

METRO TRANSIT NEWS

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JUNE, 1973

In The Spotlight

Gisselberg Chosen Operator Of Month



Courtesy, friendliness and safe, efficient driving have earned Alfred Gisselberg top honors this month.

Alfred Gisselberg, 12-year career Operator and winner of an 11-year Safe Driver Award, has been named top driver of the month for Metro Transit.

A man who really likes being a professional driver, Gisselberg enjoys associating with the public and meeting new people. His advice to new drivers is to pay close attention to the instructors as they are experts in their field. Also, he says, be a conservative driver and be courteous at all times.

He has been on the Mercer Island route since February, but recalls his favorites as Sunset Hill and Carlton Park, where he got to know many regular commuters to downtown jobs.

One of his hobbies is gardening. This suits his wife Barbara fine because she would rather sew. He also enjoys boating and fishing with his sons age 7 and 15 in their small runabout. About five years ago Alfred, tired of store bread, began making his own. He bakes white, whole wheat and soy breads for the family and fruit cakes at Christmas.

Both Alfred and Barbara are associates of Calvary Temple Church for the Deaf and devote a lot of time to helping the members. Barbara is also an interpreter for the deaf at Seattle Community College.

Promotions, Management Trainee Shifts Announced

New staff assignments have been announced as part of Metro Transit's reorganization into a country-wide system.

Jim Patrick has been appointed Supervisor of Route & Service Planning in the Marketing & Service Planning Division. He will supervise both preparation of service schedules and the planning



James R. Patrick

of new routes and facilities. Patrick, 35, came up through the ranks. He has been an Operator, Inspector, Public Relations Trainee and Administrative Assistant to the Director.

Howard Picht will become Chief of Service Scheduling in the newly created section. He began as an Operator in 1941 and has had three years



Howard B. Picht

in the Management Trainee Program, including 15 months in the Scheduling Department. The department has expanded from 11 employees a

year ago to 28 and Picht has much more contact with other Metro and City offices.



Robert G. Sokol

Another former Operator, Robert Sokol rose from that job in 1959 to Senior Supervisor in 1967 and, when Metro took over Transit operations, was named Stationmaster for Dearborn, one of the youngest ever at age 39. On June 1 he became head of Atlantic, the largest Metro Transit station.



Robert A. Stoehr

New Dearborn Stationmaster since April 30 is Robert Stoehr, a Transit employee since 1953. He was a Management Trainee in Operations and has served as Assistant Stationmaster in all three of the former Seattle Transit stations. In his new job he must know the suburban routes, many regulations for operating outside the city, plus freight handling procedures.

Henry J. Soderlund was recently appointed Special

Assistant to the Superintendent of Operations. He was Director of Research and head of Scheduling Department previously. Beginning as Operator in 1941, he has worked as Inspector, Dispatcher and Assistant Stationmaster during a long and varied transit career.

Recently appointed Chief Inspector, Gerald McGuire is also a product of the Management Trainee Program, coming up from Operator. He joined Seattle Transit in 1945, had been in several departments before becoming Chief Instructor in 1971.

Donald J. Olson, new Chief Scheduling Clerk, enjoys his position and helping to create Metro's area-wide transportation concept. He was a Management Trainee in Scheduling since last August. Hired as a driver in 1957, he held various positions after being made Supervisor.

Another Management Trainee, Donald G. Murray, has been elevated to Chief Instructor and looks forward to the new challenges and the opportunity to modernize instructional methods to fit in with Metro concepts.

Promoted from Acting to Assistant Chief Inspector after the death of Leonard Wick, Carl E. Eke is very pleased at having, as he terms it, "the one job I have always wanted." He likes the outside work, not being desk-bound. He began as an Operator in 1941.

In addition to these staff assignments, four men in the Management Trainee Program were given changes in assignments. Jack E. Berg and Willis Branch are in Scheduling, Charlie R. Gaston in Instruction and Kenneth H. Teague in the Communications Center.

The new Trainees have been accepted into the program. Phillip Jorgenson and James V. Kaufman have been assigned to Operations.

Extra Service Deserves And Gets Patron Kudos

When Metro Transit riders take time to phone or write about the good or the extra service they enjoy, and those "above and beyond" acts of courtesy they have observed, they are not taking their bus service for granted but are really appreciative.

Among Operators being commended in the past few months have been **Richard Jaeger** for helping an elderly lady, evidently ill, who was wandering on the sidewalk confused.

William Block received a commendation for helping the elderly and a woman with a baby aboard his bus.

One man wrote to thank all the "polite, courteous employees" who helped him get a senior citizen pass. A lady phoned to commend **Lou Cragin** for his courtesy in helping her organize a sightseeing bus trip.

Laurence McBurney "turns rain into sunshine and the ride becomes fun," and **Alfred French** was cited for avoiding "an almost unavoidable accident." **John Helm** had firm control of his bus in a snowstorm last winter and took his riders safely and with humor to their stops.

Others commended included **Wendell Duncan**, "a helpful, congenial person who does his job well;" **Rudolph Kollar**, a "friendly, considerate driver;" and **Jimmie Parker**, "an excellent and very pleasant driver."

Donald Curry was cited for

looking after his riders, and **Gary Pilcher** by two of his ski charter patrons and a Madrona rider for a job well done.

When he was transferred to another route, a patron of **Vern Lee's Blue Streak** route wrote how she would miss his cheerful smile and helpfulness. Others commended for courtesy, help and efficient driving have been **Neil Sutphin, John Beaumont, James Wade, Ronald Mitrovich, Ted Dudley** and **Lloyd Thomson**.

Terrance Doyle and **Jerva Harris** both received compliments for helping blind passengers across busy streets after alighting from their buses.

Metro Transit received the grateful thanks of the Roxbury Village residents for moving a bus stop near the complex to a block more convenient.

Operator **Earl Thurlby** handled a nasty situation aboard his bus coolly and with dispatch and **Harold Walker** promptly returned a lost wallet to a patron.

Paul Alexander is a "real human being, an outstanding bus driver," and **Frank Rea** "makes riding the bus a pleasure," and was one of the first "friends" of a newcomer couple to Seattle.

Mary Ellen Russe, one of Metro's newest Operators, was complimented for her handling of the Seattle-Tacoma route. **Henry Desaulniers'** compassionate help to a young wheelchair rider, and **Willie Ginyard's** courtesy to his passengers elicited compliments.

A senior citizen phoned her compliments to **Daniel Linville** who, although "young and with long hair," was an excellent Operator and a gentleman. "Pleasant to all who boarded his coach" described **Jimmie Parker**, while a temporary visitor to Seattle cited **Reinhold Nicklaus** for his kind help to those who needed it.

Student Environmentalists Hold Car Bash

RAT (Reduce Auto Traffic) Day Program At UW Cites Transit As One Alternative To Campus Car Congestion



Students, and anyone else so inclined, had a field day with sledge hammers during a car bash that ended the RAT Day program at the UW in May. Displays, speakers and the Chevie smash were put on by the stu-

dent Environmental Affairs Commission to point up alternative methods of getting to the campus. About 20,000 cars a day move on the campus, polluting the air with fumes and noise and taking up parking spaces.



City Councilman **Tim Hill** was one of three speakers during the program and cited the need to eliminate the "mystique of the automobile." If people were not attached to the image of the car, he said, they

would likely open their minds to other forms of transportation. Hill stated that he rides a Metro bus to work every day and that when bus service is convenient to them, people will leave cars at home.

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Operators Are Asked Uniform Preferences

Following an extensive survey of Operators to determine their choice in all phases of uniform wear, a variety of opinions have been gathered and are to be posted in each station this month. Operators may now review the majority opinions. (Any operating personnel who did not have the opportunity to partake in the survey may write their opinions down and leave at the station window to be forwarded to the Metro Marketing Division.)

The general response to the questionnaire was extremely enthusiastic. Most appreciated the opportunity to voice their ideas and were helpful in explaining what they thought should be the major concerns in selecting new uniforms.

Following is a condensed recap of the questions and answers:

1. Explain what you like or dislike about your present uniform.

The great majority felt the present uniform was not satisfactory. Special points were that fabric does not wear well (considering the cost), the color is drab and too easily spotted, cleaning bills too high. As a year-round fabric, it seems to be too hot in warm weather, too light for cold weather.

2. Would you like more options in your uniform?

Almost all Operators agreed this would be desirable as long as a proper appearance of a Metro Transit driver is upheld.

3. Choice between a flare or straight pant?

Most drivers preferred the flared pants but majority stated they thought a choice would be acceptable.

4. Should cap become an optional part of uniform?

As per the currently existing policy, the cap is optional. Answers supported continuance of this policy.

5. Question asked preference

as to short sleeve, long sleeve or turtleneck shirts.

Majority preferred the option of all three — with suggestion that color could provide continuity.

6. Should tie remain an optional item?

Answers were overwhelmingly yes.

7. What length and style jacket would you prefer?

Three basic types suggested were present style, ski style, blazer style.

8. Should sweater be an optional outer garment?

Sweater seems to be one of the most desired items. Preference was for a v-neck, button-down style.

9. What kind of shoes?

Most desired to choose own style, including boots, as long as they do not pose a safety hazard. Black and brown were colors mentioned.

10. Should uniform colors be coordinated with system (vehicle) colors?

Drivers felt this was acceptable but were wary of white or lighter blue because of soiling factor. Naturally, most wanted to reserve judgment until final colors are selected.

11. What color combination would you prefer?

Colors varied with each person's own preferences. Most felt colors should not show dirt easily, should not be extreme but not dull and drab.

12. Suggestions regarding style, weight, laundering, etc.?

Answers were varied but most would like material to be wash-and-wear. A desire for summer and winter weight uniforms was often indicated.

At a later date, probably next month, a model uniform will be manufactured for a more accurate appraisal on how the ultimate design will look. Operators will have the opportunity to view design before the program moves into production.

Safe Drivers Are Honored

3 YEARS

Gerald A. Bertellotti, Charles E. Buren, Michael F. Gardiner, Marlyn M. Hagemann, Oliver M. Hall, Guy L. Higgins, Cloyd D. Leggett, Elmer A. Maki.

David L. McKee, Elvin M. Nordin, Vernon R. Parsnow, Ray Roberts, Pat T. Santo, Darwin B. Spear, William J. Walton, Lee W. Watson.

2 YEARS

Edward W. Anderson, LeRoy S. Campbell, Donald E. Coburn, Bill G. Daniels, Keith M. Daubenspeck, James R. Downs, Paul G. Harvey, Jr., John F. Helm II.

Richard Josephson, James R. Kinman, Jerry Kyle, Jeffrey A. Lindstedt, Adam R. T. Lopez, Gregory E. McLellan, Ervin Nichols, Rodney B. Ray.

Robert B. Reed, Paul A. Russo, John E. Sloane, Thomas W. Spell, Richard J. Steinmann, William J. Tension.

1 YEAR

Phillip E. Berg, Douglas A. Bradley, Waldo E. Brown, Philip J. Burke, Vincente D. Caceres, Leroy S. Campbell, Floyd H. Cosner, Terrance R. Daily.

Albin E. Erickson, John L. Fabre, John T. Freburg, Eliseo G. Gallegos, Clifford G. Gipson, John U. Goldingay, Michael M. Greene, Kenneth P. Hamm.

James H. Herriott, Kenneth R. Hodges, Thomas I. Hoey, Harold F. Hughes, James R. Jones, Robert R. Knobbs, Douglas B. Lindsay, Lowell A. Maynard.

Milton M. Merkel, Stewart K. Neumann, Andrew J. Norton, Martin J. O'Brien, Terrence L. Park, Paul L. Pioli, Myer L. Rashkov, John M. Reardon.

Roger L. Renando, Joe Siesling, George A. Sollick, James D. Snoozy, Donald N. Stevens, Luis F. Torres, Homer L. Turner, James P. Vehonsky.

James T. Walker, Jay J. Wilson, Duward Wyatt.

Dray Retires To Devote Full Time To His Church

Atlantic Operator Dean Dray, Badge No. 14, left Metro Transit June 1 after a career spanning slightly over 37 years. He will spend his retirement as

was James Flaherty, later to serve as a Transit Commissioner.

Dray has served as part time pastor since 1953 and was involved for several years with Seattle Transit's memorial services for deceased employees.

While holding down his full-time job, Dray attended Simpson Bible Institute. In 1959 he received a bachelor's degree from Seattle Pacific College and subsequently attended a Covenant seminary in Chicago.

Dray, who has wanted to become active full time in church work for many years, has served as pastor part time in three different Covenant Churches. He was at Martha Lake for nine years, Monroe for three and for five years at the church where he will now serve, Hillman.

His wife Marie is as busy as any pastor's wife, being secretary, coordinating his busy schedule and serving as wife and mother. They have one daughter, Martha, a married teacher.

Despite a busy life, they have managed to build a six-room house, thanks largely to Martha, he says, who is good at hammering, spackling and painting.



Dean T. Dray

a full-time pastor of Hillman Covenant Church in Rainier Valley.

When he joined Seattle Transit in May 1936, another new motorman who became a friend



Motorman Dean Dray of street car No. 504 plied the East Cherry Route No. 11 in his early Transit days.

Metro Bustling With New Service, Designs, Concepts—All Aimed At Improved Image For System

NEW RUN TO LONGACRES

One of Metro Transit's new service additions has already proved a galloping success. There has been standing room only crowds on the Metro "Pony Express" to Longacres Race Track which opened for the season May 18.

Weekday service started with a planned seven trips per day but two more were immediately added to accommodate the track commuters. Coaches leave Second Avenue and Pike Street at short intervals between 1:45 and 3:30 p.m.

Weekend and holiday service to the Renton track was expanded from seven to ten runs. They leave Seattle between 10:45 a.m. and 1:00 p.m.

The fare between downtown Seattle and Longacres is 75 cents each way. No transfers, senior citizen, employee or special passes will be honored. The last Seattle-bound coach leaves the race track after all payoff windows are cleared.

The Longacres season runs through September 24.

DESIGN SUGGESTIONS READY FOR PUBLIC VIEWING



Metro Operator Alphonso Johnson (right) viewed one of the new bus design suggestions with Auburn Mayor Stanley Kersey when they were brought to the Seattle Center for consideration by Metro's Transit Committee during one of their recent meetings. Two coaches, each wearing a different color scheme and design, are currently visit-

O&D SURVEY EXTENSIVE

The first of several major studies of the Metro Transit service area was initiated May 23 and 24 when Operators handed origin and destination (O&D) survey postcards to all fare-paying passengers. Recipients were asked to indicate where their trip originated, their destination, purpose of the trip and whether it was part of a round trip.

The \$50,000 study is funded two-thirds by the U.S. Department of Transportation's Urban Mass Transportation Administration. Metro and Seattle Engineering Department provide the remainder through staff services.

Carle H. Salley, Director of Transit, said the survey will provide valuable information toward helping Metro establish priorities for carrying out a county-wide transit plan. "Specific objectives of the survey," Salley pointed out, "include improving existing routes and schedules, reducing the necessity to transfer, improved connections, location of bus shelters and fringe parking, coordinating the ferry and transit system. In short, determining how the system can better serve the people."

"The next phase of the study will be directed at the potential transit patron to encourage new ridership and to reduce traffic congestion and pollution," Salley added.

FUN!RUN SEASON IS HERE



Imaginative Fun!Run map for use in various media.

The Fun!Run bus service which proved so popular last summer returned for this season June 8.

Buses are running daily including weekends between 11:00 a.m. and 5:00 p.m. on a giant loop incorporating some of Seattle's most popular tourist attractions. Last season the buses ran in both directions, but this season the route will be one way, counterclockwise.

The red, white and blue coaches will operate 10 minutes apart between the Seattle Center, the waterfront, Pioneer Square, the edge of the International District and back north through the central business district.

Bargain hunters should be delighted that the fare is still the same low 10 cents. The full loop takes half an hour and specially designed bus stops (see page 8) will help call attention to the service.

The project is underwritten by businessmen and firms along the route, who helped initiate it last year, through purchase of bus advertising at premium rates. Space contracts for the ads are handled by Washington Transit Advertising.

BUS SHELTERS PLANNED

Project 27 is a City of Seattle program set up to develop guidelines for all street "furniture" (markings, signs, signals, lights and services such as bus shelters). The program was so named because over 27 per cent of the city is devoted to streets and rights-of-way.

Current plans are to have eight prototype bus shelters constructed for use by Metro patrons by October. The shelters will not all be identical. Rather, they will be compatible with the area in which they are placed. The designs will draw on Seattle's special uniqueness as a city and have the continuity of Metro's trademark, colors and signs.

Three of the prototypes will be funded by Model Cities and located at the following neighborhood stops: 23rd Avenue SW and Spokane Street, Empire Way South and Othello Street, 15th Avenue NW and Market Street.

Of the other five which will be funded through Seattle Engineering, four will be located on Fifth Avenue North near Seattle Center: one each at Denny and Thomas Streets and two (one northbound and one southbound) at Republican Street.

The eighth shelter will be built at Rainier Avenue South and South Graham Street. Metro plans to eventually construct about 1,200 shelters.

CARLE SALLEY: TRANSPORTATION MAN ON THE GO

There's been an unexpected visitor to various Metro Transit locations of late. He has a friendly, firm handshake and a reddish mustache that turns up at the outer edges to match his perpetual smile. His usual greeting, "call me Carle," immediately puts one at ease.

Carle H. Salley, Metro's new Director of Transit, believes in meeting the personnel who make Transit wheels go round. He wants to meet as many as possible, even if it means arriving at one of the operating stations at four o'clock in the morning. Salley likes to chat with the drivers who will first penetrate the sleeping city and make it come alive with busloads of early workers. To get their ideas on how to best regulate morning peak-hour traffic. He likes to get first hand the impressions of the mechanic who has perhaps spent most of the night getting that driver's bus ready for service and will soon be leaving for home and a day of sleep.

As Carle says: "I haven't gotten around to meet everyone yet, but I'm sure working on it."

On days when Salley doesn't have an early schedule, he likes to ride the Metro from his new home in Kirkland. He is pleased that so many eastsiders seem to be interested in the expanded service east of Lake Washington.

On the one-hour ride to his office, Salley has ample time to visit with the commuters and get an idea of what they would like in service adjustments, learn how Metro can best provide them with convenient transportation.

Carle is happy in his new job because transportation has been a long-time interest. "From the early age of two" according to Salley. He finds it an exciting challenge to help mold the Metro area-wide system into a smooth-running, community-oriented operation.

"I feel particularly gratified to know there are so many dedicated and knowledgeable



people in the Transportation Department," said Salley. "The way everyone pitched in on the recent O&D study made it a huge success."

Salley took a recent trip to Washington, D. C. to personally meet the officials who will make the ultimate decision on Metro's request for a federal grant. Plans are being amended for the first grant application to include a greatly expanded office facility which would house all of Metro administration personnel, new bus shelters, an expanded major equipment repair operation and all coach and trolley requirements as projected for 1973 and 1974 needs.

This is still in the planning stage and will take many working manhours to determine Metro's long-range needs. Salley feels strongly that most of Metro equipment must be

replaced as soon as possible but even if the project were red-tagged as an emergency request, Metro's first new equipment couldn't arrive before 1974.

"Before specifications for new equipment can be written, there must be some guidelines established for the overall appearance of the Metro fleet," Salley continued. "We are well aware of the impact of the community in the aesthetics of our Metro vehicles and their compatibility to the area."

"Another high priority is meeting the strict pollution control criteria established by the State of California for 1975." (California leads the rest of the nation in working towards pollution control.)

Metro officials feel that all types of available transportation should be assessed. This would include buses manufactured in the United States as well as

overseas.

Metro officials and Council members will also take a long look at the three prototypes being developed under the Urban Mass Transportation Administration's Transbus program. (This is the project to which Metro Mechanic Robert Gibson has been assigned.) Three prototype buses will be available for viewing in approximately six months. The three manufacturers in this program are General Motors, Flexible Division of the Rohr Corporation and A. M. General.

There's a long way to go and a tall stack of work to be done. But with men like Carle Salley and his Transit crew, Metro Executive Director Charles Gibbs, and dedicated Council members giving freely of their efforts, Metro cannot help but evolve as the "best system in the country."



Mary Anderson, daughter of North Seattle Operator Edward Anderson, plans a career in music and possibly teaching. She is a Bothell High grad.



Chuck Dolan has won recognition in drama, debate, sports and grades at Mountlake Terrace High. The son of North Seattle Operator Warren Dolan, Chuck plans to study communications and psychology at Linfield College in Oregon.



Cynthia Lee Turner, whose father is Operator Homer Turner, plans to study law at Tuskegee Institute. She is a June graduate of Roosevelt High School.

Seven Metro Transit Graduates Look Forward To The Future



Mountlake Terrace High School graduate Jerry Noyes will attend Shoreline Community College. His father is Atlantic Operator William Noyes.



David Laudan, who will enter the UW this fall, plans an engineering career. The Chief Sealth grad is Operator Phillip Laudan's son.



Jean Hoffa, daughter of Operator Cliff and Gussie Hoffa, will graduate from Cleveland High School where she has been an honor student. She plans to attend Highline Community College and the UW, has aspirations as an anthropologist.



Donald Cromby, former Transit accountant, sent news of his son Lane's graduation from Arizona State where he earned a Bachelor of Science degree in Business Administration. He also received a commission in the Air Force.



Get 'Em Up, Peanuts

Peanuts is actually the horse's name. The pint-size rider is 18-month-old Kimberly Ann, first child for the Samuel Gambles. The father works in Power and Plant for Metro Transit. Both Samuel and his wife Roberta are avid riders. They own five horses, Peanuts having been in Roberta's family for all of his 25 years. They also

have three quarter horses, a mustang and a half Arabian. Samuel has been riding about 10 years and they both hope Kim will take up the reins of their hobby. So far she has shown every intention of doing so. She loves to sit on Peanuts and will hardly allow her mother to steady her or to guide the horse for her.

New Social Security Provisions

New provisions in the Social Security laws can mean added benefits to workers who delay retirement and new benefits to grandchildren of retirees under certain circumstances.

According to Seattle district manager Sidney Laurens, a worker who receives no social security benefits before age 65 will get higher payments by delaying his retirement until after that age. If, because of his earnings, he draws no benefits between 65 and 72, those benefits will increase one per cent for each year after 1970.

Workers who qualify for the higher payments will automatically receive them this month and the increase is retroactive to January.

The new provision does not affect payments to the family, Laurens said.

If children of disabled or deceased parents are supported by their grandparents, they can now receive benefits on the grandparents' earning records under another new provision in the law.

More information on these changes is available from any Social Security Office, or by phoning 442-4642.

Metro Has Varied Group Activities

The Metro Employees Association (MEA) extends an invitation to Metro Transit employees to join the group in year-long organized activities that include sports, a picnic and a Christmas dance.

Slow-pitch softball is a favorite, with MEA fielding four teams which they hope will be joined by the Transit team. They play Tuesday and Thursday evenings, with final play-off taking place during the August picnic.

This summer MEA will also host a fishing derby on an August date. More details on both these activities will be in the July NEWS.

A golf tournament and ski trips are scheduled, with a boat trip and roller skating under consideration.

Metro Transit employees interested in joining may contact MEA Chairman Caroline Kibler, SU 4-2792, or Bill Nitz, in charge of softball, at AT 4-5440 after 5 p.m.

This organized group offers an excellent chance to get acquainted with those in other Metro divisions.

The UW Offers Many Summer Activities

A variety of summer courses offered by Continuing Education at the University of Washington are aimed at those whose leisure-time activities run to the theater, arts, outdoors or the gaining of knowledge "just for the fun of it."

For the seventh year, subscribers to A Contemporary Theatre may sign up for a lecture series that will help them enjoy the new plays with greater understanding. A lecture before the performance usually involves cast members giving their own interpretation.

"History of Modern Israel" and "The Bible" are among the non-credit courses held on campus, as well as "Arts of China" and language study, physical education and young people's and women's courses.

These and more are described in Spectrum; for a free copy, phone 543-2590.



A Stitch 'n Time

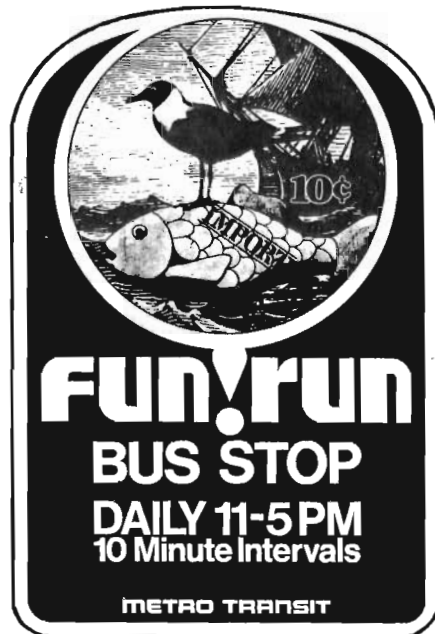
Telephone Operator Kathryn Appelberg has one prime hobby, embroidery, which is all she has time for in addition to job and family. She has made these drapes for her daughter's room, pillow cases and sheets for Christmas. She is also embroidering white pants, which are the current fashion,

for little Enrika Marie, age 2. Her husband Eric works for Spencer Aircraft but wants to start his own engine sales and repair business. Kathryn was born in Renton. Her father lives in Kent and her mother is in the Peace Corps in Guatemala. She has four brothers and sisters.

IMAGINATIVE NEW FUN!RUN SIGNS ON LOOP ROUTE



Seattle Center is major run attraction



Denotes nautical feel of City waterfront



Nostalgia of Pioneer Square is depicted



Promotes theatre life in downtown area

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