

CTT Clearwater Transit Times

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June 1982

Waterfront Streetcar Ready and rolling

Streetcars are running again in Seattle for the first time in 40 years.

At the dedication ceremony May 29 Mayor Charles Royer officially turned over the operation and maintenance of the Waterfront Streetcars to Metro's Executive Director Neil Peterson.

For operation on the waterfront, Metro maintenance workers at Unit Repair made several modifications to the streetcars. They closed two doorways and installed two sliding doors. They also added a low-voltage lighting system, fareboxes, safety glass and a public address system.

Regular maintenance, handled through Central Base, is running smoothly according to base supervisor Dave Lilly. He commended Pat Sullivan and his crew at Unit Repair for their work.

"The excellent preparation of the streetcars by Unit Repair has helped to make our maintenance work remarkably trouble-free," he said.

TO RUN THE STREETCARS, Metro has trained five of its long-time operators. The operators wear special jackets and caps representing the historic status of the streetcars.

Mel LaBoyne, Metro's senior instructor, was in charge of the training program. He has been an active hobbyist ever since his childhood days in Canada, where he saw his first streetcar.

LaBoyne also trained in New Orleans for four days on the St. Charles streetcar line.

He was especially pleased that his enthusiasm for the streetcars was shared by the operators.

"We had to work in and around

construction, and sometimes we only had one or two blocks to train on," he said. "Yet the operators' enthusiasm remained high."

Operators trained for this summer are Frank Falseni, East Base; Harry Winston, Jefferson Base; Eldo Kanikkeberg, Ted Lammers and James Stamey, all from North Base.

These drivers all gave up their weekend seniority for the chance to operate the streetcars.

"It's a novelty, and we're having a great time," explained operator Harry Winston.

He also commented on the public's enthusiasm, noting that the cars are always full.

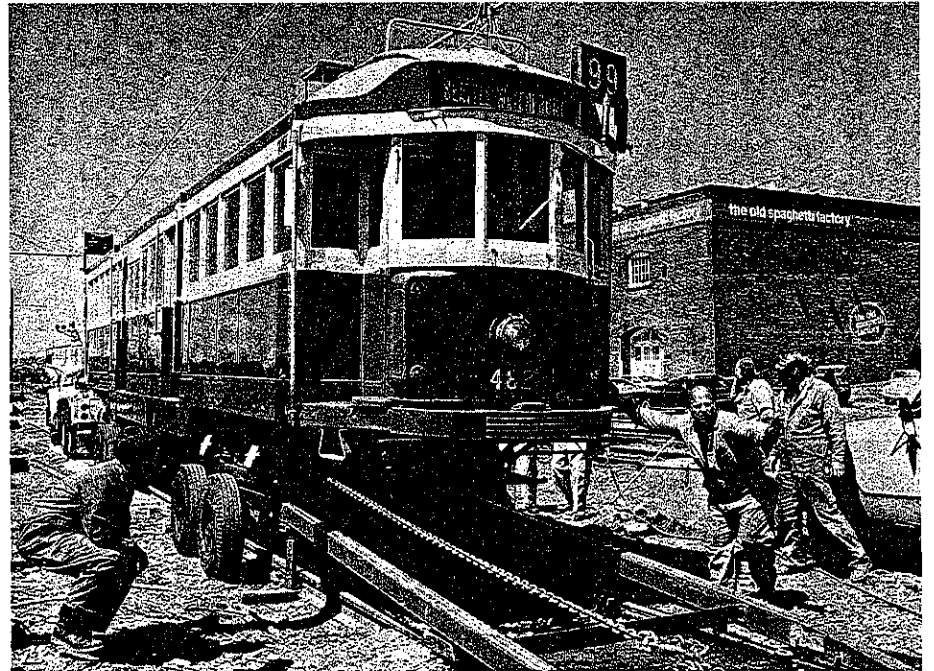
THE 1.6-MILE STREETCAR line is operating between the Pioneer Square district and Myrtle Edwards Park. Hours will be from 7 a.m. to 11 p.m. weekdays, from 9 a.m. to 11 p.m. on Saturdays and from 10 a.m. to 9 p.m. on Sundays. The cars run every 20 to 30 minutes.

The fare is 60 cents, and Metro passes and transfers—including employee passes—are honored.

Streetcar riders can connect with Metro's bus Route 11 at the Madison Street carstop, and they are within easy walking distance of other Metro bus routes.

The Waterfront Streetcar project, led by Metro Councilmember George Benson, has been several years in the making. Benson personally arranged acquisition of the cars and worked tirelessly to put them into operation.

Operating funds for the system will come from Seattle, Metro, the federal government, on-board advertisement and fares.



Malcolm Rickert, left, Central Base mechanic, and Duane Engelhart, North Seattle Base mechanic, guide the Australian built streetcar onto the tracks near Pier 70. The Waterfront Streetcar went into operation June 5.

Council approves '83 budget

The Metro Council passed 1983 capital and operating budgets for both transit and water quality.

Bus fares will remain the same, and monthly sewer rates were set at \$5.85.

Executive Director Neil Peterson explained that transit operational costs increased at less than the general inflation rate. The agency will therefore be able to run the buses under the current fare structure, which sets fares at about 30 percent of operating expenses.

Sewer rates were raised to meet increasing costs of water quality operations and to continue financing the capital improvement program.

The proposed \$6 monthly sewer rate was reduced to \$5.85 because of interest savings from the recent sale of sewer revenue bonds and reductions in the operating budget.

Transit will have a \$1-million operating budget and \$76.5 million for capital improvements.

On the water quality side, a \$71.4 million budget was established for capital improvements. The proposed \$21.8 million operating budget was cut to \$21.5 million by elimination of two proposed programs—an expanded community relations effort and a cable TV program on water quality issues.

Trolleys move to Central Base; Jefferson changes roles

Employees said good-bye to Jefferson Base with mixed feelings when trolley operations moved to Central Base on June 5.

The 72-year-old base is now used to store Metro's reserve fleet.

"Jefferson has a certain nostalgic appeal," said base chief Lloyd Moore, whose responsibilities were split between Jefferson and Ryerson before the move. "But it was understood when Jefferson reopened in 1979 that it would be used only until Central was ready for the trolleys."

In May 1982 workers completed installing overhead wire at Central Base, along with an extensive renovation of base facilities.

"We needed larger and more adequate facilities for trolley operations," Moore said.

Many employees will be following the trolleys to Central Base, including Jefferson Base operators who selected trolley assignments. Jefferson's electronic technicians have moved to the electric group in Central Base maintenance.

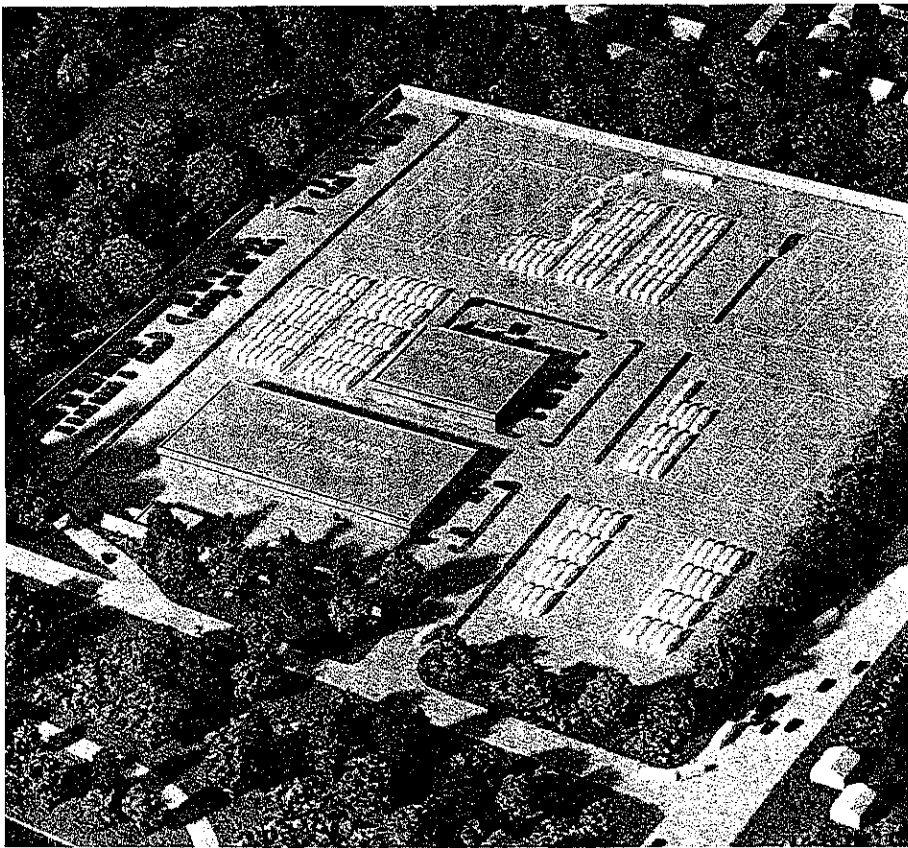
Mechanics and equipment service workers at Jefferson picked assignments at several bases.

Jefferson's support staff went to Ryerson, where expanded operations created a need for more people.



Supervisor Charlie Gaston, right-center with tie, poses with some of his crew beside Metro's vintage Brill trolley

before reassignment of Jefferson Base earlier this month.



Transit staff members will use models of Metro's proposed North Operating Base to explain the agency's plan for a new Northend bus base.

North Base briefing planned

Metro is taking its show on the road—the North Base show. As a result, drivers will be more informed about the project.

The effort came about by popular request.

Metro's proposal to build a transit operating base in the Northend has got the public asking questions. But many bus drivers—Metro's most visible representatives—have had to deal with the issue without enough accurate information.

The community relations section therefore has developed a driver's information program, called the Model Roadshow, to rectify the situation. A transit staff member will be visiting bases throughout July to answer questions and show models of plans for the two sites being considered.

Jane Bogle, community relations planner, explained that the visits will be scheduled between shifts to make contact with as many drivers as possible.

"The visits will be very informal," she said. "Our staff member will stay

at each base for a few hours and answer any questions that interested drivers may have."

A driver information card, designed to fit in *The Book*, will also be available. The card will list basic answers to questions that passengers most frequently ask drivers.

Bulletins will announce when the roadshow will come to specific transit work locations.

The Northend comprises 35 percent of Metro's bus service, but it has no bus base. Providing bus service from distant bases adds \$400,000 a year to operating costs.

Metro has evaluated 18 potential Northend sites based on location, compatibility with existing land uses, environmental impact, size and cost.

Two sites, one on North Aurora Avenue and one near Holyrood Cemetery, were selected as the most suitable. A final environmental impact statement on both sites will be available in August. The Metro Council will then vote on the actual North Base site in September.

Cable program to air June 30

"Wastewater—out of sight, out of mind," a Metro-produced cable television program on water quality, will air June 30 at 7 p.m.

The 30-minute program will outline the agency's regional water quality activities of the last 20 years and also explain the sewage treatment process. Its purpose is to inform citizens and get their reaction to water quality issues.

Viewers will be able to respond by calling a Metro phone bank during and after the program. The number to call will be repeated frequently while the show is under way.

Metro used a similar format in April when it aired a special program on the Transit 1990 Plan. The agency found cable TV to be an effective way to involve interested citizens.

The agency plans to televise a monthly program on a variety of water quality and transit issues. Public response to the June 30 program will be summarized at the beginning of the July program.

All local community cable channels will carry the program. Public viewing sites will be provided for citizens without cable TV.

Employees offer advice on Renton

Renton and West Point plant employees are playing an important role in designing plant facilities for the Renton Expansion Project.

Employee responses to a survey along with historical information will help Brown and Caldwell, consulting engineers, prepare design guidelines for the plant's expansion.

"The information gathered shows the relationship between personnel and equipment," said Forrest Butler, facilities projects chief at the Renton Plant. "The survey helped pool the knowledge of workers. We can use

their innovative ideas for designs and eliminate any shortcomings in the new plans."

The survey, prepared by George Mason of Brown and Caldwell, covered four equipment-related areas: safety, reliability, accessibility and the equipment control system. Employees also commented on staff organization.

Consensus committees met over a two-week period to evaluate suggestions and establish guidelines that will help engineers design a cost-effective and efficient plant.

Summer marketing campaign promotes off-peak service

"See the 7,000 miles of Metro—with an unlimited pass."

That's the new theme for the summer phase of marketing's 1982 program to increase ridership.

Summer ads will concentrate on off-peak riders—students on summer break, vacationers and sightseers.

Brochures, soon available at King County timetable outlets, will promote the new three-day visitor pass, along with the monthly and all-day passes.

Radio announcements will promote the unlimited passes and the new edition of the Metro Fun Book.

Metro's Fun Book, an updated version of the popular publication discontinued in 1975, will be available at

the customer assistance office beginning July 1.

The sustained promotional effort, to continue through fall 1983, is aimed at maintaining or improving ridership on the Metro system, according to transit director Ron Tober.

"While times are getting tougher economically," Tober said, "this is a good time to emphasize the economy of using the tremendous transit system that the people of King County have available to them."

The fall 1982 marketing campaign was directed at commuters, students and shoppers. The spring campaign was directed at specific areas with underused routes with good growth potential.

Metro's 'Mr. Trolley' retires after 42 years of service

Herbert Hoover, Metro line crew chief and part of Seattle's trolley history for 42 years, has retired.

Though the length of time is impressive in itself, Paul Trippet, power section supervisor, pointed out that "it's not just 42 years but how Herb put in his 42 years that makes him special."

Friends and co-workers' comments on Hoover's dedication, enthusiasm and warm personality reveal a man who added a new dimension to the eight-hour work day.

"Herb involved the families, which created a nice working relationship," said his wife Dorothy.

The Hoover's annual Christmas lasagna feed is a long-standing tradition among members of the line crew. Mrs. Hoover has promised one more next Christmas.

HOOVER STARTED OUT as a helper for Seattle Transit in 1940 at the age of 20. Twenty years later he made line crew chief. The knowledge and experience he gained through the years has generated an impressive list of accomplishments.

He redesigned a curve segment in the 1950s that he estimates saved more than \$10,000 a year.

"Unfortunately, we didn't have an employee suggestion awards program," Hoover said.

He also redesigned several intersections that prevented trolley breakdowns around corners.

Though these accomplishments reflect his technical expertise, his efforts to save the trolleys seems to



Herbert Hoover sports his gift hat.

reflect best his ingenuity and dedication.

Back in the 1960s when Seattle Transit moved to improve the bus system by replacing trolleys with diesel coaches, Hoover led community protests that helped keep 32 of the 70 miles of line up.

HE ALSO HID trolley parts in a large sawdust bin at North Base.

"I wanted parts on hand to repair what we had up. I didn't want any more wire taken down on the excuse

that parts were difficult to replace," he said. He has been called "Mr. Trolley" ever since.

The responsibilities of line crew chief have kept Hoover busy throughout the years.

"I've enjoyed the variety that comes with scheduled work and unexpected trouble calls," Hoover said.

But his last week at Metro competes with some of his busiest with the three parties held in his honor.

A luncheon was held at the Edgewater Inn and a coffee and cake get-together was held at Power and Facilities.

HIS CREW ALSO staged a surprise party at Hoover's favorite Chinese restaurant.

Hoover and his wife have traveled extensively. Cambodia, England and India are just a few examples. He makes films—complete with sound—of all the places he visits. He plans to continue both the traveling and the filmmaking.

His crew presented him with a CB radio and a hard hat mounted with a pair of trolley poles and an alarm. That's so wherever Hoover is, he will be able to keep track of any trouble calls.

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Twenty-year veteran bus driver Mike Carr, from North Seattle Base, is Metro's 1982 operator of the year.

Operator of year: Car(r) wins bus award

At 60-1 odds, Mike Carr was surprised at being named Metro's 1982 operator of the year.

The 60 operators of the month for 1981, all eligible for the top honor, selected him by secret ballot.

"I was pretty shocked about being selected," Carr said. "I must have a lot of nice friends within the group of 60 drivers who voted for me."

A review of his working attitude and record makes the award no surprise at all.

The 20-year bus driver has never been late to work and has driven for 18 years without a preventable accident.

"I try to stay on top of the situation," he said. "I watch ahead and watch

what I'm doing to prevent anything unexpected from happening."

Carr also likes to treat his passengers with respect.

"If you're nice to people, they're normally nice to you," said bus driver No. 253. "It makes it easier on both sides."

This attitude has earned Carr many commendations from both bus riders and transit supervisors since he began driving March 22, 1962.

Carr said he likes variety in his driving assignments and jumps around quite a bit during Metro's service changes three times a year.

Since February, Carr has been working out of Metro's North Operating Base in Seattle, driving buses on

routes serving Richmond Beach, Lake City, Northgate, Roosevelt and the University District.

After June 5, Carr has chosen to drive downtown-bound buses on Route 16 serving Northgate and Wallingford, Route 17 serving Ballard, Route 21 serving White Center and West Seattle, Route 118 serving Vashon Island and routes 130 and 132 serving Des Moines and Burien.

The operator-of-the-year award includes a plaque, a diamond ring and a uniform patch. Carr will also get a reserved base parking space, his choice of coach, an extra day off each quarter to attend the operator-of-the-month luncheon and a \$500 trip for two to Vancouver, B.C.

In the news

The Seattle School Board has told Metro it is concerned about plans by the transit operator to build a 400-vehicle bus base next door to Ingraham High School in North Seattle.

The board, in a subtly worded motion adopted by a unanimous vote, didn't exactly say it is opposed to the bus base or the noise, diesel fumes and traffic jams that board members' say will accompany it.

—Seattle Post-Intelligencer

Fire gutted a Metro transit bus and scorched another at the bus barn near Pioneer Square. Investigators believe the fire was caused by smoking materials left behind by transients who sometimes sleep in the buses.

Detective Craig Vold said the fire started on a plastic foam seat, possibly from a cigarette, but no materials

were found. There were no signs of arson. The gutted bus is a 1966 diesel used infrequently for special events. The flames also scorched the paint off another coach. Damage is estimated at \$8,000.

—Seattle Post-Intelligencer

Metro transit granted one of its bus drivers four months unpaid leave to be with his infant daughter, ending a dispute in which the driver had charged Metro was discriminating against him because of his sex.

A Metro spokesman said the time off would be granted as "compassionate leave" provided in the contract negotiated with the Amalgamated Transit Union last year. The union had suggested that Metro honor the request for paternity leave of John W. Bancroft.

—Seattle Times

The state Department of Game virtually declared itself a winner in a long battle over whether it may plant steelhead fry in the Green River headwater.

As a hearing over Tacoma's second water rights permit in the Green River was ending, assistant attorney general James Johnson announced that the department would truck steelhead fry into the headwaters above Howard Hansen Dam in July.

The City of Tacoma, which controls the Green River watershed in southeastern King County hasn't allowed the game department to take in steelhead fry, saying that hatchery-raised fish might pose a public health problem.

—Daily Record Chronicle

Metro's huge new sewer outfall at Seahurst won't have much adverse

effect on Puget Sound by itself. But it's a symptom of a larger problem which could be dangerous to Puget Sound dwellers in the long run.

Transit operators-of-the-month have been named for April. Honored are **Jean Kattar**, Central Base, two-year safety award in three-and-one-half years of service; **Bob Dark**, East Base, five-year safety award in 10 years of service; **Joe Petkovits**, Jefferson Base, six-year safety award in 14 years of service; **Jerry Haberman**, North Seattle Base, 10-year safety award in 13 years of service; **Jan Aaberg**, Ryerson Base, a good safety record in four years of service; and **Willie Schoelhorn**, South Base, 24-year safety award in 33 years of service.

Metro's annual surplus equipment auction will take place July 17, 10 a.m., at Jefferson base, East Jefferson Street and Fourteenth Avenue. A wide range of equipment, from office machines and furniture to vehicles, will be sold to the highest bidders.

Winners of the Metrofit "A History of Flights" and "Walkablockalot" contests were announced during a brown bag banquet and awards ceremony at the Exchange Building May 21. Stair-climbers **Gary Kenyon**, accounting, **Cathryn Rice**, **Steve Hayes** and **Beth Gulotta**, all from personnel, and block-walkers **Frank Shaver**, administrative services, **Jim Callahan**, communications, **Roger Scrafford**, engineering and **Janet Brown**, accounting, each received a T-shirt and a trophy honoring their climbing and walking. **Mark Bardsley**, engineering, and **Ann Viernes**, accounting, both received trophies for accumulating the highest total of those who competed in both contests. All 125 participants received certificates of achievement.

Visitor passes will be available at Metro's customer assistance office June 21. At \$5 each, the passes entitle users to unlimited service for three days on Metro buses and the Waterfront Streetcar plus two trips on the Monorail. Group rates will also be available.

The customer assistance office has published a handy guide that answers the question "Where can I get a Metro pass or tickets?" Entitled **The Bus Rider's Guide**, this brochure lists the many Metro outlets available throughout the county. It also explains the alternatives to carrying a pocketful of change to pay for a ride, such as a monthly or yearly pass. Copies of the brochure are available in the customer assistance office.

That's what National Ocean and Atmospheric Administration scientist Dr. Herbert C. Curl told the Vashon-Maury Island Community Council town hall forum of about 30 Islanders.

—Vashon Island Beachcomber

Describing Metro transit's Route No. 7 as one of the busiest and longest, members of the Transit Riders Association began a campaign yesterday to get more buses on the route. The association, part of the Seattle Consumer Action Network (SCAN), had one of its members at the Fourth Avenue and Pike Street bus stop with a readerboard that read "packed sardines."

—Seattle Times

Wells drilled to monitor groundwater at sludge site

Soon Metro may learn more about how safe and cost-effective wastewater sludge is as a forest fertilizer.

The first phase of the sludge demonstration project at the Pilchuck tree farm began June 14 with the drilling of test wells.

Ten wells are being installed to monitor the groundwater and ensure that sludge application has no adverse impact on the environment.

Sludge is a semi-solid material left after wastewater is treated. It is used in many parts of the country as an agricultural fertilizer, but Metro is the first to develop sludge for forest use.

The Metro Council awarded a contract to Richardson Well Drilling for the work. The project will cost an estimated \$113,000.

The wells will be completed by mid-August, according to Larry Sasser, sludge project staff engineer. He explained that the wells have a 4-inch diameter and vary in depth from 40 to 250 feet. Test samples will be taken from a pipe that will extend two feet above the surface.

Three additional major contracts will be awarded to complete monitoring and operation facilities. These include installation of a well pump station, installation of a shallow monitoring system and the construction of a lagoon.

Researchers will use the shallow wells to check for any possible immediate impact of the sludge application. They will monitor the deeper wells to

the groundwater. The lagoon will store the sludge.

Sasser emphasized that research shows that development of any health hazards is not likely. He explained that the fertilization process is designed so that contaminants have a minimal downward movement and should not affect groundwater.

"We are being very cautious and will be alert to any environmental changes, though we certainly don't anticipate any problems," he said.

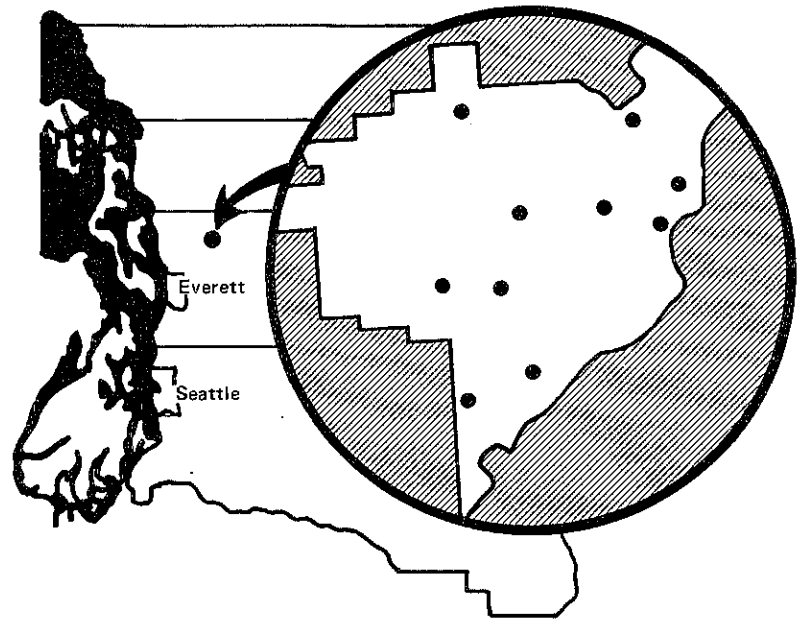
Sasser estimates that the first sludge application will take place in late fall of 1983, provided necessary approval and permits are obtained. Sludge application will cover a total of 340 acres by 1986.

"We're doing this project in stages to allow time for the public regulatory agencies and a local citizen's advisory committee to review results and grant continued approval," Sasser said.

Previously, Metro has applied sludge to trees in research plots at Pack Forest near Mount Rainier with substantial improvements in timber yields.

Metro has been researching safe and cost-effective methods of recycling this nutrient-rich wastewater by-product for almost 10 years.

The Pilchuck project is the first large-scale demonstration of sludge use for forest fertilization. The results will determine the feasibility of using sludge more extensively in forests throughout Washington.



Test wells are being installed at the Pilchuck sludge demonstration project so that researchers can check to make sure sludge is not affecting groundwater.

Activities committee goes into business

"We no longer have to beg, borrow or plead for funds," said Lonnie Sewell, president of Metro's Recreational Activities Association.

Because the association has incorporated and received nonprofit status, it can now receive commissions from the more than 70 vending machines on Metro facilities. The vending service nets around \$20,000 a year.

"With a more dependable funding source, we can plan better activities at less cost to the employees," Sewell said.

Before incorporation, the association was financed on participant funding, negotiated group discounts and fund-raisers.

Planning quality events was difficult, said Sewell, since the association wasn't sure how much money would be available.

Kathy Anderson, staff assistant for purchasing, helped file for incorporation, which involved establishing

official functioning regulations.

"Don Campbell, purchasing supervisor, felt that since employees were putting money into the vending machines, the revenue should somehow be channeled back to them," Anderson said.

Instead, the money was going into a general fund. Incorporation and nonprofit status were necessary steps before the association could receive the money.

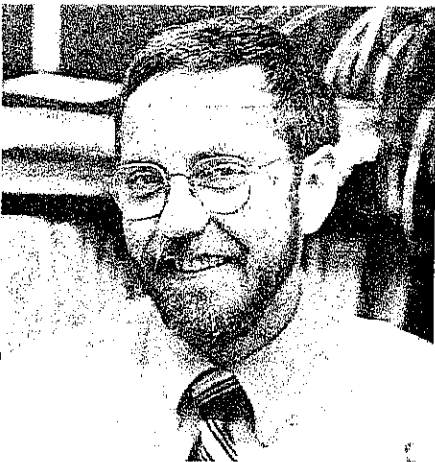
The association has a 13-member board that meets monthly. It holds a general assembly for all employees annually.

Each major work area has a representative. Sewell suggested that interested employees contact him at Ext. 6858, treasurer Bill Nitz at Ext. 6809 or Kathy Anderson at Ext. 6755 for a list of representatives.

"We want to know what types of activities employees are interested in," Sewell said.

MetroSpeak

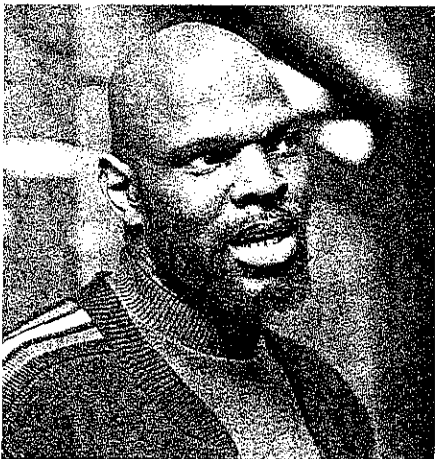
Is it important to maintain fish in our interurban waterways?



Tom Hubbard, water quality planner. Sure, it is an existing use. People fish from the West Seattle Bridge and the Green River a lot. But there are definite problems. Bottom fish show up with liver tumors and fin rot. We don't know why, but it is indicative of the environmental condition of the water. I don't think we should just write these fish off. A lot of people may just be interested in salmon, but if bottom fish are sick it could possibly threaten salmon.



Beverly Anderson, mechanic, Central Base. Fish add a friendliness and character to the water. Fish are natural to the water, and it would seem strange if they weren't there. I'm sure most people think fishing is important, but I think fish must be needed to balance nature. The absence of fish could mean more money spent trying to balance out the natural environment.



Alfred Taylor, transit operator, Central Base. Yes, because life is for everyone. I believe in preserving life and that no one has the right to stop life for any reason. The water should also be kept clean because someday we might need to use that water for drinking when they find ways to purify it.



Bob Brenner, bio-analyst, water quality. I see the maintenance of fish as hope for the future. It is an example of industrialism coexisting with nature and proves that technological progress and nature are not mutually destructive. Before, development meant that forests or topsoil died. Now, it doesn't have to be an "us or them" relationship.

Dynamometer to help mechanics

Employees at Unit Repair will soon plug in a new machine that will improve workmanship and cut down on wasted labor.

A transmission dynamometer, purchased from the Hicklin GM Power Company for \$47,000, is expected to arrive in about four months.

Pat Sullivan, Unit Repair supervisor, explained that the dynamometer can diagnose what ails a transmission before a mechanic takes it apart.

"The dynamometer provides very specific information," Sullivan said. "It will show, for example, whether the first clutch is bad or a seal is leaking."

Metro mechanics worked on an average of 23 transmissions per month in 1981, each requiring eight hours just to install and remove.

About 25 percent of last year's repaired transmissions were found to need further repairs after they had been reinstalled.

"It's difficult for the naked eye to determine if a part is bad," Sullivan said.

A quick check with the dynamometer will let the mechanic know if the job is complete before all the trouble of reinstallation. Based on last year's figures, the dynamometer

could have saved approximately 50 hours per month of installation.

Sullivan said that the dynamometer will ensure that only good transmissions are sent to the bases and will increase coach availability by about 550 hours each year.

Sullivan also noted that with the time and labor saved, the dynamometer will have paid for itself within about four years.

Former Metro mechanic dies

David G. Angell, who retired from Metro in February 1975 after 29½ years as a mechanic, died April 29.

His son David T., machinist at North Base, reported that his 70-year-old father died of an apparent heart attack.

He is survived by his wife, Edith; his two daughters, Bobbie Bishop of San Jose and Linda North of Reno; and his son David.

Angell began work as a mechanic's assistant in 1945. He made mechanic in 1958 and worked mainly out of North Base.

Retirements

Fredrick E. Jorgensen	Senior wastewater operator	7/1/82	20 years
Jack Clair Hulslander	Transit operator	6/4/82	14 years
Charles E. Pace	Painter	7/1/82	14 years