

METRO TRANSIT NEWS

VOLUME 1, NO. 1

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JANUARY, 1973

DIRECTOR GIBBS WELCOMES ALL METRO TRANSIT EMPLOYEES

By Charles V. Gibbs,
Metro Executive Director

January 1 is an imposing kind of date in any normal year. For most of us it means at least a mental list of resolutions. We think about what we want to accomplish in the year ahead and we look upon that day more than any other as a time for beginning.

For those of us at Metro Transit January 1, 1973 inaugurated a very challenging eight years. The public has provided us with an opportunity to develop a really fine transit system for all of the King County area. That's a tremendous challenge and it's one I know that all of you as former Metropolitan Transit and Seattle Transit employees welcome. At the same time I think you are well aware of the problems that the challenge involves.

Our jobs are going to be more difficult in 1973 than perhaps any other of the next eight years because of the public's expectations. People are expecting us to have new equipment and better service long before we shall be able to provide it. That means all of us — but especially those

of you who are drivers — will be called upon to provide a great deal of information to the public about what we are doing to meet its expectations. We'll do everything we can to help you in your communications with the riders by keeping you informed as fully as we can at this point.

We will provide better, more convenient service on good equipment, but it will take time.

Our first year of operation will be especially difficult because of delays involved in our receipt of tax revenues. Although the three-tenths of a cent sales tax goes into effect January 1, Metro Transit will receive none of those monies until some time in May because of transmittal procedures.

In many respects we at Metro Transit are in the same position that Metro was in when it built its clean-waters program. We began imposing user charges in 1962 to finance the construction of the system, but changes in the area's waters did not become apparent until 1968 and 1969. In the meantime we had to tell the public to be patient — that

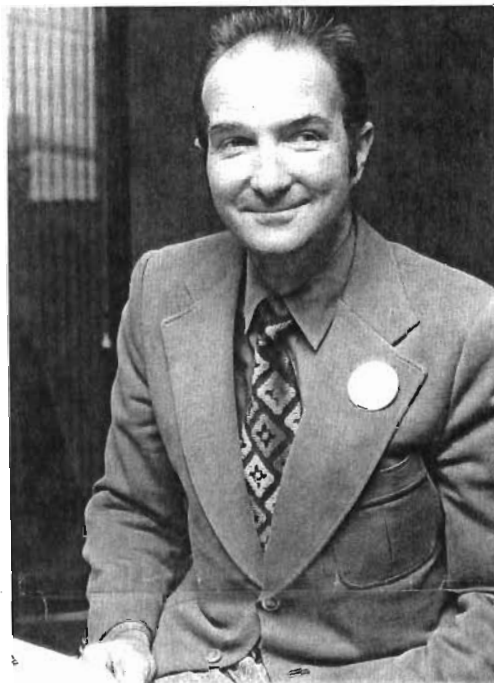
we would do what we had promised, and we did.

The public's impatience will be more vocal and more persistent with transit because there is a day-to-day, face-to-face contact. I'm asking all of you to help explain as positively as we can the reasons for the delays and, at the same time, the immediate kinds of improvements that we are putting into effect.

For example, most riders will pay lower fares. All elderly riders with permits can ride anywhere in the county anytime for a dime (or free with a \$2.00 monthly pass). In the suburbs we are restoring evening and weekend service. And, by fall, we should have some new buses operating in the city and county that will mean a further expansion of routes in the county.

We intend to explain this to the public at every opportunity — but the information that will carry the most weight is that given to riders who board our buses and to potential riders who call our information number.

I'm confident that the public will bear with us if it understands that the long-



Gibbs sees 1973 as year of challenge and opportunity. I'm looking forward to meeting as many of you as I can in the next few months and working with all of you in the year ahead.

NEW LOOK IS ADDED TO NEW SERVICE AS METRO TAKES OVER TRANSIT OPERATIONS



Atlantic shop men George Doty and Richard Faivre were among those working frantically to redesignate buses with Metro's sign

and symbol, a blue flower beside black lettering. Everyone did valiantly to get equipment ready for January 1 inauguration.



Metro's identifying symbol appears on such vehicles as Senior Inspector Carl Eke's prowler car, too. See Pages 4 and 5 for additional pictures and text.

Larry Coffman Named To New Post, Marketing Manager



Larry Coffman

Larry Coffman, coordinator of transit planning for Metro since 1968, has been named Manager of Marketing, which encompasses the post left vacant by the death of Robert Woolson, head of Transit's Public Relations.

In announcing the appointment, Charles V. Gibbs, Metro's Executive Director, said the new title reflects the "broader approach that will be taken in promoting usage of Transit services as we move into

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the county-wide operations."

Examples of the new approach cited by Gibbs include new timetables, the Fun map, "Rider Report" to patrons and expanded media programs.

Coffman is working out of the Atlantic Station in the former Public Relations Office. His staff includes Glenn C. Lee, Jr., David Charhon, Robert Shoemaker, Alden Olson, John Earley, Julie McDermott and Rita Domde.

Before joining Metro, Larry was urban affairs writer for the Seattle Times. He holds a Master's degree in Communications from Syracuse University.

In addition to planning for Metro, Coffman was in charge of Metro's "Transit 100" implementation project, which envisioned routes and operations in case voters approved shifting Transit to Metro's administration, which they did last fall.

Rulaford, A 27-Year Safe Driver, Is Retired

George Rulaford has been a Transit Operator for 31 years and for 27 of them has worn a Safe Driver Award, a record of which he is quite justifiably proud.

October 1 he retired after taking accrued vacation time for a trip with his wife to Victoria and Vancouver, Canada in a new Buick they bought for trips.

Rulaford claims safe driving depends on learning the correct driving habits in the first place, taking it easy and letting anyone else have the

Compliments To Many Operators

Kindness and consideration are, sadly, no commonplace attributes in today's life, judging from patrons who write and phone about what to them are extraordinary occurrences such as a bus driver who takes a little time to bring help and joy into their lives. Here is just a sampling of many such compliments.

For special consideration, Alfred Gisselberg, Darrell Dudgeon, Lester Green and Willie Ginyard were cited.

Tommy Miller "tries to be helpful to everyone" . . . Leon Ketner's helping a blind man, Verne Lee's assisting an elderly lady with groceries and Keith Daubenspeck's care of his bus "as if it were his private car" were also noted by passengers.

Also cited were: "So pleasant and happy, and a good driver" — James Rath; "Courteous, nice to the older people" — Robert Simpson; "had a wonderful time, generous, thoughtful drivers" — all charter Operators for the Torchlight Parade.

Several dozen letters were received about the latter, a subsidized effort by the Seattle Housing Authority and other agencies offering senior citizens from low-income housing free seats and free transportation to and from the Parade. Drivers volunteered for the duty, and some wives went along to act as hostesses.

Other specific comments about Operators: "Cheerful attitude, helpful" — Jeffrey Lindstedt who was commended twice in one month; "very polite and careful" — Neil Finlayson.

Others receiving nice words from patrons were Robert Davis, Donald Liang, Josef Petkovits, John Reardon, Francis Delfoss, Kenneth Strom, Wayne Dahl and many others there isn't room in this issue to mention.

But to all — "Well Done!"

right of way rather than disputing it.

During their September trip he got in lots of his favorite hobby, golf. Josephine doesn't play but usually accompanies him. He belongs to Carnation Golf Course.

Metro Welcomes 118 Metropolitan Employees

A total of 118 Metropolitan Transit employees joined with 1007 Seattle Transit System employees to form Metro Transit January 1. Of this number 768 are Operators, 686 from Seattle Transit, 82 from Metropolitan.

New assignments among Metropolitan personnel include Leroy Tuffis as Assistant Stationmaster at Dearborn and H. William Hewitt as Assistant Safety Supervisor. Larry Kohlmeier has assumed the post of Principal Clerk in charge of scheduling mileage; two new Inspectors are Glen Ellington and Fritz Wedeberg.

New office assignments are Kenneth Kinney, Accountant; Judith Davis, Mary Johnson and Margy Connlee, Clerks; Ann Viernes and Azaida de Dios, Clerks-typists. Other former Metropolitan employees include:

OPERATORS

W. G. Anderson
E. W. Anderson
J. C. Barnett
T. S. Beck
L. C. Bennett
L. J. Caniparoli
D. E. Coburn
T. P. Coe
R. W. Donnelly
R. Eastwold
L. T. Ellingsen
R. R. Ellis
W. J. Engstrom
W. J. Etheridge
J. M. Field
E. L. Fischer
J. F. Flanagan
V. C. Gaspaire
A. R. Gilmore
R. J. Greggs
P. J. Guillot
H. C. Hansen
O. M. Hall
K. R. Hodges
E. H. Horspool
I. T. Hylton
H. F. Hughes
R. W. Jackson
C. B. Johnson
W. B. Johnson
K. W. Keene
D. N. Kelsey
W. F. Kingsley
J. A. Kyle
H. C. Lindsley
R. M. Lloyd
R. D. Malone
K. K. Marquette
C. G. Mathis
T. R. Millan
R. E. Moffat
L. H. Montgomery
N. O. Myren
H. L. Myers
H. W. Neal
R. L. Nelson
V. E. Nelson
S. K. Neumann
R. G. Noel
E. N. Nordin
D. L. Noyes
H. C. Ogden
C. R. Otey
V. R. Parsnow

D. A. Parsons
J. A. Pattenaude
H. W. Peterson
T. K. Peterson
L. Price
A. E. Ramey
J. G. Raver
T. W. Ratcliffe
R. B. Reed
R. L. Renando
T. N. Ridgway
R. Roberts
Z. G. Rogers
J. C. Shoemaker
G. E. Sickles
O. M. Smith
T. W. Spell
H. B. Steele
L. R. Stevenson
R. J. Storey
S. A. Townsend
J. A. Uhren
A. Wallick
W. J. Walton
W. O. Waugaman
W. L. Welter
E. E. Wilkins
J. E. Wilson

SHOP MEN

E. W. Beck
D. B. Brand
L. F. Blanchard
R. L. Campbell
V. H. Cooper
C. E. Dailey
W. J. Daly
M. P. Felix
T. J. Ferry
W. R. Freeman
A. L. Harland
L. F. Koszenski
T. Masterson
M. F. McDowell
D. Moorman
D. W. Parsons
L. C. Reeser
N. Shilling
P. D. Sullivan
S. Stine
R. A. Wautlett
L. D. Webb
D. Woodman
J. K. Yarno
L. Zuber

Kingsley Honored**Named As Metro Operator Of Month**

Kingsley attributes driving record to a lot of luck.

William Kingsley, a 30-year veteran with Metropolitan Transit, was selected Operator of the Month for January for a really outstanding safety record.

During his 30 years he has accumulated a 29-year Safe Driver Award. Modestly he attributes it to "99 per cent luck," but it takes much more than that. He says he is a "coward on the road" and will give anybody else the right-of-way rather than fight for it. He is a great believer in defensive driving.

Kingsley belongs to a family of bus drivers. His wife has driven a school bus for the Edmonds District for about 14 years; a daughter drives for the Mukilteo District and another daughter drove a Portland school bus until she had a baby recently.

The Kingsleys became grandparents four months ago for the first time when their older daughter in Oregon had a baby boy.

He is a native-born Seattleite. He and his wife used to go trail bike riding until he had back trouble about a year ago. His hobby now is hunting old bottles.

WAGES, BENEFITS UP FOR ALL

All employees were granted a 5½ per cent wage increase retroactive to November, plus other increases in benefits, under the new contract signed last fall.

The raise for Operators was retroactive to November 1, and for employees not under contract to November 14, under a Pay Board ruling. Base rate for Operators is up from \$4.6575 to \$4.9137 per hour.

Sick leave for all Operators went up one dollar a day, to \$16. Operators' uniform allowance was raised from \$50 to \$75 effective July 1, 1973 and will be \$100 for the following contract year, beginning October 31, 1973.

Vacation time for everyone is increased one day per year after 26 years of service, to a maximum accrual of 30 days per year.

NOEL, UNION EXECUTIVE, RETIRES

Third on the seniority list at the end of November, Allen Noel chose to retire December 1, "not from life," he said, "just from a job."

This spring he will begin studies at the University of Washington, a full 15-hour schedule including piano, economics and philosophy. He has had considerable training in piano already.

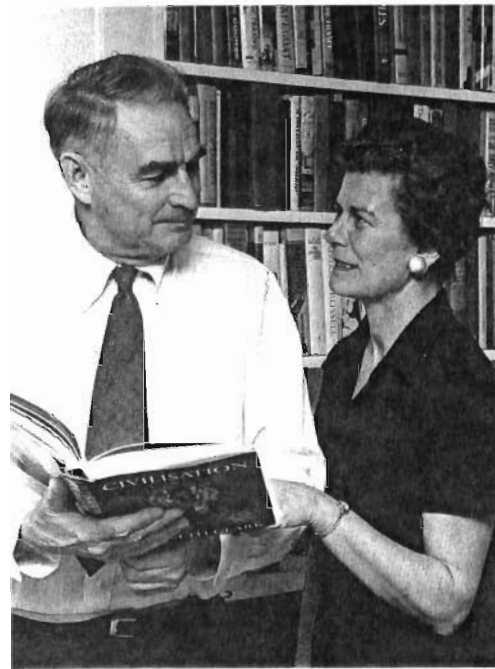
He is "not looking backwards for one minute," except to all the traveling he had to do in his job. So there are no extensive plans for that in the near future. Noel is in excellent health and has kept in good physical condition at a local gym. He feels it is very important to "remain active, both mentally and physically."

On leave from Transit since 1945, Noel has been active in union business, both at the local and international levels. Most recently his duties have involved assisting the local in contract negotiations and related matters.

In 1968, he was appointed to the general executive board of the International Amalgamated Transit Union, its policy-making group.

Noel joined Transit in late 1934, beginning as a street car man out of the Jefferson barn. He drove buses for a while and in July 1945 was elected as Local #587's business agent.

In 1951 he was elected



Allen and Betty Noel contemplate a busy future in retirement years. He'll take University classes.

17th Vice President of the International and worked his way up the First Vice Presidency, then to the board.

Over the past 21 years, he travelled throughout Washington, Oregon, Idaho, Montana, Utah and western

Canada and, for part of that time, in California. He made a trip nearly every week and is content to stay home for a while.

He and Betty have two children: a son recently out of the service and a daughter with two grandchildren.

MURPHY RETIRES, PLANS REAL 'BUSMAN'S HOLIDAY'

Harold G. Murphy

Harold G. Murphy had double reason to celebrate the New Year: the usual reason plus his retirement.

He says when he travels it won't be hauling a trailer behind his car. Driving "is the only way to go," he said, but he and his wife prefer to stay in motels en route. They plan to go south when spring comes, probably to California and Arizona.

Murphy closed out a 37-year career with Transit and comes from a Transit family. His father, the late P. C. Murphy, served as street car Operator beginning in 1914. Harold signed on in 1936 and at that time was also a street car Operator. His father retired in 1943. As Harold said, he used to watch his father at work and thought to himself that was the kind of work he wanted to do. Transit was his only long-time career.

He is practically a native Seattleite, coming here with his family when he was a five-year-old.

Since his wife had major surgery recently, Murphy is helping around the apartment. Both have always preferred apartment living to coping with the upkeep of a house and yard. They have one grandson living in Seattle.



Bob Sokol, newly named Stationmaster for the Dearborn facility, checks out a route for J. A. Pattenau, Metro Transit driver formerly with Metropolitan Transit Co.

Metro Transit Debuts

New Faces, Equipment, Routes Mark County's Transit System

Officially, Metro took over Transit operations on January 1, but holiday use did not give a true test of its service, so the next day was really the inaugural. The rush-hour service went quite well considering all the changes to which patrons and employees alike had to become accustomed.

Sven Engstrom, Superintendent of Operations, was on the job early Tuesday but reported that "it has been surprisingly smooth."

Unfamiliar routes and schedules, added to a new fare structure, were bound to create some minor havoc here and there. But in all, most patrons were good-natured about mixups, missed stops and strange turns, and enthusiastic about the prospect of greatly expanded service at reduced cost to them.

Through consolidation and agreements with other private bus lines, Metro Transit now serves all of King and parts of Pierce and Snohomish Counties in a large network of routes.

Areas previously served by Metropolitan Transit Company include Tacoma, Edmonds, Lynnwood, Everett and Mountlake Terrace.

The 91 Metropolitan buses

have been added to the Metro Transit fleet, as well as drivers and other personnel. Three dispatchers formerly with that line were assigned to work along routes they knew well in the suburban areas.

Service previously provided by Pacific National Bus Lines is also incorporated into the new network. This includes limited service to Tacoma, and to Enumclaw and Auburn.

By agreement with its owner, the one-bus line to Vashon Island is also being maintained.

In all these cases, the areas served will partially subsidize the service, in somewhat the same way as communities that hooked onto Metro's water treatment facilities.

Ten leased buses complete the new fleet. They, and Metropolitan's 91 buses, are different colors than Seattle Transit's for the time being, but all have been outfitted with the Metro Transit decals for easy public identification. Eventually all buses will be repainted with a new decor.

During the early "shakedown" period the Information Operators did double duty, checking unfamiliar maps, routes and

times for more callers than they could handle.

Schedules were in short supply on many buses, a situation that has been remedied.

Information Operators, as well as bus Operators, reported that the first days' riders were generally in a festive mood and took inconveniences (like not having exact change for a new and unaccustomed fare) pretty much in stride.

Metro Transit, while not the first regional bus system in the nation, is the first such system partially supported by revenues from an added sales tax. The 5.3 per cent tax, up from 5 per cent, replaced the \$.50 a month Seattle tax for Transit on January 1. The new rate is paid by all King County residents.

When a similar merger took place in Atlanta, the planning and execution took a year and a half from election to start of service. King County voters authorized Metro to go into the transit business just last September. Seattle can be proud of all the cooperation and hard work that made the change-over possible in only 100 days.

Sokol Named Stationmaster For New Dearborn Facility

"Surprised, and of course pleased," was Bob Sokol's description of his reaction to being appointed to head up Metro Transit's third station, at Dearborn.

The new post is a step up for the former Seattle Transit Supervisor. He was hired as an Operator in 1959 and rose to Senior Supervisor in 1967.

Assistant Stationmasters will be Leroy Tuffs, former Metropolitan Transit employee, and Dale Bartz who was with Seattle

Transit.

The station will be manned 16 hours a day by administrative personnel, from 5 a.m. to 9 p.m. Maintenance staff will work an eight-hour shift and shop personnel will have shifts covering 24 hours a day.

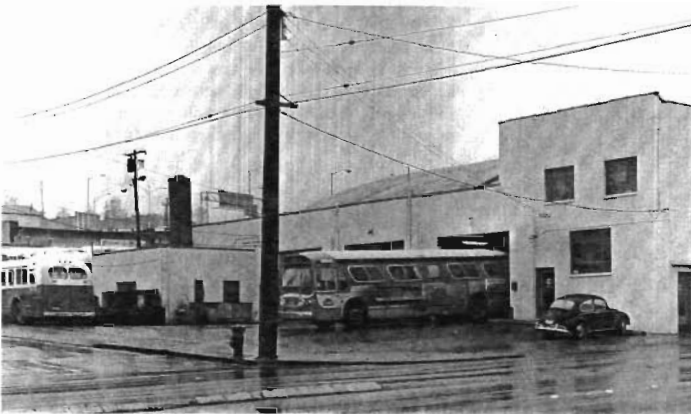
Sokol feels that regional transportation was the only way the area could go and looks forward to helping work in the expanded service. He expects that smooth operation will take a

minimum of time to accomplish with experienced hands at work.

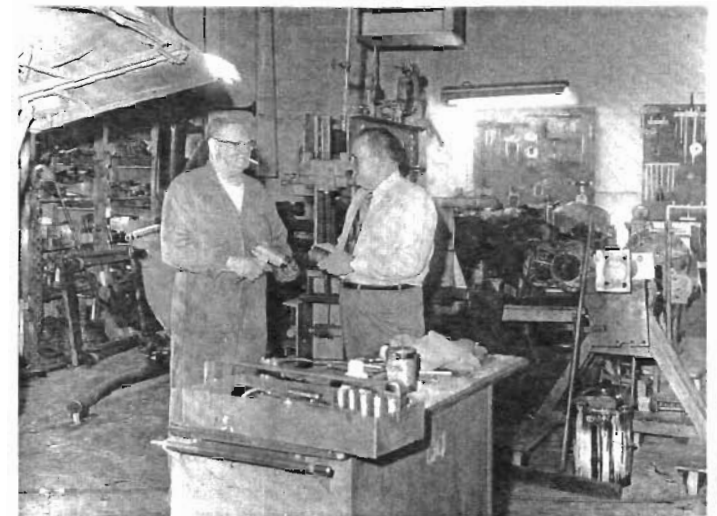
Sokol has been in the Supervisor Trainee program for the past year, serving in both the Instruction and Passenger Service Department. He has a reputation for being courteous and helpful and is considered well qualified to help Metropolitan employees make the transition to the new combined Metro Transit operation.



Many community leaders, including County Councilwoman Bernice Stern, acted as hosts and hostesses aboard buses on January 2. Here she passes out cookies to patrons.



Built in 1949, Dearborn Station is 1½ stories high, has garage and shop facilities and offices upstairs. Of concrete block construction, it is 100 by 120 feet. Nine office employees are assigned there, with a shop crew on duty 24 hours a day.



Shop facilities at Dearborn station will be used as regularly as the other two are, to supplement Metro's larger fleet. Del Parsons, right, is shop Superintendent. He chats here with mechanic W. R. Freeman, a member of the three-shift shop crew.

Brothers Share Job But Not Their Hobbies

Operators Keith And Wayne Daubenspeck Have Widely Different Interests, Music And Old Cars, Off The Job

Though their leisure time interests are widely divergent, Keith and Wayne Daubenspeck share a liking for their chosen careers as Transit Operators.

Keith has been driving buses since he was 18 years old, including five years on school buses. He drove for the cities of Ventura and Los Angeles before coming to Seattle five years ago when he signed on with Transit. He really enjoys his work and has operated just about every kind of vehicle here.

He is a trolley buff and belongs to the North American Trackless Trolley Association.

But his main hobby is music. He has played the accordion since high school for his own amusement. He bought a 20-year-old Lowry organ-Janssen piano combination two years ago and has picked up keyboard playing by himself. He also has an extensive record collection and likes to travel when he can.

Wayne had never driven a bus before four years ago when he came up to visit his brother, liked Seattle and decided to stay.

His hobby is antique cars. Two of his five old cars are considered antiques, a 1926 Packard and a 1930 Model A Ford.

Working weekends, he can't attend many Horseless Carriage meetings, but he goes to swap meets looking for parts for his cars.

He drove the Model A up from Los Angeles last year, making the trip in five days. He got into a snow storm in Oregon and followed a Volkswagon through it. Traveling uphill his windshield wipers and heater didn't work and the lights were none too good.

He has another old Packard to cannibalize for parts, two pickup trucks, a Chrysler Imperial, and a travel trailer.

Both men are bachelors.



One of Keith's favorite pastimes is music and he has a fairly rare piano-organ combination at home. He took a few accordion lessons in school, never studied piano but picked up the talent on his own.



Wayne's musical talent is restricted to the record player, but he shines when it comes to restoring old cars. Pictured above is Packard which Wayne is currently renewing. He has a total of 5 old cars.

Tire Representative

Cliff Smith Is New General Tire Agent



Smith discusses Metro Transit's tire needs with shop man Bob Evans. Smith came to Transit last fall.

New Metro Transit representative from General Tire Company is Cliff Smith, who replaced Veryl George after he retired in September.

He has been with General for 27 years and has been in nearly every phase of the retail operations including the stores division, heavy construction and outside work such as truck tire retreading service.

With a fleet as large as Transit's to service, it is necessary to have a full-time agent headquartered here to take care of record keeping, mileage and the like.

Smith likes his new job and finds there is not as much physical labor as he had been doing. He has four tire service men under his supervision, two at Atlantic and two at North Seattle.

He and his wife are native Seattleites. They spend most of his spare time at their vacation home near Kingston. Smith does a lot of building and says he has tried to "make a half-acre look like an estate."

Though the Smiths have done some traveling, they expect retirement will find them relaxing across the bay.

Topically Transit

Arnold Hokanson, retired from Seattle Transit in 1962, passed away recently. He was hired as motorman in 1920, went on to become an Operator and a Cashier.

Tallmadge Hamilton House staff and members sent Transit a Christmas card and open house invitation, thanking the system for establishing lower fares for elderly and for scheduling consideration for its residents.

WEAPON vs. HEART DISEASE



Break the habit -- for life. Quitting now may help you avoid premature death from heart attack.

FOR MORE INFORMATION ASK YOUR HEART ASSOCIATION

Retired From 28-Year Career

Ejnar Elfstrom To Visit Relatives In Sweden, Also To Garden And Fish



Pauline and Ejnar Elfstrom do lots of vegetable and flower gardening, a pet hobby. Their dog is Teena.

Retired from Transit last October 13, Ejnar Elfstrom is spending the winter months planning and anticipating, with his wife Pauline, a five-week trip to Sweden to renew acquaintance with relatives and meet some for the first time.

Taking his niece and nephew with them, they will also visit Norway and Denmark. He has two aunts and "scads" of cousins living in Sweden. One aunt was born after his father came to America. A cousin has been doing research on the paternal side of the family and has found records dating the family back to 1600. Although his mother was also from Sweden, he has no knowledge of that side of the family.

Elfstrom started with Transit in 1944 as Operator. Though a provisional employee, within eight months he had his own run. He was on the extra board for some time, working different hours, before getting a regular shift. In 1951 he passed the Supervisor's examination, a title he held until retiring.

His favorite occupations are fishing and gardening. Pauline shares the latter and together they raise lots of flowers and vegetables. Mainly they raise cabbage, squash and cucumbers. One tomato plant grew to 15 feet in length last fall before he had to take it in to protect it from the cold weather. He moved it into the garage where he said he had to drape it all over his gardening tools and equipment.

The Elfstroms also enjoy card games with friends.

Discount Offered To Metro Transit Employees For Film 'Young Winston'

A 15 per cent discount is offered Metro employees on admission to the movie "Young Winston," playing at Seattle's Fifth Avenue Theatre, for the 8:30 p.m. showing Sunday, February 4.

Based on Churchill's autobiography, "My Early Life," the film depicts one of the world's great leaders from age seven to almost 27. It spans years of his development from a boy who flunked his entrance examination to Harrow, through his military career and the beginning of a long life in politics.

Simon Ward, a young actor who looks and behaves startlingly like Churchill as a young man, portrays him in a vivid performance. Anne Bancroft and Robert Shaw play his parents.

To get the discount, turn in the coupon at the box office on the evening of the performance.



Michael Audreson portrays Churchill at 13, and Jack Hawkins the perceptive headmaster of Harrow School.



Seven-year-old Winston is played in this epic movie by Russell Lewis; his beautiful but distant mother, Lady Jennie Churchill, by the award-winning actress Anne Bancroft.

METRO TRANSIT DISCOUNT COUPON FOR 'YOUNG WINSTON'

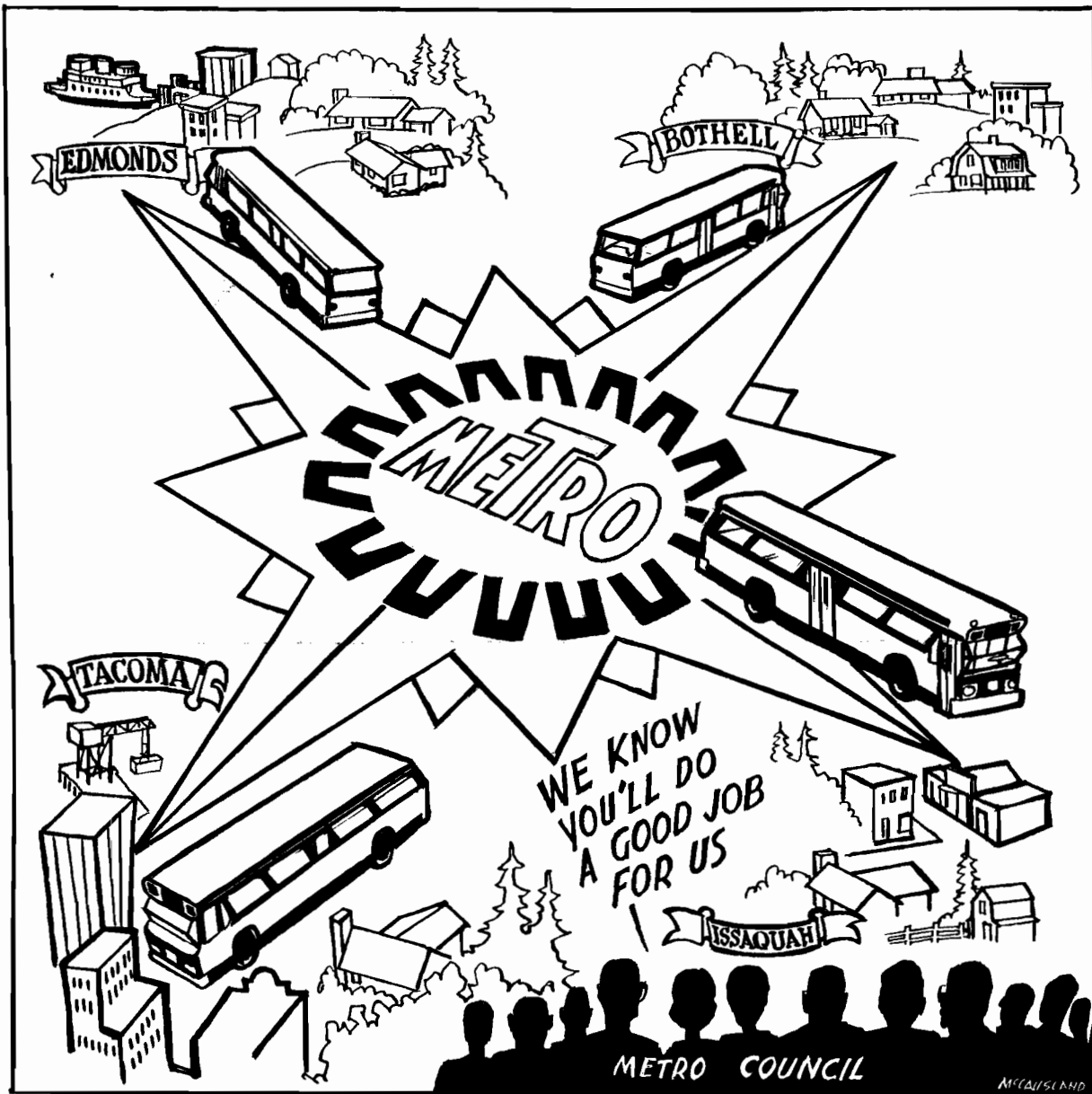
Fill in and redeem at: **Fifth Avenue Theatre**
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Seattle, Washington

Good only Sunday, February 4, at 8:30 p.m. showing.

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