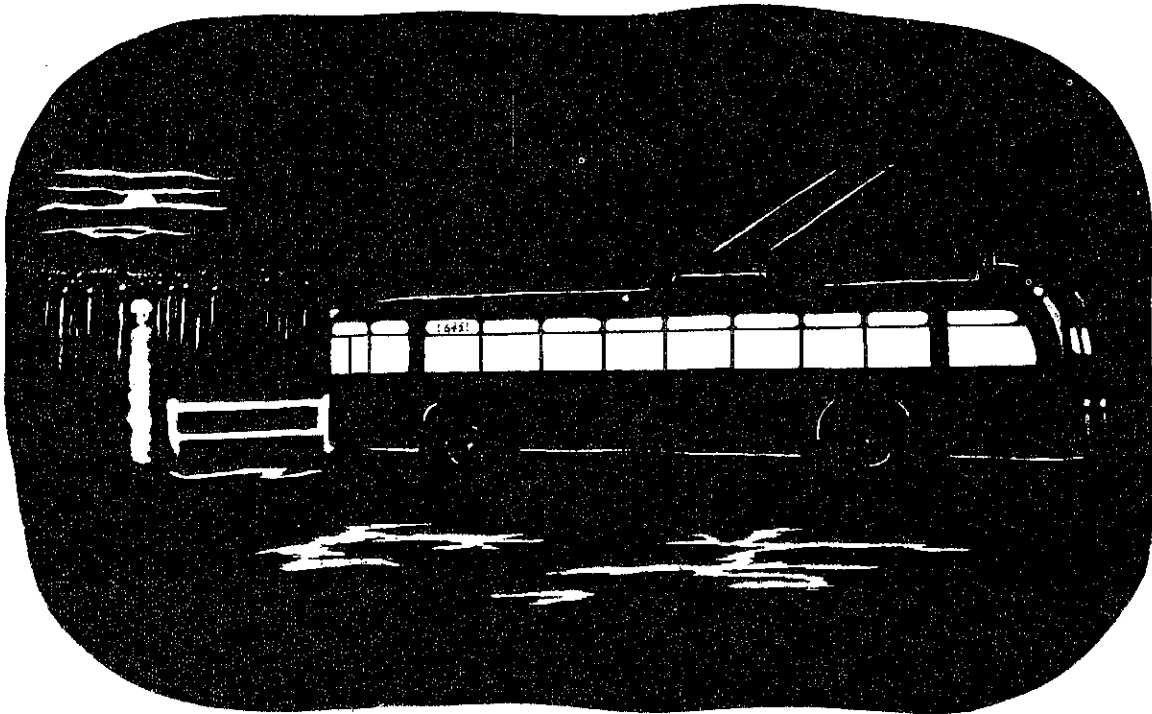


The Clearwater Transit Times

Volume 4, Number 4

June 1977

Art on the run



Driver Dennis Joram got the idea for "Moonrise at Madrona," a blue-on-yellow silkscreen, during a layover on the No. 2 - Madrona run.

Layover stops often give drivers the chance to relax and get ready for the next run. But how many drivers can say they used the time to create works of art?

Dennis Joram can.

A driver on the No. 2 - Madrona run, Joram got his inspiration for a silkscreen late one night during a four-minute layover stop at the Madrona loop terminal. There the moon rises over the Cascade mountains and shines across Lake Washington.

"It was an impressive sight," said Joram. "I thought I would get it on paper, but there wasn't enough time that night. The moon wasn't full the next night, so I had to wait a whole month to come back and take a photo of the scene."

From the photo Joram sketched the scene and then made a stencil for his silkscreen. Appropriately, he titled the work "Moonrise at Madrona."

Joram explained that he printed 400 copies of the work and that he sells them for a dollar apiece to trolley fans. Most buyers have heard of his artwork by word of mouth.

He has studied design and drawing at a college in California and took up silkscreening at the University of Washington.

Joram has been a Metro driver for three years.

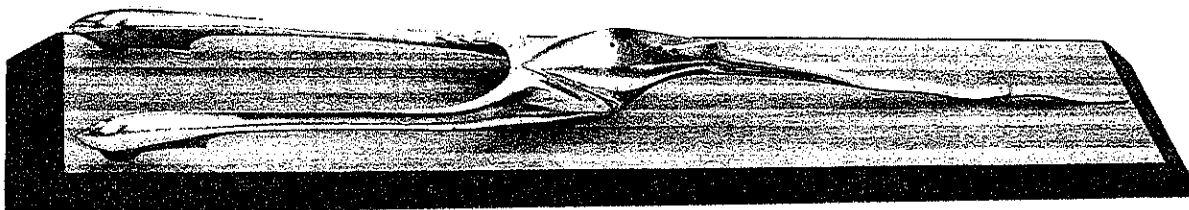
Sculpture displayed in pioneer Building

Two unusual metal sculptures are now being displayed in Metro's Pioneer Building. The cast bronze sculptures, "Zephyr" by Paul Ripley Jenkins and "Hinge and Cable Series #3" by Larry Tate, are on loan to Metro from Seattle City Light.

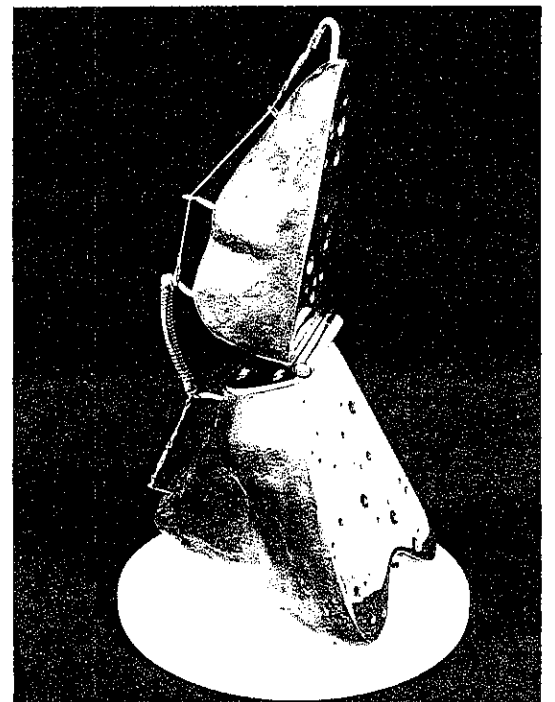
"Zephyr" is in the public services department director's office, and "Hinge and Cable Series #3" is in the library.

These works are part of Seattle's "1% for Art" program. In this art acquisition program the city sets aside for art purchases one percent of its capital budget.

The program is intended to stimulate employee and public appreciation of the fine arts through display of visually interesting pieces in public buildings.



Paul Ripley Jenkins' stream-lined "Zephyr" looks like a mousetrap to some employees.



Artwork like Larry Tate's "Hinge and Cable Series #3" elicits differing opinions. Amateur art critics at Metro have described it as a pants press, a hamburger press, "Jaws" and a swiss cheese maker—with appropriate holes, of course.

Letters

Senior citizen commends No. 30 drivers

Dear Metro:

I am a very senior citizen with a pass, which I use daily with great pleasure and satisfaction. Since I go to lunch daily at the Northwest Senior Citizens' Center on 32nd N.W., I ride with many fine and courteous drivers who really "keep care" of their passengers.

Let me mention some of them whom I'm happy to think of as friends. They are #220, #283, S. K. Neumann (#360) and his friend George Rake (#536). Then there is Woody Whitney (#855), who gave me my riders' map, which I sure use. Also on this same precious No. 30 line is a big happy Norwegian with a little giggle; also the neat little man who doesn't like to talk. Then #1030 and more recently #1297, a genteel black man from Baltimore.

There are more, all doing an outstanding service. I'm thinking back two years to Tony of Sunset Hill, whom I hear is now in the office. Metro's employment staff should be congratulated on being able to assemble such high-class citizenry to pilot our beautiful new coaches.

You can see I'm very happy with Metro service and its personnel. Need I say more! But let me add one more thought. I think I can safely say that all 750 members of the N.W. Senior Center would echo my sentiments, too.

Sincerely,

Amy T. Cooke, an old Seattle pioneer

Eyeglasses recycled

Dear Friends:

It is my pleasure to thank you for your kind assistance. George Zeigen, chairperson of the Lions Club Eyeglass Program, asked me to write a letter of appreciation for the lost and unclaimed eyeglasses obtained from you recently. We assure you they will be placed for the good of the less fortunate.

Many hundreds have been placed in the downtown central area, and many thousands have been sent to the outlying stricken areas of other countries. These glasses are sincerely appreciated, and we thank you.

Yours truly,

J. R. Hackbarth, Secretary
Seattle Downtown Central Lions Club



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Published monthly for all active and retired employees of the Municipality of Metropolitan Seattle.

Editor—Llewellyn Ligocki
Assistant Editor—Yolaine Vallot
Intern—John Gustafson

All Metro employees are encouraged to contribute stories and photographs to *The Clearwater Transit Times*. Contributions should be sent no later than the end of each month for publication in the following month's issue.

Drivers sign up for new routes



Drivers A. D. Johnson (left) and Booker T. Williams get ready for the June "shake-up" by checking driver runs available at the Atlantic station. About three times a year drivers choose by seniority the new routes they will be driving. There will be an extra shake-up this summer to correspond with the East Operating Base opening.

Big move for Benson

Don Benson, senior manager of water quality planning, will soon be leaving Metro for drier pastures. In June he will travel to Egypt to join a New York-based architectural and engineering firm.

As senior sanitary engineer Benson will help the government in Cairo administer projects in an internationally financed multi-billion dollar national reconstruction effort.

Benson will be the consultant on all sanitary aspects of all kinds of projects—from tunnels to railroads to brand-new cities. His work will focus on problems of water supply and waste disposal. A five-year employee of Metro, Benson said he is looking forward to the challenge of dealing with Egypt's unique sanitary problems.

Benson has a bachelor's degree in civil engineering from Oregon State University and a master's degree in sanitary engineering from Harvard University. Previously at Metro he directed the River Basin Coordinating Committee (RIBCO) and the former planning department.

Hibbard named construction manager

Dick Hibbard has been promoted to manager of the construction division. Formerly he was consultant services supervisor for water pollution control projects.

Hibbard, who received a civil engineering degree from the University of Washington, has worked for Metro since 1963. He replaces Dick Sandaas, now manager of the consultant services division.

The construction division administers and supervises all Metro construction projects.

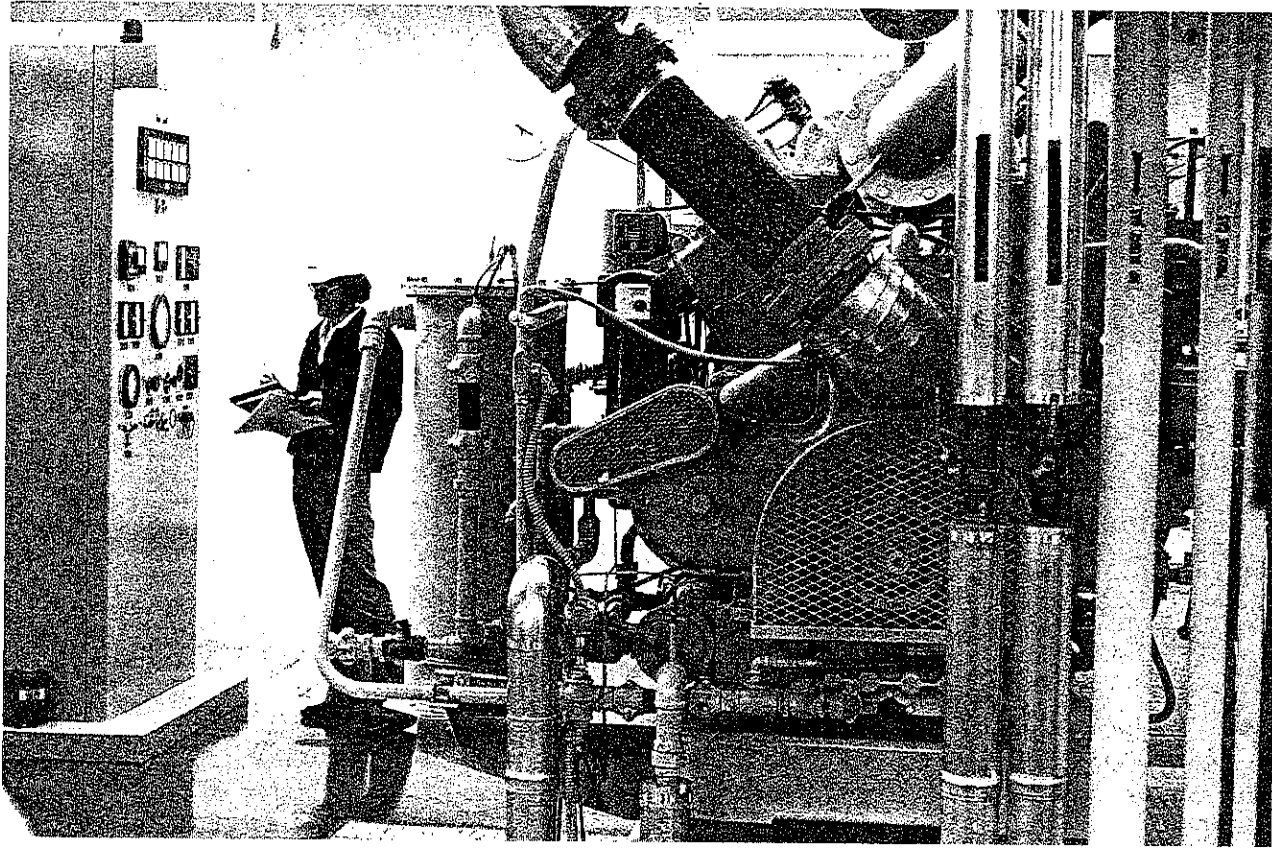


Don Benson, Metro's senior manager of water quality planning, has accepted an engineering position in Egypt.

Cover: Commodore tunnel repairs

This open manhole is part of the Commodore Way tunnel in West Seattle, where Metro is doing repair work. The 1912 brick tunnel leads to the West Point treatment plant. Some citizens were alarmed when they saw the construction work because they thought Metro was beginning work on a new treatment plant.

Gas recycled at West Point plant



Metro uses the methane gas produced from treating wastes at the West Point plant.

Many industrial processes produce waste gases which are often disposed of simply by burning. But at Metro's West Point sewage treatment plant, waste gases are put to use.

The waste gas is recycled into the system to heat the buildings and to run the large pumps that bring wastewater into the plant and pump treated effluent out of it.

The sewage treatment process at West Point produces about a million cubic feet of methane gas every day. It comes from three huge "digesters"—concrete tanks 100 feet in diameter—which function much like the stomach to break down the organic matter in solid sewage wastes.

This methane gas is then pressurized and used to power West Point's two boilers, which heat the plant and fuel the influent and effluent pump engines.

According to Mike Marr, senior process analyst at the West Point plant, gas produced in the digesters is low-grade and not suited for commercial use.

On peak flow days over 100 million gallons of wastewater are pumped through the West Point plant. All or most of the methane gas generated is used productively. On slower days some of the excess gas is burned in waste gas burners.

Metro represented at APTA conference

Several Metro staff and Councilmembers participated in the 1977 American Public Transit Association (APTA) Western Conference in Spokane in April, which drew 350 delegates from transit systems large and small.

Don Munro, manager of transit planning, presided over a transit systems management session. Jess Dawson, manager of equipment and facilities, participated in a discussion of destination signs.

Other staff members taking part in the program were Larry Coffman, marketing manager, and Ernesta Barnes, director of public services. Coffman presented a slide

show emphasizing Metro's 1977 marketing activities—including the "model citizen" campaign—and Barnes served as chairperson of a session on Urban Mass Transportation Administration (UMTA) guidelines and procedures.

Metro Councilmembers also participated. Phyllis Lamphere, member of the Seattle City Council, spoke on the urban crisis and transportation issues that were of mutual concern to city officials and transit operators at the conference. Aubrey Davis, chairperson of the Metro Council's Transit Committee, was vice-chairperson for the session on governing boards.

Metro checks out B.E.S.T.

As part of Metro's continuing interest in sludge disposal methods a three-member Metro team visited the B.E.S.T. (Basic Extractive Sludge Treatment) pilot plant on April 25.

Those present at the inspection were Chuck Henry, director of the water pollution control department; Hanford Choate, Metro Councilmember representing the sewer districts; and Ralph Domenowske, water pollution control research projects coordinator.

B.E.S.T. is designed and engineered by Resources Conservation Company of Renton. The process uses solvent technology to improve sludge dewatering and to minimize energy consumption in drying the sludge.

Metro is considering the B.E.S.T. process for use in a demonstration plant.

Operators discover heist

No one can say that wastewater treatment operators don't have varied and interesting work—inspecting sewage facilities, solving crimes—

That's right.

Colin Onstad and Dave Redden, operators in Metro's water quality division did just that not too long ago. Their discovery work led to the apprehension of some thieves.

While doing a routine check of the grounds near the North Beach pumping station they discovered expensive cameras, a silver and gold coin collection and other goods. After contacting police they found more valuables in the same area.

Police soon found and arrested the thieves.

The stolen goods came from the home of a Broadmoor physician where other items, such as a television set and a tape deck, were also found missing.

Tom Rice, superintendent of the West Point treatment plant said that the actions of long-time employees Onstad and Redden were commendable.

No doubt Charles Dickens' Inspector Bucket would have been delighted at the way the mystery was solved.

Phonics: Good news for the deaf



Left: Mary Peterson, chief of telephone information, is shown making an entry on Metro's new television phone, which communicates with people who are deaf or have hearing impairments.

Above: Transit information appears on a television screen at the other end of the line—at a government agency, hearing center, library or someone's home.

Retirements

Transit's senior woman retires

If you've ever applied for a job as a bus driver, chances are you've met Helen Nichols. On April 15 Nichols retired as Metro's supervisor of personnel services after 36 years of service to job applicants and employees.

Nichols, the senior-ranking woman associated with transit at Metro ("in service, not age," she said), began working for Seattle Transit in August 1940. She started work as a clerk-typist in the personnel office, which then had a staff of three.

During World War II, Nichols said, it was difficult getting bus drivers in Seattle, and because of gasoline shortages for cars, buses were "extremely crowded." Seattle Transit employees at this time often worked long hours.

"I was working a six-day week during the war without being paid overtime," she said.

Beginning in 1957, Nichols was in charge of personnel. "Instead of taking orders I got to give orders," she said. Her duties as personnel supervisor included screening and referring of all job applicants, keeping employee files and keeping track of all records. She also advised supervisors of work rules and procedures and union contract provisions.

Nichols, a native Seattleite whose father was a city councilman and a state senator, said that in the past male workers sometimes found it difficult to accept a female in a position of management. But she added, "I've noticed a change in attitude within the last 15 years."

Besides her work with Metro, Nichols has been active in local organizations. She belongs



Helen Nichols, Metro's supervisor of personnel services, retired after three decades of service.

to the Order of the Eastern Star, the White Shrine, the Soroptimist Club and the Pacific Northwest Personnel Management Association.

When asked what she plans to do in retirement Nichols said, "I'm closing one door and opening others." She wishes to become more involved in the community through organizations and would like to devote more time to gardening, reading and travel.

Suggestion awards

Susan Mulvihill, information operator at the Customer Assistance Office (CAO) was awarded \$15 and a merit certificate for her suggestion to install a curtain or shade on the CAO door to discourage customers from rattling the door on days the office is closed. The CAO said that this excellent suggestion will also help reduce glare for employees in the late afternoon.

Mulvihill was also awarded \$15 and a merit certificate for her suggestion to have the Northwest Hospital speech and hearing van visit the CAO so that Metro can advertise its new phone service for the deaf.

Delores Salonga, clerk-typist at Dearborn, was awarded \$25 and a merit certificate for her suggestion to modify, for systematic recording, the format of cards used to record routes that transit operators are qualified to drive. Transit operations said this plan would improve record-keeping, simplify reading and reduce duplication.

John Tuttle, transit operator at Jefferson, was awarded \$15 and a merit certificate for his suggestion to simplify the non-payment of fare coupons. Transit marketing said that a two-part coupon, as suggested, will be designed.

Metro editor gets international award

Lew Ligocki, senior editor in public information, has earned one of the top awards granted this year by the International Association of Business Communicators (IABC).

The Clearwater Transit Times, which Ligocki edits, won a Gold Quill "Award of Merit" in the newspaper (government and trade association) category of IABC's 1977 Gold Quill awards program. Only two Gold Quill awards, "Award of Excellence" and "Award of Merit," are given internationally in each category.

Ligocki also edits the *Metro Monitor* and the *Rider Report*. Other staff members helping produce the award-winning CTT were graphics designer Jim Callahan and photographer Joe Hawkins.

A funny thing happened on the way to the interview

A young woman with an appointment for a job interview came into Metro's Customer Assistance Office (CAO) early in May. There she was referred to Mary Peterson, chief of telephone information, since CAO supervisor B. J. Carol and customer relations chief Ken Hamm were both away at meetings.

When the applicant said her interview was for a complaint clerk position, Peterson decided to go ahead with a brief interview so as not to waste the time the applicant had spent in coming to town.

But twenty minutes into the interview, a staff secretary walked in and told Peterson that there probably was not a staff opening for a complaint clerk position. Then the woman pulled an employment ad out of her purse and discovered that the agency she wanted, a telephone answering service, was on the 23rd floor of the same building!

The woman was unhappy, Peterson said later, because she liked the way Metro's job had sounded. Further, she performed so well in the interview that she would also have been a good candidate for the position Peterson had thought was open.

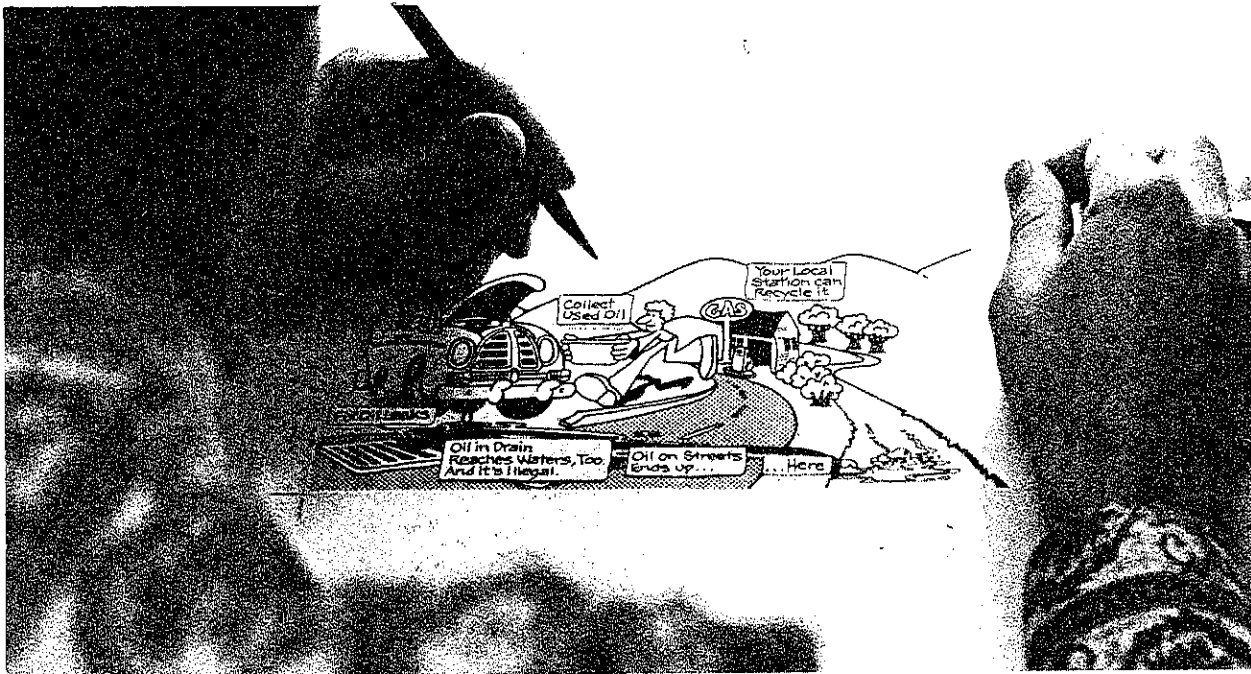
Who says job-hunting isn't hit-or-miss?

Metro softball team opens season



"Kat" Gallaher gets a fielding tip from Curtis Robinson, coach of the Metro women's softball team. The team, sponsored jointly by Metro and Amalgamated Transit Union Local No. 587, now has one win, one loss and one tie. Gallaher is a driver and Robinson is a community involvement specialist.

Water quality posters go on buses



Graphics illustrator Doug Hammond works on a water quality poster showing how people can help prevent water pollution. Metro buses will feature a different water quality tip each month throughout the spring and summer.

Metrograms

Richard S. Page, Metro's executive director, addressed a symposium on the Puget Sound ecosystem held March 23 to 25 at the University of Washington. Page discussed Metro's wastewater treatment facility planning. The symposium, coordinated by the University's Division of Marine Resources, was sponsored by Metro and a number of other agencies and associations interested in studying Puget Sound.

Check your closets, attics and garages. Metro's historical publication file is missing part of the September 1974 *Clearwater Transit Times* (Volume 1, Number 9). If you find a copy of the issue, please contact **Lew Ligocki**, 447-6771.

The Metro Transit Women's Auxiliary 587-A, the oldest auxiliary in the international union, celebrated its 56th anniversary on March 23. Highlighting the evening was the presentation of service pins to **Beverly Elder**, 35 years; **Horace Turner**, 30 years; **Barbara Randall**, past president; and **Flo Longworth**, 50 years.

Community organizations often thrive with the assistance of unpaid help. A new program, the Volunteer Special, helps potential volunteers and volunteer opportunities get together. The Volunteer Special, funded through a grant from the Lilly Endowment to the United Way, offers opportunities in all areas of community concern. Persons wishing to join can call the Volunteer Special Clearing House at 447-3600. Individuals will be directed to opportunities that best involve their interests and talents.

The Red Cross will sponsor a live-in National First Aid and Small Craft School June 23 to July 3 at the University of Washington's Connibear Shell House. The 10-day program will offer basic and instructor training in various categories of first aid, in cardiopulmonary resuscitation (CPR), boating, canoeing and sailing. The program offers people in business and industry an opportunity to be certified instructors in one or more of the first aid courses, thus meeting requirements of the Occupational Safety and Health Act and the Washington Industrial Safety and Health Act.

For further information call Red Cross Safety Programs at 323-2345.

Metro has begun a 24-hour recorded news source, the Metro Newsphone, to help bring the news media up-to-the-minute reports about public transit and water pollution control. **Larry Steele**, public information, does the reports. Whenever Metro has significant news the Metro Newsphone carries a fresh thirty-second news story each morning which is followed by background information and additional comment.

The Metro Council has approved collective bargaining agreement between Metro's management and the International Brotherhood of Electrical Workers, Local No. 77. The agreement, effective January 23, 1977, through January 22, 1980, provides for a 5.1 percent wage increase the first year and full cost-of-living adjustments the second and third years of the agreement.

In the News

Although President Carter didn't stress it in his energy message, public transportation will be "the follow-on part" of the administration's energy policy, Secretary of Transportation **Brock Adams** said here.

Details of new transportation proposals to Congress are being worked out, Adams said. He predicted a "new emphasis" on public transit.

—Seattle Times

A personally-signed message from President Carter, thanking riders for taking public transit, will soon appear on buses across the nation.

Material, easily reproducible into car cards or other advertising material carrying the words, "Thanks for taking the bus and saving energy, (signed) Jimmy Carter," has been distributed by APTA to every U.S. transit bus operator.

Originally the collective brainchild of Seattle Metro Executive Director and soon to be named new UMTA Administrator **Richard S. Page**, Marketing Manager **Larry L. Coffman** and **Steve Darland** of the Consortium, a Seattle consulting group, the Presidential thank-you was obtained as part of a major local marketing offensive.

—Passenger Transport

A barrage of proposals to limit Metro's control of sewer planning in King County has been presented to the subregional council of the Puget Sound Conference of Governments.

City Councilman **Phyllis Lamphere**, County Executive **John Spellman** and the Council of Governments staff all proposed new sewer planning policies which would severely restrict Metro's planning powers.

—Seattle Post-Intelligencer

By any comparisons of government agency efficiency and productivity, Metro has demonstrated itself to be a splendid oasis in a desert of mediocrity.

—Seattle Times

Unless Congress amends a 1972 water quality act before the deadline expires, Metro will be required to spend an estimated \$300 million that won't improve Puget Sound water one iota, former State Senator **Martin Durkan** has warned.

Of even greater impact to taxpayers is that the State Department of Ecology is not expected to approve Environmental Protection Agency matching funds to help pay the huge bill, Durkan added.

"What it amounts to is an astronomical expenditure that will be borne completely by local taxpayers that would not improve the water quality of Puget Sound one mot," Durkan emphasized.

—Kent News-Journal

The Metro Council kept one of its oldest unfulfilled promises as it voted unanimously to approve a \$33.9 million rehabilitation and expansion of Seattle's trolley system.

The council agreed to buy 109 new electric trolleys, costing \$13.5 million, and endorsed a plan for sharing the cost with the Seattle City Council.

—Seattle Times

Richard Page, executive director of Metro, said he probably will accept a position as head of the federal Urban Mass Transportation Administration if it is offered to him by the Carter administration.

But he declined to comment on reports from Washington, D.C., that he's already accepted the post.

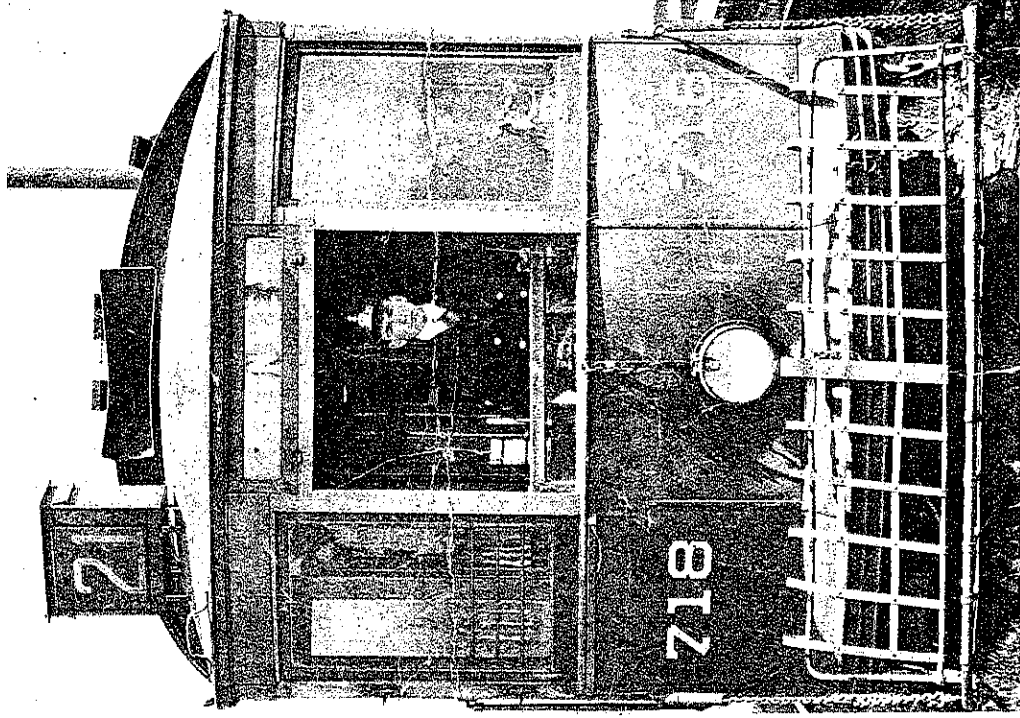
—Seattle Times

Late last month President Carter sent Transportation Secretary **Brock Adams** a cryptic note saying he suspected that "many of the rapid transit systems are grossly overdesigned. We should insist on off-street parking, one-way streets, special bus lanes, and surface rail/bus as preferable alternatives to subways. In some urban areas, no construction at all would be required. . . ."

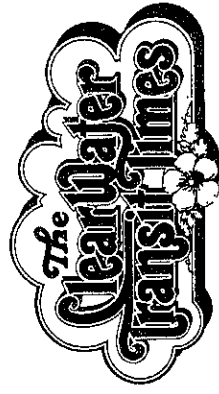
—Business Week

Backward Glance

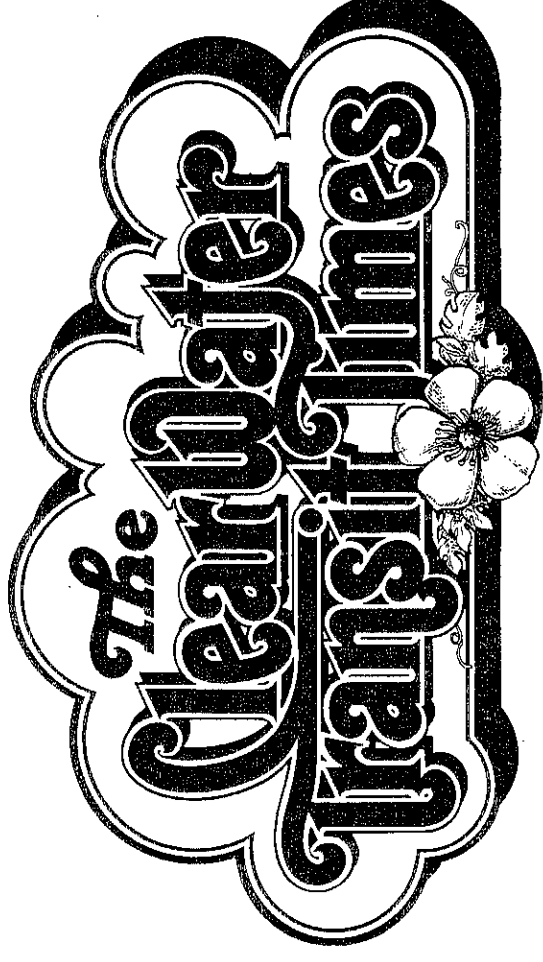
Keeping it in the family



Norman Mitchell was a transit driver in 1916 on the No. 5 - Phinney trolley. He left Metro a legacy, as his son Art Mitchell (who supplied this photo) works for Metro as a maintenance clerk at the West Point treatment plant. The senior Mitchell, who died in 1974, worked out of the Fremont barn.

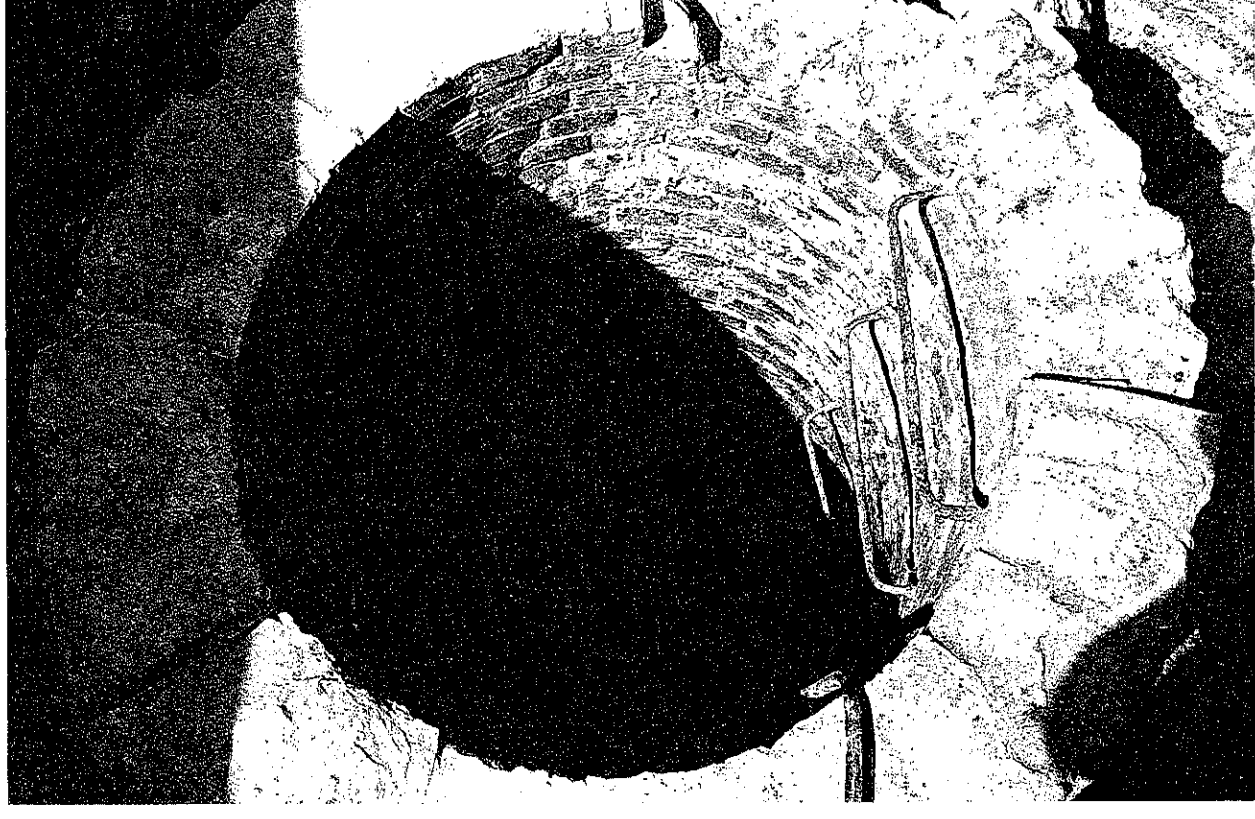


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View from the top