

# TRANSIT NEWS

VOLUME 16, NO. 11

A Publication of the Department of Transportation - City of Seattle

APRIL, 1972

## Annual Report

### Financial Problems, Plans For Future

Following is a recap of the Seattle Transit System operation during 1971 and a summary of plans and hopes for the future of public transportation in this area as set out in the Department of Transportation annual report.

After 32 years, the Seattle Transit Commission stepped down from management of the Seattle Transit System on August 6, 1971. The independent status of the System was dissolved and the Transit System became part of the Department of Transportation. Lloyd P. Graber, for more than 29 years General Manager of the System, retired on June 30, 1971. His replacement was Robert J. Lavoie. He came to the new position of Director of Transportation, having served on the staff of the University of Washington and the Mayor's Office.

Under the Commission, fares, routes, schedules and wages were established by resolution of the five-member board. Now these matters are determined by ordinance of the City Council with the approval of the Mayor. The ordinance creating the Department of Transportation, also established a seven-member Transit Advisory Board. The Board, which serves without salary, studies and makes recommendations to the Department Director, Mayor and City Council.

#### 1971 OPERATIONS

Money, both for capital improvements and operations, continued to be the greatest single over-riding problem facing the System. This problem is not unique. Every urban transit system in the country has a similar problem. Smaller cities are struggling to keep any form of public transportation. Large cities raised fares and sought general tax subsidies to keep trains and buses rolling. Tax subsidy by city government was limited because of fundamental economic problems cities faced in meeting the increased costs of providing essential services. This was particularly acute in Seattle where high unemployment cut city tax revenues. Legal, constitutional and economic constraints restricted state government from providing adequate long-range and continuing assistance.

Riding declined from 31,751,374 in 1970 to 29,888,718 in 1971, a drop of 5.87 percent. This decline followed a national pattern in transit patronage. Income from all operations was \$8,995,824 and expenses from operations \$13,478,378, resulting in a net loss of \$4,482,554. The bulk of this deficit was made up from \$1,793,575 in receipts from City Transit Tax, \$439,860 from the Urban Mass Transit Administration as a subsidy for Blue Streak operations and a loan of \$1,650,000 from the City's General Fund. The balance of the deficit (\$599,119) includes a non-cash charge to operations of \$395,835 to cover depreciation of assets in 1971 and \$203,284 used from funds available at the beginning of the year.

In spite of the economic problems, Transit fares remained stabilized for the seventh consecutive year. The adult base fare of 25 cents remained unchanged. Other cities were forced to raise fares above the 35-cent level to 40, 45 and even 50 cents. In virtually all of these cities, resentment to the higher fares resulted in decreased patronage, placing an additional burden of traffic on already crowded freeways and arterials. This hardly seems the solution to the efficient movement of

Continued on page 2, column 4

## BLANKINSHIP APPOINTED TO BOARD

Newest member of the Transit Advisory Board is Miles Blankinship. He was appointed by Mayor Uhlman in January to replace John Goodfellow, who resigned.

Blankinship is comptroller and business manager for the Warren Reading Foundation in the University District. His office is within walking distance of his home, but when he goes downtown he usually takes a bus just outside the Foundation door.

In 1966 he was appointed to the City Planning Commission and the following year took part in the Washington State urban tour of Europe. Since then he has gone on three more trips including a transportation study.

He believes strongly that active citizens are a benefit to society and that public transit can help



New Advisory Board member is knowledgeable in urban affairs, has ideas for transportation improvements.

senior citizens stay active by giving them mobility.

In addition to seeking federal grants under Mass Transit, Blankinship feels the possibility of getting funds for transportation

programs for the elderly from other agencies should be explored.

He and his wife Shirley share lake fishing as a hobby. He also enjoys golfing.

## ALLEN HONORED AS APRIL DRIVER OF THE MONTH

James H. Allen, a 31-year Transit employee, has been singled out for this month's Driver of the Month honors and epitomizes the best kind of representative of Seattle Transit to its riding public.

He wears a 25-year Safe Driver Award pin. Like most who have earned that distinction, Allen always expects the unexpected and gives the other fellow the benefit of the doubt. He doesn't crowd his luck or anyone else's.

Enjoying serving the public, Allen is particularly fond of the very young and the elderly. He likes to give them all the protection he can while they are in his care.

His favorites are small children, the coming generation of Transit patrons, and he tries to make sure their early impressions of the System are good ones.

Allen has quite a few



April Driver of Month wears 25-year Safety Badge.

commendations, the last one being his favorite.

A six-year-old boy had discovered he had gone way past his school bus stop and began to cry. Allen put him in the care

of a lady who was getting off and made sure she took him across the street to catch his bus back.

His mother wrote her appreciation.

## Second Blue Streak Lot Under Study

A second Blue Streak lot has been recommended in the Northgate area by a city-state-federal technical committee, with the State Highway Commission being asked for \$80,000 to begin planning and public hearings on the 1,000-car facility.

The committee also recommended the Commission finance the \$3.6 million project with federal interstate highway funds. Blue Streak is seen as an integral part of the Metro county-wide transportation system.

Existing Blue Streak facilities have proven the system effective in shifting commuting habits from auto to bus, but the present 500-car parking lot has been inadequate for some time.

Studies indicate a need for 2,000 park-and-ride spaces in the Northgate area to serve morning peak loads and an additional 860 for mid-day riders.

The proposed project would include acquisition of land and development of the lot in an area bounded on the east and west by the I-5 Freeway and Meridian Avenue North and lying between North 106th and North Northgate Way. Acquisition would require purchase of 26 homes, half of them rentals.

## KVI Gives Transit Bus Party

### Unexpected Festivities Greet Some Regular Passengers On Cross Bus

Radio Station KVI, whose air personality Dick Cross has been a bus jockey as well as disc jockey in recent months, threw a party for Seattle Transit recently on one of its own regular route coaches, surprising the regular patrons and delighting their own invited guests.

Cross drove most of the way, spelled by Operator Amos Griffith. As they headed out Aurora Avenue, a supply of Dagburgers and cold drinks were passed out to everyone aboard. The KVI crew emphasized the convenience of bus travel and the marvelous safety record of STS drivers.



Cross, right, who went through driver training at STS and operates an occasional run, was spelled off by regular Amos Griffith, but not without some good-humored "advice" from Cross on how to handle the bus.



Dick Cross of KVI and sometimes of Seattle Transit greets guests on the party bus. Robert Donohue, Ballard News Tribune editor, on aisle left, and University District Herald editor Virginia MacDonald.



Everyday commuting isn't like this, but these regular riders think it should be. They were among the many who enjoyed not only the special party flavor of the ride home, but tasty goodies as well.

## MORE ON ANNUAL REPORT

*Continued from page 1*

people and goods in the modern city.

The single greatest success story remains Blue Streak, a demonstration project serving the north central and northeast sections of the city, which continues to show a 33-1/3 per cent increase in patronage. The demonstration, two-thirds financed by the Urban Mass Transportation Administration, removes 1,200 passenger cars from the freeway every weekday.

Speed and economy of the trip to the downtown area of the city from residential neighborhoods are the obvious reasons for the shift from the private car to public transportation. Freeway speeds on Blue Streak are comparable to or better than any fixed rail transportation system in the country. Many transit authorities have visited Seattle to observe the Blue Streak operation. Transit management has pledged itself to expand Blue Streak type operations to other sections of the City whenever it is practicable.

New programs were established by the Department of Transportation to meet the ever changing needs of the City and its citizens. An expanded Research Division was active at the year's end, implementing studies now completed. The results of this work will provide service improvements to many areas of the City.

Working with the Model Cities Program, the Office of Human Resources, the City Departments of Engineering and Community Development, the Washington State Highway Department and the Urban Mass Transportation Administration of the Federal Department of Transportation, more changes and improvements in service are being planned and tested.

The Transit Advisory Board, which was appointed in August, is made up of citizens of various areas of the city. The Board, which serves in an advisory capacity, made valuable contributions in its investigation of improvements to the Seattle Transit System and has provided an effective means for citizens to voice their concerns and recommendations regarding transit service.

Bids were opened in 1971 for the installation of two-way radios on all Transit vehicles. This new communications system will be operational by the fall of 1972 and will enable a vastly improved network of communications between all Transit coaches and the dispatcher for improvement of service. The radio system will add to the City's two-way radio communication network and will provide assistance in many emergencies.

### CAPITAL IMPROVEMENTS

Seattle Transit's rolling stock includes 53 electric trolley coaches purchased from 1940 to 1944 and 95 gasoline buses bought in 1947. These fleets demand immediate replacement on the basis of age and cost of operation. One hundred and five diesel coaches purchased in 1954 and 1955 should also be retired in the not-too-distant future. One hundred diesel coaches obtained in 1963 and 70 diesel buses bought in 1968 remain the nucleus of Transit's long-range usable fleet.

Road calls and failures requiring a coach to be replaced while in service continue to mount among the older fleet. This results in a costly operational expense and a frustrating inconvenience to passengers.

While many experiments are now being conducted in new types of propulsion for transit vehicles, all remain in the experimental stage. Any hope of purchasing a tested, production-model, new bus is probably five to ten years in the future. Steam buses, liquid natural gas or battery powered buses are still only a step from the drawing boards and will require many years of testing before a dependable, operational fleet can be purchased. The diesel bus will remain the basic transit vehicle in this country for the next decade and beyond.

The diesel bus has been proven to be an insignificant factor in the total air pollution picture and major engine

*Continued on page 7, column 1*

## TRANSIT NEWS

Published monthly for all employees of the Department of Transportation, Seattle, Wash.



Member of Pacific Northwest Industrial Editors Assn.

Editor, Leila Dunphy  
 ATwater 2-4620  
 419 Wheeler Street  
 Seattle, Wash. 98109

## Recap—Major Changes In Transit Contract

By Charles G. Nelson  
Transit Accounting Director

Following is a brief summary of the major changes in Seattle Transit System's contract with Local #587, ATU.

1. A 3-1/2 per cent increase in wages for all employees, retroactive to November 1, 1971. This makes the top Operator rate \$4.6575 per hour and an Auto Machinist rate \$4.9655 per hour.

2. A new vacation schedule: 1-5 years, 12 vacation days; 5-10 years, 15 days; 10-15 years, 16 days; 15-20 years, 18 days; 20 years, 20 days. Add one day per year to a maximum of 25 vacation days for 25 years' service.

After one year an employee may carry over and accumulate two days of vacation annually and after 25 years, may carry over and accumulate five days of vacation annually. The total accumulation may not exceed the number of vacation days for which an employee is eligible in any given year.

3. Funeral leave as follows: One day or if necessary, two days off duty with pay shall be granted any employee in the event of a death of a close relative. The second day off is applicable only in instances when total travel of 200 miles or more is necessary.

4. Accident and sickness insurance for Operators and Cashiers: The daily benefit shall be raised to \$15.00 to commence on the third day of sickness or first day in case of accident.

All other employees: City sick leave program is a wage continuation plan. Employees accrue sick leave credit at .046 hours for each hour on regular pay status, but not on more than 40 hours per week, beginning "bank" to be established by allowing credit of three days per year for each year of service from last date of hire to November 1, 1971 and .046 hours per regular hour of service from that date.

5. Medical-surgical coverage: Employees are offered a choice of I.H.A. insured plan or Group Health Cooperative plan.

6. Work week for Group C Operators: Contract changes work week to five working days and two days off; previous plan was six on and one off.

7. Maximum spread: This has been reduced on assignments for extra board Operators from 13-1/2 hours to 13.

8. Uniform allowance: Provision has been made for the contribution by Seattle Transit System of \$50.00 per Operator per contract year towards the purchase of uniforms.

9. Higher classification pay: Contract provides that employees in the mechanical division who are assigned to work of a higher classification for a period of four hours or more shall be paid at the rate of the higher classification.

10. Accumulated time: Balances in excess of 56 hours shall be paid down to 56 hours at the end of each four-week guarantee period.

11. Run assignments: Runs shall be converted to straight-through only, plus 10 per cent tripper combinations. This shall be done so no man now holding a run will lose it. Assignments of tripper combinations for a week at a time will be made to a minimum of 35 per cent of extra board Operators. These assignments will be alternated with daily assignments each week.

12. A family dental plan, covering Transit employees and their dependents, will be paid for by the System. Maximum coverage is \$350 a year per person. During the first year, payments are limited to 70 per cent; the second year, 80 per cent; third year, 90 per cent and 100 per cent the fourth year. Each person must visit a dentist yearly to be eligible for benefits.

## AUXILIARY CELEBRATES

Five new members joined the Ladies' Auxiliary of Local 587 and honors were passed out at the group's birthday party March 22.

John Senear, President of #587, and Roger McNamee, Financial Secretary, were on hand to help in the festivities.

Four members received service pins: Flo Longworth, 45 years; Anchor Greenside, 35 years; and Selma Deahl and Horace Turner, 25 years.

President Catherine Dentler presented gifts to all past presidents still active in the organization.

Entertainment by a young girls' drill team, The Sundowners, a program by members and refreshments followed.

A dance is scheduled for May 13, a rummage sale on May 18.

## PROPOSALS OF NEW METRO SYSTEM

By Larry Coffman

The recommended Metro Transit plan has begun to take final form, pending input from a fifth round of citizen meetings now underway and a series of public hearings.

Among the highlights of the new, multi-center system, to be completed by 1980, are:

- Some 25 park-and-ride lots providing from 400 to 1,500 vehicle spaces. Similar to Blue Steak, they will provide for local-to-express bus transfers as well as auto-bus connections.

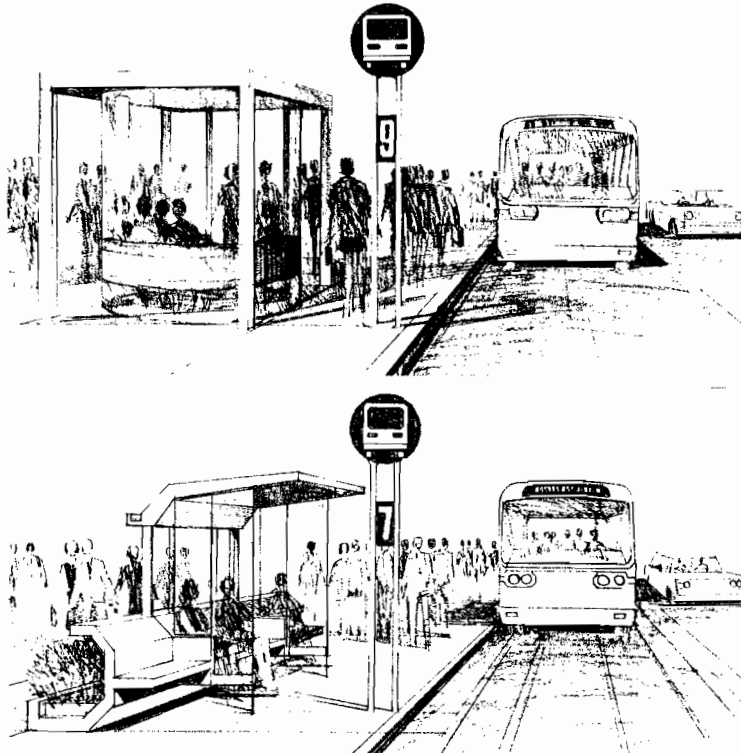
- Approximately 60 Metro-flyer stops where local routes will connect with major freeways. These will feature ramps or stairs between the arterial and freeway levels, covered waiting areas and possibly nearby parking.

- Projected total of more than 110,000 daily bus miles. This compares with 42,900 miles now run by Seattle Transit and 8,900 by Metropolitan Transit Corp.

- Bus modernization program provides for Environmental Improvement Packages on all new vehicles, as a minimum, and refurbishment of the present trolley fleet.

- Transit-only lanes, operating in reverse of auto traffic, on Second and Fourth Avenues, with supporting shuttle-bus loops on First, Third, Fifth Avenues.

- W. A. DeLaBarre, project manager for Daniel, Mann, Johnson and Mendenhall, prime consultant, emphasized that a major benefit of the multi-center concept is the increased access that it provides to all parts of the county via the extensive express-bus network.



Some 800 neighborhood bus shelters are included in the proposed Metro Transit plan, providing a distinctive Transit

"logo," route signs and schedule information. Preliminary designs are of plexiglass for maximum safety and visibility.

### Seattle Fire Department

# Dedicated Men Work To Prevent Fires, Fatalities As Well As Combat Tragedy

The thousand-plus personnel of the Seattle Fire Department have manifold duties in addition to fighting conflagrations once they've started. For years they have kept Seattle in an excellent fire defense rating by the American Insurance Association.

Recent year end fire statistics revealed a significant drop in the total number of alarms as well as arson fires and an increase in citizen requests for the life-saving services of aid cars and Medic I, the latter in service since March, 1970.

While the primary duties are to save lives and protect property, firemen may work in any of four departments under an experienced administration.

#### ADMINISTRATION

Fire Chief Gordon F. Vickery, a veteran of 8-1/2 years in that post, supervises an organization that began in 1889, the year of the Great Seattle fire that destroyed much of the city's business district. Assistant Chief is Frank R. Hanson.

#### FIRE COMBAT DIVISION

By far the largest service division of the Department is deployed in fighting actual fires and, for the past two years, in saving lives of cardiac victims.

Regular combat forces fight and subdue fires; perform overhaul and salvage operations following a fire and generally perform in a manner that has earned them the deserved respect as one of the best such community service programs in the country.

"Ladders to the east and west sides; we have people on all floors!"... "Give us all the aid cars and ambulances you can!" These were desperate messages transmitted during the tragic Ozark Hotel fire of March 20, 1970, one of the city's worst hotel fires.

Within 50 minutes the majority of the fire was out, but 20 people were dead. Soon Fire Department personnel were knocking on civic doors for support of a long-sought Hotel Fire Safety Ordinance. It became effective the following June.

The city's 35 fire stations provide housing for 36 engine companies, 12 ladder companies, 10 aid cars and Medic I. The Combat Division also operates two fireboats, the Duwamish and the Alki, stationed at the foot of Madison Street.

#### MEDIC I AND MEDIC II

On March 7, 1970, Medic I aid unit was placed in service. It is a community project organized and operated by the Seattle Fire Department, Harborview Medical Center and the University of Washington School of Medicine. At first Fire Department paramedics in teams of two operated the van with a physician. Now their training has made them more knowledgeable and they work on their own, maintaining radio contact with Harborview medical personnel. Medic I and its back-up unit respond to about 250 calls a month. Long-range planning calls for equipping nine additional aid units to similar status.

The Department, with co-sponsors Seattle Rotary Club and the Washington State Heart Association, is also operating a Medic II program, training citizens in

immediate care for coronary patients. Individuals wishing to take this special Medic II training (free of charge) should contact the booking office at JU 3-6577.

#### FIRE PREVENTION DIVISION

Members of the fire companies make regular inspections to check on possible violations of fire or building codes and to determine adherence to minimum standards for health, building and safety. House-to-house residential inspections begin in early spring.

Night-duty personnel inspect remote commercial buildings, waterfront facilities and chemical plants where fires may go undetected in their early stages. They also make regular checks on hotels, rest homes, theaters and other places of public assembly.

Another preventative measure is the Department's SAFE program, designed to teach children the dangers of fire and the fundamentals of fire prevention. This program begins in the schools at the second grade level.

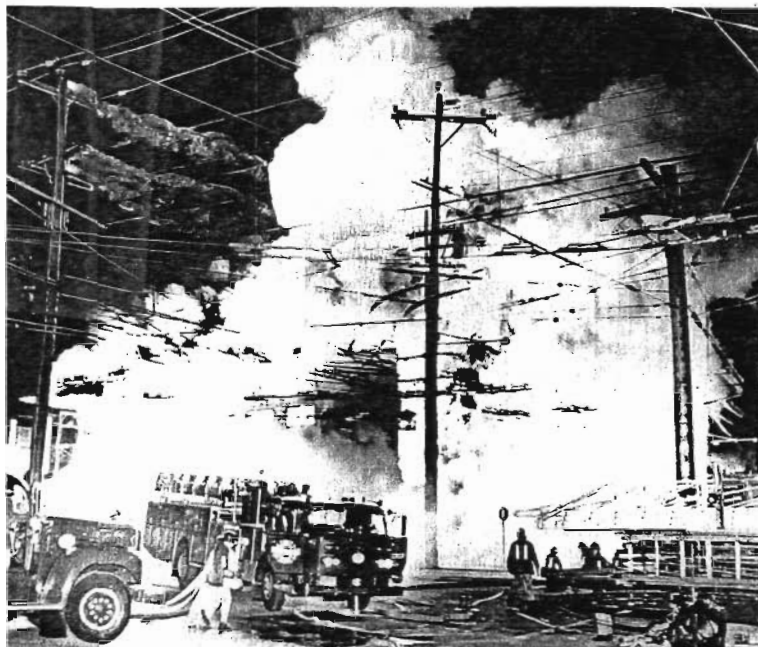
#### SERVICES AND TRAINING

Services Division is involved with the planning and development of stations, including the relocations and construction of 14 fire facilities which are being funded by Forward Thrust.

Training never really ends for Seattle firemen. They are hired for a 6-month probationary period, nine weeks of which is a basic training course. Work-study and in-service programs continue throughout their careers, keeping them up to date on the latest knowledge and techniques. Every day each company conducts a drill in order to maintain such a high level of alertness that each man will automatically respond to any action plan by number under pressure. Training covers 23 different plans, about 8 concerning routine fires and others specifically for ship and pier fires, aircraft crashes, fires of bulk petro, etc.



An authentic Japanese fireman's coat, held by Transit News editor Leila Dunphy, is inspected by Fire Chief Vickery (L) and Assistant Chief Hanson. The heavy black cotton uniform is soaked in water before fire duty to protect the firefighter from flames. The coat belongs to Mrs. Ray Oisen of Seattle.



Scenes such as this are what the Seattle Fire Department personnel hope to avoid with their prevention program. It not only reaches homes

and commercial buildings, but school children through the SAFE program. Teams of firemen inspect city residences beginning in Spring.



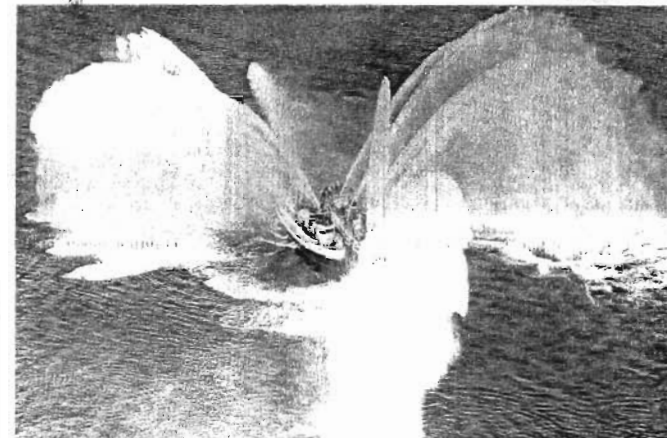
Simulated emergency first aid inside the Medic I car shows some of the built-in equipment for instant care of coronary patients. It includes such life support equipment for aiding the patient as a monitoring oscilloscope and

defibrillator, ventilation and suctioning equipment, drugs, radio-telemetry equipment, portable pacemaker, electrocardiogram and two kinds of stretcher, one equipped with a tray that can carry monitoring and drug box.



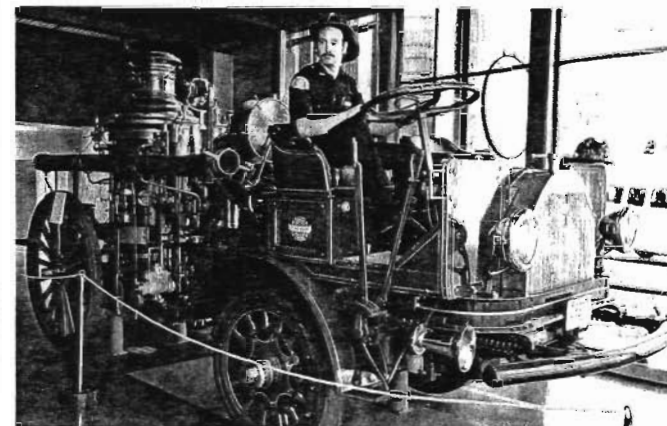
Training is continuous for the fireman. Lectures on hydraulics, work-study programs in chemistry, physics and the like are held

during and after the 6-month probationary period with the department. Studies continue as new techniques are developed.



Seattle's fireboats, the Duwamish and the Alki, show off their power during a demonstration in Elliott Bay. They are

called upon to combat pier and shipyard fires and any other conflagrations on or in a city waterway with their special power.



Firefighter Tony Warden sits at the wheel of a historic rig, vintage 1898, which is housed in the waterfront fire station at

the foot of Madison Street. The station is a favorite tourist attraction, blending historic with functional firefighting gear.

Badge No. 21

# MacGregor Retires From Long Career



Frank Minnick, left, who relieved MacGregor at the end of his last run, congratulates him on retiring.

Alexander MacGregor retired from Transit after a long and safe career that began in 1937.

He has a 21-year Safe Driving Award and has really "been around" at Transit, having worked at every station the System has had over the years. He first worked on street cars, then on buses and coaches.

Is he looking forward to retirement? "Oh, boy! I've been waiting a long time," he said. MacGregor enjoyed driving but says he's a bit tired of getting up at 4 a.m. He picked the early shift so he could enjoy the afternoon to relax.

He and his wife Leona sold their house last year in preparation for retirement. They had a swimming pool where he would take a dip before going to work—early. They are living in an apartment until their house, a Bavarian chalet in Ponderosa Estates near Leavenworth, is finished enough to move in, probably this month.

The chalet was built for them and Alex is finishing the interior himself. A handy fellow with plane, saw and T-square, he has a basement workshop and, now, time.

Once settled in the Cascades, he says his time will be spent golfing, fishing, hunting and doing some traveling. Leona, who used to play golf, will probably join him on the green.

Occasional "vacations" from retirement may be spent at the ocean, which they both love.

Travel, farther than the Pacific Ocean beaches, is also in the future for Alex and Leona. They would like to visit Scotland, where his parents came from, and Norway, where hers were born.

MacGregor has been quite a leading tenor over the years, singing with such groups as the Ralston Male Chorus, the Seattle Male Chorus and the Clarion Male Chorus. He was a boy soprano in his church. As a matter of fact, he guesses he's sung just about every place locally except in the bathtub.

# Improved Radio Net Starts Soon

Improved communications will be a reality by this fall, with the implementation of the new Seattle Transit radio system.

The Department of Transportation recently got the go-ahead for the four channel frequencies necessary for Transit's 2-way communications system. These channels will operate on a stronger signal, with less chance of interference or fading than with the present program.

Once installation is completed, the channels will be used for 2-way communication between the Dispatcher and the 425 radio-equipped coaches as well as with all other Transit vehicles.

Although installation is not expected to be completed until this fall, new run cards issued at the shakeup effective June 7 will indicate the proper channel to be used by the Operator for communication with the Dispatcher.

# New Service Begun For The Elderly

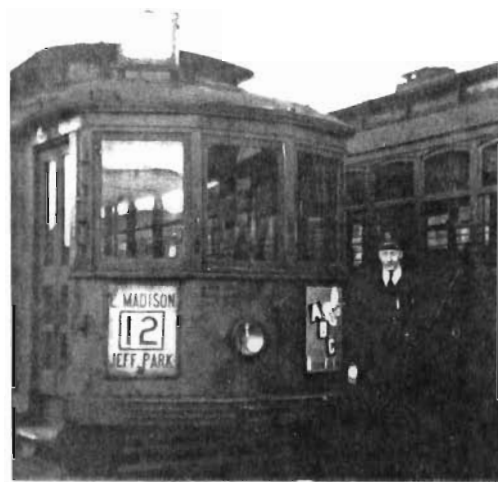
Monday, March 20, two retirement homes were linked to shopping centers by special Transit service.

One trip daily on Route No. 16-Meridian stops at The Hearthstone at 10:28 a.m. en route to Northgate, returning from the east side of the Bon Marche at 1:40 p.m.

Two trips each weekday between the Tri-Court Apartments and the downtown area also began on the first day of spring, these on the No. 9-Stoneway.

# Guessing Game

# Do You Recognize These Transit Men?



This dashing motorman-about-town had his picture taken about 1934 in front of Old Reliable No. 524. He had started with Transit the year before and was in a very reliable job when he retired last year.



These two are brothers and are still Transit employees. The one on the right was recently given a very special honor. The photo was taken near a park on Queen Anne Hill when the boys were 8 and 9.

### ANSWER

The streetcarman is Royal Cole, a Senior Inspector at retirement and founding member of the Puget Sound Railway Historical Association. The boys are the Mount brothers, Howard, left, an auto machinist, and Kenneth, recently named Driver of the Month.

## MORE ON ANNUAL REPORT

*Continued from page 2*

improvements have reduced this factor even further. The Department of Transportation recently completed a program of installing a newly developed fuel injector system for diesel buses which has significantly reduced smoke, odor and exhaust pollutants. With the installation of the new injector and the continued high level maintenance program. Seattle's fleet has made a significant contribution in our community fight against air pollution.

In addition to new equipment, one of the most pressing needs of the System is a new garage and service facility. The System's North Seattle terminal, near the Seattle Center, was built as a streetcar garage in 1908 and has since been remodeled many times. It is out-moded and its replacement would mean many economies in the System's operation and would give the Equipment Division an invaluable tool in more efficient maintenance of transit vehicles. A large portion of the North Seattle buildings were condemned several years ago due to structural deterioration.

### MONEY

Although a firm basis for financing public transportation has not been reached, significant steps have been taken to place transit in its proper role as a vitally needed urban public service. Passage of the initial Urban Mass Transportation Act of 1964 was a major step toward providing transit capital. This removed fare box revenue as the sole method of financing transit improvements.

Seattle City government has recognized the importance of good public transportation to the city. The first steps came in the elimination of taxes on Transit revenues; more recently: a Transit tax on businesses and households and an outright subsidy of Transit operations from the General Fund. In 1972 Seattle and other cities within the state which operate public transportation systems will begin to receive aid from a portion of the State Automobile Excise Tax. Future new subsidy sources are currently being studied by the City, State and Federal governments.

The staff of the Department of Transportation is working closely with the City's Office of Intergovernmental Affairs and the Intergovernmental Relations Committee of the City Council on new legislative programs in support of public transportation.

### THE FUTURE

Through the past forty years Seattle Transit has progressed from streetcars and cable cars to electric trolley coaches and motor coaches. Many modifications in service have been provided by route extensions, the addition of express service and finally, the Blue Streak.

During this same period, the advent of the automobile and the freeway have drastically changed community structure and travel desires. Development of bedroom communities and relocation of industries have created a need for a public transportation system serving both urban and suburban areas. Also, the development of other large activity centers throughout the City has changed travel requirements.

Transit routing concepts within Seattle will require continued revision to provide neighborhood transportation within specific areas of the City with an express or Blue Streak operation between those areas, downtown Seattle and other major transit patronage generators.

The change reflected in public attitude toward additional freeways and resulting air and noise pollution created by automobiles is lending support to the need to revitalize public transportation systems. Both City and State governments are providing financial support for public transportation. Federal funds have been available through capital and demonstration grants and consideration is now being given by Congress to Federal operating subsidies.

## St. Patrick's Day Goes Scandinavian

It is said that on St. Patrick's Day, everybody is Irish, and this year even Ballard got into the act, aided and abetted by Seattle Transit and a radio station.

The event was the First Annual Ballard-Seattle Transit-KVI Smorgasbord and St. Patrick's Day Celebration. The "People Bus" carried a large sign reading "We Are Going To Ballard" and the Ballard Chamber of Commerce provided several thousand green daffodils to give away.

Ballard Chamber of Commerce President Clare Bowman reported in a letter to Transit that the event was "a crowning success!! Thanks to you and your very able staff, we had a truly great day. . . I only wish that we could have traffic like that every day."



Ballard was Irish on St. Patrick's Day, including, from left, Tom Timm, local businessman; Rose Carlson; Dick Cross, KVI; Roberta Armanino; and Cliff Murphy, KVI. The girls both sported appropriate green wigs.



Dick Cross, KVI personality and sometime Transit Operator, chatted with Diane Kirkpatrick, Queen of All Ballard. Transit's "People Bus" carried a special sign reading "We're going to Ballard" and was put into regular service on the Ballard line.

Through the development of transportation goals and policy by the City, new direction and impetus will be provided for the development of a better long-range urban transportation capability in the community. With a sound financial base, transportation routing and service can be developed more nearly meeting the needs of all potential users, whether commuters, shoppers, students, elderly or youngsters.

Morale and determination is high among those directly involved in the transit industry. Public interest and financial support will lend the impetus needed to revitalize and reconstruct public transportation to meet community needs.

## Earl Provost Retires From Long Career

Following a total of 44 years of driving for a living, Operator Earl Provost is now retired. He took on the leisurely life February 6.

He worked for Transit



Earl Provost

31 years, starting at the old Fremont Barn. For 13 years before that, he drove a cab.

A native Seattleite, he was born in what was then the town of Ballard, northwest of Seattle. Appropriately enough, he ended his working years on the Ballard-Laurelhurst run.

Provost doesn't make long-range plans. In the near future is one to fix up their house so he and his wife can sell it. They don't have definite ideas where they will move, but probably it will be near one of their children.

Earl served on the Civil Service League and was on the Auditing Committee of the Credit Union for a term.

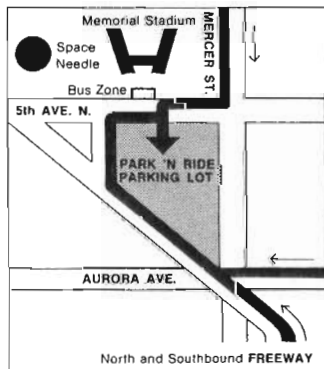
His most exciting experience as an Operator, he recalls, was during the second World War when a woman passenger brought a purse up to him that another woman had left behind. She said there was only "about seven or eight dollars in it."

The owner drove up in a car she had hailed to get her purse back and pulled an envelope from it containing 20 one hundred dollar bills.

**“Don’t worry, Fred.  
I’ll tell the boss you’re  
on your way”**



**When time means money try Park 'n Ride.**



Maybe now Fred will find out about Park 'n Ride, the surefire way to get downtown in a hurry.

Just drive to our easily accessible Seattle Center lot, park your car for only 50¢ and present your parking ticket on a Transit Coach for a free ride downtown.

P.S. Your boss will like it, too.



Department of Transportation, City of Seattle  
For route and schedule information, call 583-4800

WATCH FOR THIS AD: One of a series currently running in Seattle newspapers

SEATTLE TRANSIT SYSTEM  
DEPARTMENT OF TRANSPORTATION  
1333 Airport Way South  
SEATTLE, WASHINGTON 98134  
Address Correction Requested



U. S. POSTAGE  
PAID 8¢  
PERMIT NO.  
7891

THIRD CLASS MAIL