Is Turkey Carving Simplified



Timely tips on Thanksgiving turkey slicing are given graphically here, for both experts and neophytes at the game. After removing and slicing drumstick, with bird on side, parallel slices of breast meat are made which can be removed in uniform-looking pieces.

### Special Bus To Transport Husky Vets

Ray Eckmann has reserved a Transit charter bus for special use at the UW-UCLA football game November 14.

Football players of 50 years ago will be honored by Eckmann on this half-a-century anniversary of the Husky stadium dedication.

Several of the veteran players will fly to Seattle especially for the event and one of the cheerleaders of 1920 will also be here.

### Auxiliary To Host Dance December 5

A dance for members and friends of Local No. 587-A is scheduled for Saturday, December 5, with admission by ticket only.

Available at all Transit stations and the Local No. 587 business office, tickets cost \$2 each. (BYOB)

Dancing will begin at 9 p.m. to the same popular orchestra that played at the last affair, in the IOOF Hall in Ballard.

Make up your own party and plan to come.

## Interim Junior Inspectors

Eight Operators, Qualified For Supervisory Posts, Await Turns



John D. Love



Edward M. Courtad



John F. Baker



Charles D. Taulbee



Delmer L. Larson



David L. McKee



Edward C. Casady



George G. Seger

## Ice Capades Offers \$1.00 Discount On All 1970 Adult Show Tickets

Flashing blades, comedy, production numbers and dancing on ice will arrive in Seattle next month when the Ice Capades opens a five-day run at the Coliseum.

A special saving of \$1.00 on each adult ticket is offered to Transit employees, their families and friends. Youths, 18 years and under, are half of the regular price.

Transit discounts are good for any of the four shows noted below and must be ordered via mail, either with the Transit coupon or discount envelopes which may be picked up at any Stationmaster office or at the Public Relations Department.



Lovely Janet Runn displays her classic skating style in Ice Capades "Sights and Sounds of the 70's."



The Wageleins skate into the spotlight in the "Indian Splendor" number of the Ice Capades.

### TRANSIT COUPON FOR ICE CAPADES

Mail to: Ice Capades Group Sales, Fidelity Lane Ticket Office  
1622 Fourth Avenue, Seattle, Washington 98101

I enclose \$ \_\_\_\_\_ for the following:

- |  |                              |
|--|------------------------------|
| _____ Adult tickets @ \$4.00 (Reg. \$5.00) | _____ Youth tickets @ \$2.50 |
| _____ Adult tickets @ \$3.00 (Reg. \$4.00) | _____ Youth tickets @ \$2.00 |
| _____ Adult tickets @ \$2.00 (Reg. \$3.00) | _____ Youth tickets @ \$1.50 |

(Circle date desired: give second choice)

Wed., Dec. 2  
8 p.m.

Thurs., Dec. 3  
8 p.m.

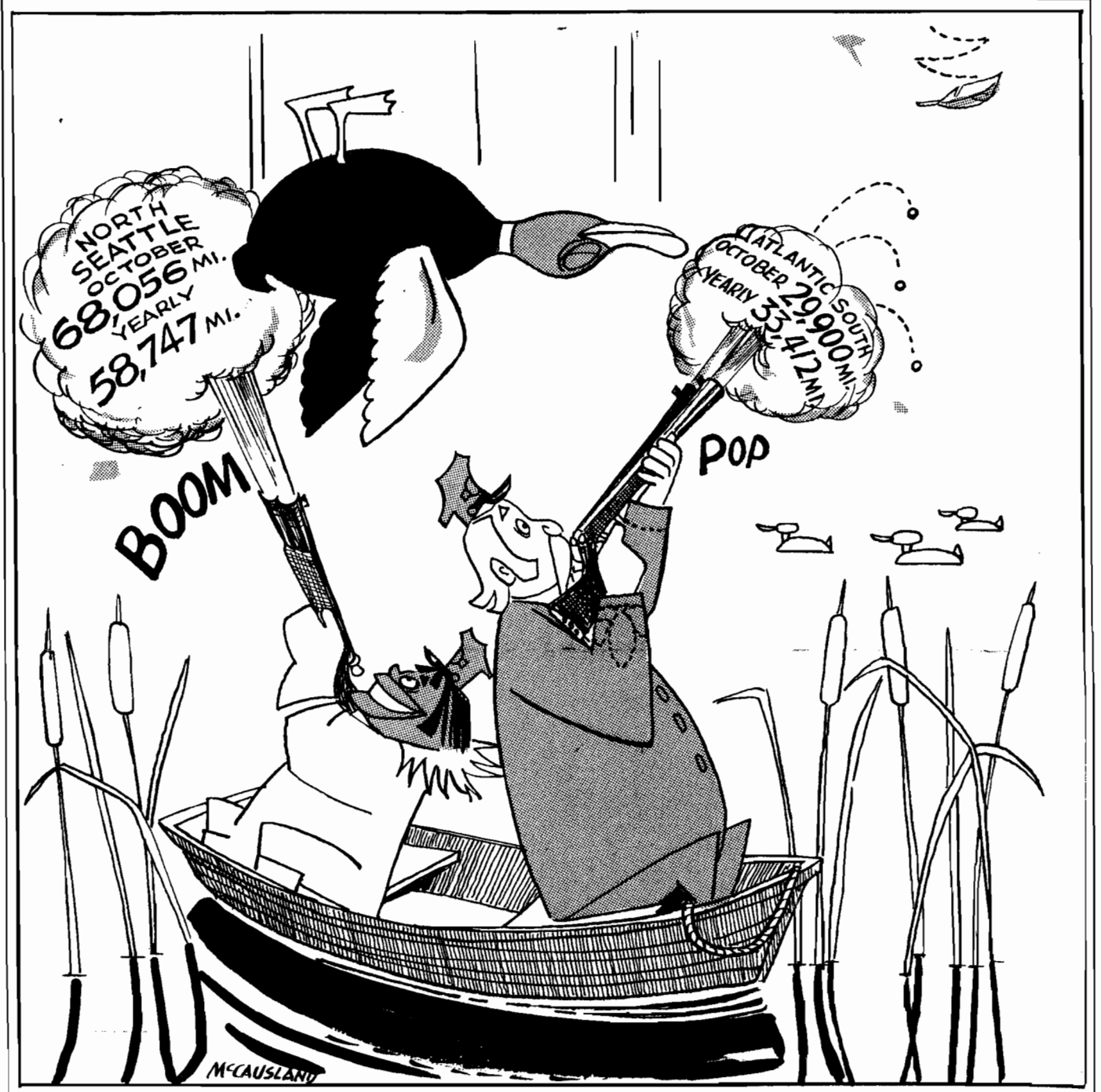
Sat., Dec. 5  
2 p.m.

Sun., Dec. 6  
6 p.m.

Name..... Phone.....

Address..... Zip.....

Please enclose stamped, self-addressed envelope.



(To more accurately portray Transit driving records, mileage figures are based on miles per PREVENTABLE, TRAFFIC accidents only.)

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