ANNUAL REPORT

1940

SEATTLE TRANSIT SYSTEM

ANNUAL REPORT

YEAR ENDING DECEMBER 31, 1940

TRANSPORTATION COMMISSION

DONALD H. YATES, *Chairman*

EVRO M. BECKET

WILLIAM F. PADDOCK

LLOYD P. GRABER, *Secretary*

SEATTLE TRANSIT SYSTEM

M. D. MILLS, *General Manager*

INDEX

EXHIBITS

THE CITY OF SEATTLE, WASHINGTON

DEPARTMENT OF FINANCE

OFFICE OF THE COMPTROLLER

March 1, 1941.

As required by and provided in Ordinance No. 39034, I have examined the financial statements prepared for publication by the Seattle Transit System in its Annual Report for the fiscal year ending December 31, 1940, and certify that they are in accord and agreement with the accounts of record in this office.

W. C. THOMAS, *Comptroller.*

THE TRANSPORTATION COMMISSION OF THE CITY OF SEATTLE
300 COUNTY-CITY BUILDING
SEATTLE, WASHINGTON

DONALD H. YATES
CHAIRMAN
EVRO M. BECKET
COMMISSIONER
WILLIAM F. PADDOCK
COMMISSIONER

LLOYD P. GRABER
SECRETARY

March 1, 1941

HONORABLE MAYOR AND CITY COUNCIL
CITY OF SEATTLE

Gentlemen and Madam:

We submit herewith the Annual Report of the Seattle Transit System for the year 1940. There have been many trying problems during this year of rehabilitation and construction of the new System but these problems have been made very much easier by the splendid cooperation extended to us by the Mayor and members of the Council, for which we take advantage of this opportunity to make grateful acknowledgment.

Yours very truly,

Donald H. Yates

Chairman.

SEATTLE TRANSIT SYSTEM
ANNUAL REPORT

YEAR ENDING DECEMBER 31, 1940

March 1, 1941.

TO THE TRANSPORTATION COMMISSION OF THE CITY OF SEATTLE:

Gentlemen:

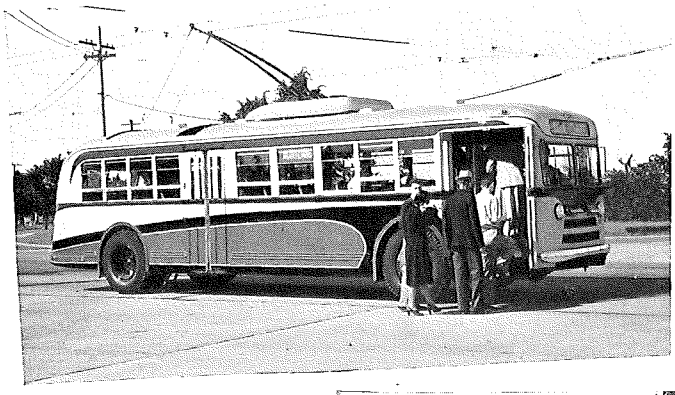
Rehabilitation of Transit System The year 1940 will long be remembered both by the citizens of Seattle and, more particularly, by the personnel of the Transit System as a year of almost complete changeover from rail to rubber, a year which began with a system consisting of 35 street railway lines and 24 bus lines and which witnessed the successive changeover to trolley or motor coach of all but five of the railway lines, together with a modernization and extension of the previously existing motor coach lines. This changeover necessitated a vast amount of planning and engineering work and the training of more than 962 operators to drive new equipment. In addition it was necessary to remove more than 198 wire miles of street railway overhead and to erect more than 402 wire miles of overhead and feeder system for the new trolley coach lines. All of this work was carried on concurrently with furnishing the transportation necessary to carry a daily average of more than 255,000 passengers, and constitutes an accomplishment without parallel in any American city in so short a space of time.

General Problem The problem confronting the newly formed Seattle Transportation Commission was one without precedent in the annals of urban transit. A loan of $10,200,000 had been negotiated and secured from the Reconstruction Finance Corporation for retirement of outstanding indebtedness and for purchase of new equipment and facilities for the rehabilitation of the Municipal Street Railway System under a general plan prepared by The Beeler Organization, Transit Engineers of New York. The development and early completion of this general plan became the primary objective of the Commission, Evro M. Becket, Donald H. Yates and William F. Paddock, all Seattle business men appointed on the Commission by Mayor Arthur B. Langlie in August of 1939.

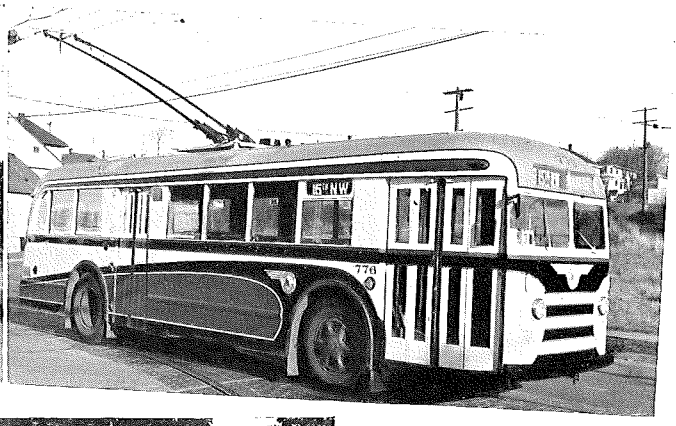
Purchase of Rolling Stock The problem of selection and purchase of the trolley and motor coach equipment for the new system required the best part of the months of October and November of 1939. The unusually heavy grades encountered in Seattle necessitated special performance stated in minimum specifications accompanying the call for bids. Many new features, such as dynamic brakes on trolley

coaches and hydraulic drive on motor coaches, as well as diesel engines versus gasoline engines, had to be taken into consideration. As a result of exhaustive examination of many makes of vehicles, considering the factors of power and cost, the following equipment was purchased for delivery in 1940:

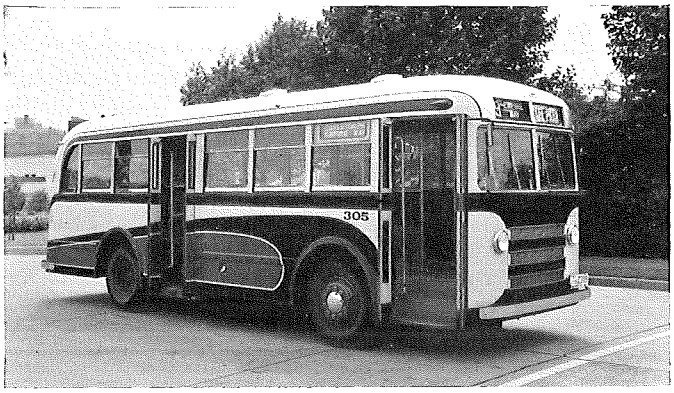
135 40-passenger Twin Trolley Coaches with Westinghouse Series Motor.
100 40-passenger Brill-PCF Trolley Coaches with General Electric Compound Motor.
25 40-passenger General Motors diesel hydraulic coaches.
13 40-passenger General Motors gas hydraulic coaches.
34 30-passenger Twin gas mechanical coaches.
25 30-passenger Kenworth-PCF gas mechanical coaches.
5 30-passenger Kenworth gas fluid drive coaches.



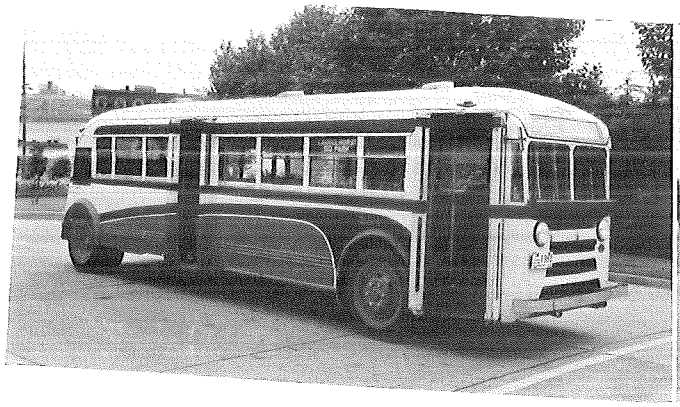
Twin 41-passenger Trolley Coach



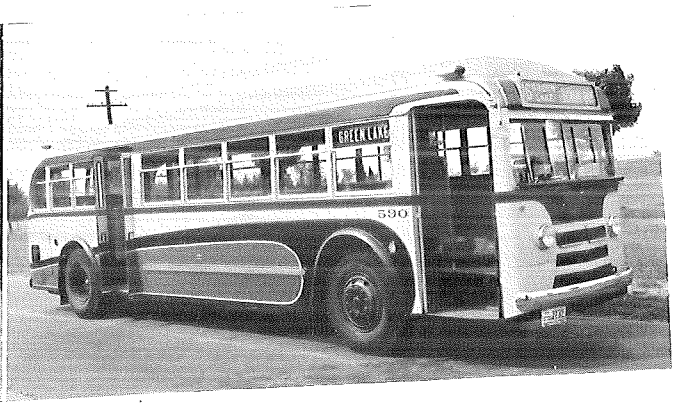
Pacific Car-Brill 40-passenger Trolley Coach



Kenworth-Pacific Car 30-passenger Motor Coach



Twin 30-passenger Motor Coach



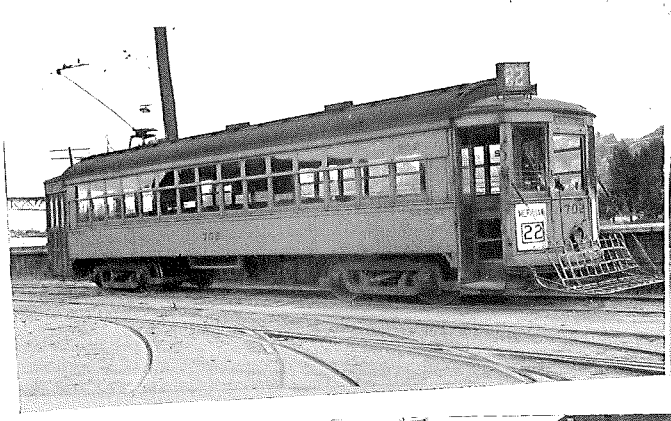
General Motors 40-passenger Motor Coach

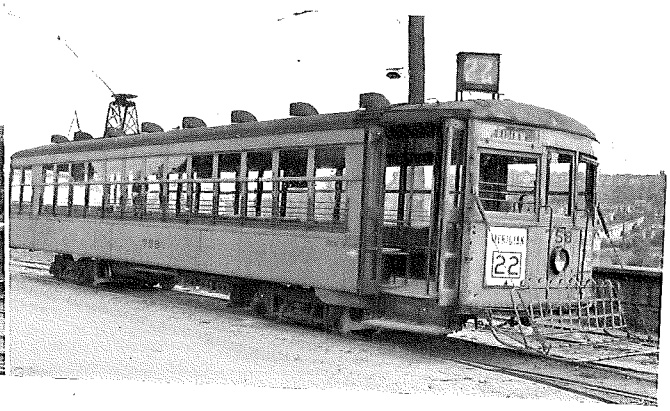
In addition to the foregoing equipment the Transit System had in its possession the following modern motor coaches:

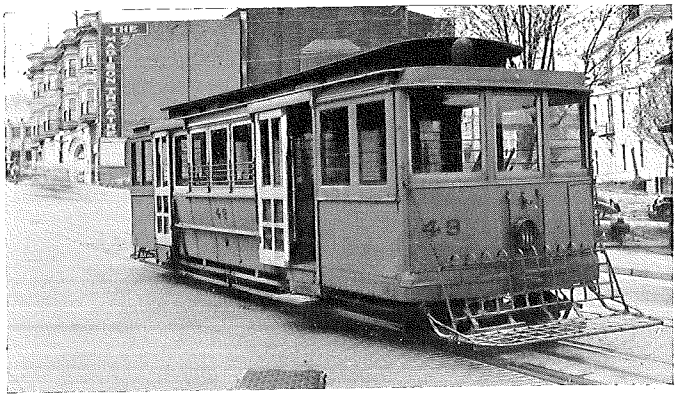
10 40-passenger Kenworth gas mechanical coaches.
8 40-passenger Twin gas mechanical coaches.
29 30-passenger Twin gas mechanical coaches.
30 25-passenger Ford gas mechanical coaches.

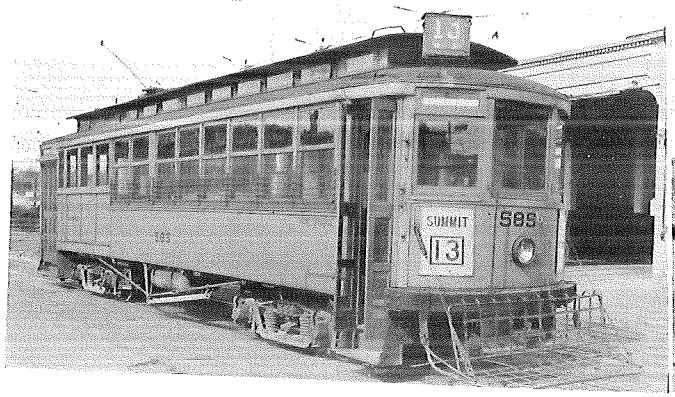
The above equipment, together with some 46 old automotive type buses, provided a grand total of 460 trolley and motor coaches at the close of 1940. The service formerly operated by the Seattle Municipal Street Railway in 1939 required 277 street cars and 123 buses.

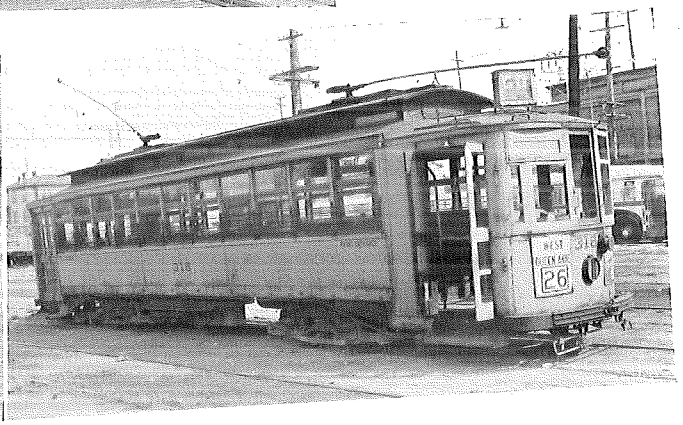
TYPE OF ROLLING STOCK REPLACED BY MODERN EQUIPMENT











Trolley Coach Overhead Construction The engineering report prepared by the Beeler Organization contained a brief reference to the necessity of construction of an entirely new trolley coach overhead system at an estimated cost of $10,000 per mile for 100 street miles, or $1,000,000. This new construction was necessitated first by the fact that the old street car trolley overhead system was quite completely worn out and in addition by the fact that a trolley coach overhead system must be located closer to the curb and with a much greater tension on the trolley wires in order to permit the lateral movement of the coaches to and from the curb. The survey recommended certain routing of these lines but did not attempt a detailed layout from an engineering standpoint, and it was therefore necessary to start from the beginning. A staff of approximately 40 engineers and draftsmen was employed by the Commission for a period of several months, during which over 2,000 detailed layout plans and designs were prepared. The intricate special work at the turnouts and crossings had each to be drawn at large scale before orders for material could be placed and an entirely new pole record, including maps, had to be made, including designation of "common users" among five utility companies operating in the city.

Changeover of Rail Lines The routings proposed in the Beeler Report were generally followed except in certain instances where improvements in both services and economy in construction dictated changes therefrom. The method of construction generally employed was first, the substitution of motor coach operation

for street cars in order to permit the removal of the old trolley overhead without interruption of service; next the new trolley coach overhead system was installed and, when completed, trolley coaches were introduced, thus completing the transition from street car to trolley coach operation without interruption of service and also without expensive and hazardous "overbuilding," except in limited portions of the downtown streets. The changeover from rail to motor and then to trolley coach necessitated many temporary shifts in routing during the construction period but the method employed represented the least possible disturbance to regular passengers and enabled the entire shift to be carried out without undue dislocation of existing travel habits. It proved necessary to engage in this construction work by time and material rather than by contract because of the many complications arising from the necessity of continuity of service and freedom of direction of priorities. Costs were held in line by careful planning of each step. While there remains some mileage in process of construction at the close of the year, indications are that the total cost will be kept within the estimate.

Feeder System The Beeler Report made no provision for the erection of a feeder system to deliver power from substations to the trolley overhead, assuming that such construction of this nature that was required would be erected by City Light. After examination of the methods used to provide feeder lines on other trolley coach installation throughout the country, the Transportation Commission came to the conclusion that the cost of feeders, generally speaking, was a proper capital charge against the Transit System, and initiated a request for an additional loan of $300,000 from the Reconstruction Finance Corporation for this purpose, which was granted in December. This sum, together with savings which had been made in other items of the construction budget, was sufficient for the total cost of the new feeder system, both aerial and underground, in the amount of approximately $365,000.

Sub-Stations In order to adequately serve the Transit System it was necessary for the Lighting Department to install additional substation facilities. That department awarded contracts to the Allis-Chalmers Manufacturing Corporation for the furnishing of rectifying units to be installed at the following locations, at a cost of approximately $142,500:

North Substation
New University Substation
Madison Street Substation
South Substation
Roxbury Substation

Under the terms of the contract deliveries of the above rectifier units were to begin August 1, 1940, to be delivered one unit each month thereafter. The placing of war orders with the contractor by the Federal Government as a part of the defense program necessitated a postponement in the delivery dates, thereby delaying to some extent the completion of the rehabilitation program. Much credit is due the Superintendent of City Light for his cooperation and efforts to assist in solving the power problem.

EAST MADISON (OLD TRACKS)

EAST MADISON (PAVED)

15TH AVENUE WEST (OPEN TRACK)

15TH AVENUE WEST (PAVED)

Street Paving The R. F. C. loan for rehabilitation made no provision for repairing of car line streets, many of which were in bad shape and a source of undue operating hazard for rubber-tired vehicles. The City Engineer, with the approval of the Board of Public Works, wisely decided to utilize current paving appropriations to rebuild certain of the heavier traveled through routes. With close cooperation between the Transportation Commission and the City Engineer, the construction program of both departments was integrated to proceed simultaneously on a number of projects, the result being that 12.5 miles of newly paved street from which tracks had been removed were made available for the use of the Transit System on such important streets as Madison, Elliott, Eastlake, University Way, 15th Avenue West and N.W., 23rd Avenue North, Boylston Avenue North and 15th Avenue North. Some 5,300 tons of steel rail were salvaged by the Commission and disposed of as a result of this cooperative program. In certain other instances the City Engineer filled in track centers with gravel and black top at low cost to the Transit System where funds for permanent paving were not available, and where the street was in too dangerous a condition to be carried over into 1941.

Delivery of New Equipment The rate of delivery of the new motor and trolley equipment ordered in November largely controlled the speed of the changeover, though this was also influenced by delivery of essential overhead special work and of the substation facilities ordered by City Light. Delivery of motor and trolley equipment was as follows:

	MOTOR COACHES			TROLLEY COACHES			Cumulative
Month	Twin 30-psgr.	Kenworth 30-psgr.	G. M. 40-psgr.	Twin 40-psgr.	PCF 40-psgr.	Total	
January	34*		1			35	35
February			20	1		21	56
March		6	17	7		30	86
April		12		34		46	132
May		12		23		35	167
June				15		15	182
July				27		27	209
August				9	10	19	228
September				15	33	48	276
October				4	25	29	305
November					23	23	328
December					9	9	337
TOTAL	34*	30	38	135	100	337	337

* Delivery completed prior to January 1.

New Trolley Routes The dates of changeover from rail to motor coach and from motor to trolley coach are given in the following table:

Route		Coaches Required	Date of Change to Motor Coach	Date of Change to Trolley Coach	Remarks
11	Madison	11	Jan. 14	Apr. 30	
4	Montlake	6	Feb. 4	May 2	
2	Madrona	8	Feb. 11	May 3	
12	East Cherry	5	Feb. 11	May 12	
12	26th Avenue South	5	Feb. 11	May 19	
13	19th Avenue	7	Feb. 11	Apr. 28	
15	15th Avenue N.W.	13	Feb. 18	June 30	
	First Hill	6	Apr. 14		
7	15th Avenue N.E.	47	June 9	Aug. 11	Through service.
7	East 65th			Aug. 11	
7	Rainier Avenue			Aug. 11	
8	Ravenna	10	June 9		No power available.
18	Ballard	13	June 9	June 30	
13	Mt. Baker	8	July 7	July 28	Combined with 19th.
3	Jefferson Park	8	July 14	July 28	
3	North Queen Anne	6	Aug. 11	Sept. 8	Combined with Jefferson Park.
4	East Queen Anne	6	Aug. 11	Sept. 8	Combined with Montlake.
2	West Queen Anne	7	Aug. 11	Sept. 1	Combined with Madrona.
1	Kinnear	7	Aug. 11	Dec. 18	
10	Capitol Hill	10	Aug. 18	Dec. 8	
14	Summit	8	Sept. 8	Sept. 29	
9	Broadway	18	Sept. 8	Oct. 13	
8	Admiral Way	15	Nov. 9	Nov. 10	
18	Fauntleroy	15	Nov. 16	Nov. 17	Combined with Ballard.

Modernization of Motor Coach Routes Concurrent with the establishment of trolley coach routes, new motor coach equipment was gradually made available to complete the permanent motor coach lines in the following order:

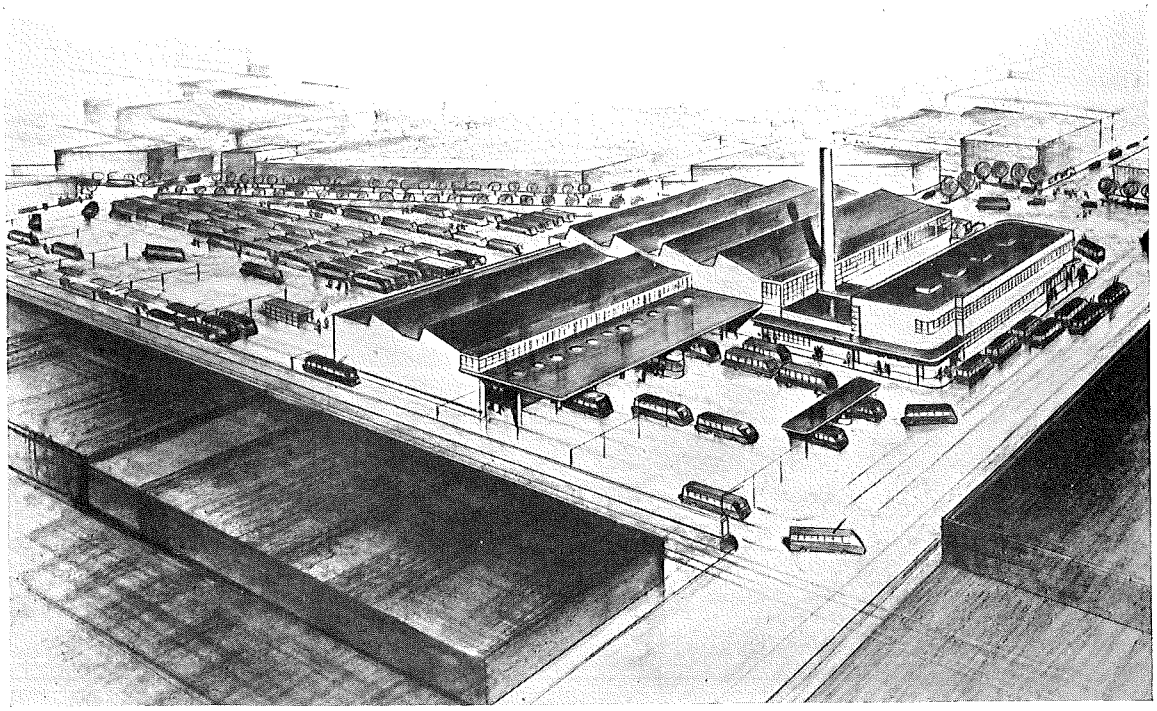
DATE		ROUTE
January	7	19—Carleton-Empire
		20—Lawton Way-White Center
		21—28th West-Highland Park
		22—Roosevelt
February	19	31—23rd Avenue Shuttle
May	5	23—East 45th-Laurelhurst
		25—Boyer
		27—Yesler
June	16	30—University-West 80th
July	22	33—Sand Point
July	28	26—Beacon-15th South
September	16	34—Harbor Island
October	6	29—California Shuttle
November	10	37—Alki
December	18	17—Sunset
		24—Seward Park

Establishment of New Routes The Beeler Report recommended exact routes for the new service. However, without exception, the actual establishment of the new routes has required continual conferences between the Transportation Commission and Management and local groups of interested business men and residents seeking changes, particularly at the outer ends of lines, usually to benefit one faction or another. Each of these groups were listened to and in certain cases, where the changes recommended appeared to be actual improvements, these changes were incorporated in the new system. Seattle, occupying an area capable of supporting double its population, presents a series of problems in furnishing reasonably adequate service to the residents of many of the outlaying districts, and every attempt has been made by the Commission to reach all districts, though in many cases the sparsity of population prevented a routing which would meet the requirements of all the residents in the districts concerned.

Far Side Stop Zones It early became apparent that the passage through the narrow downtown streets of numerous trolley and motor coaches stopping at the near side of intersections resulted in badly jamming the traffic flow through these streets. Experience soon demonstrated that "near side loading" during rush hours resulted in blocking both the curb lane and middle lane as well, leaving but one lane for moving traffic. Experiments with far side stops made, with the cooperation of the City Traffic Engineer, soon proved that there was less encroachment by standing coaches in the middle traffic lanes and by March 24th this system of stops was ordered into general use throughout the city. Under the far side system the coaches were able to "flatten out" in crossing the intersection, thus placing the center exit door alongside the curb. In order to keep automobiles from parking in the stop zones it became necessary to paint the required length of curb throughout the city and to erect warning signs.

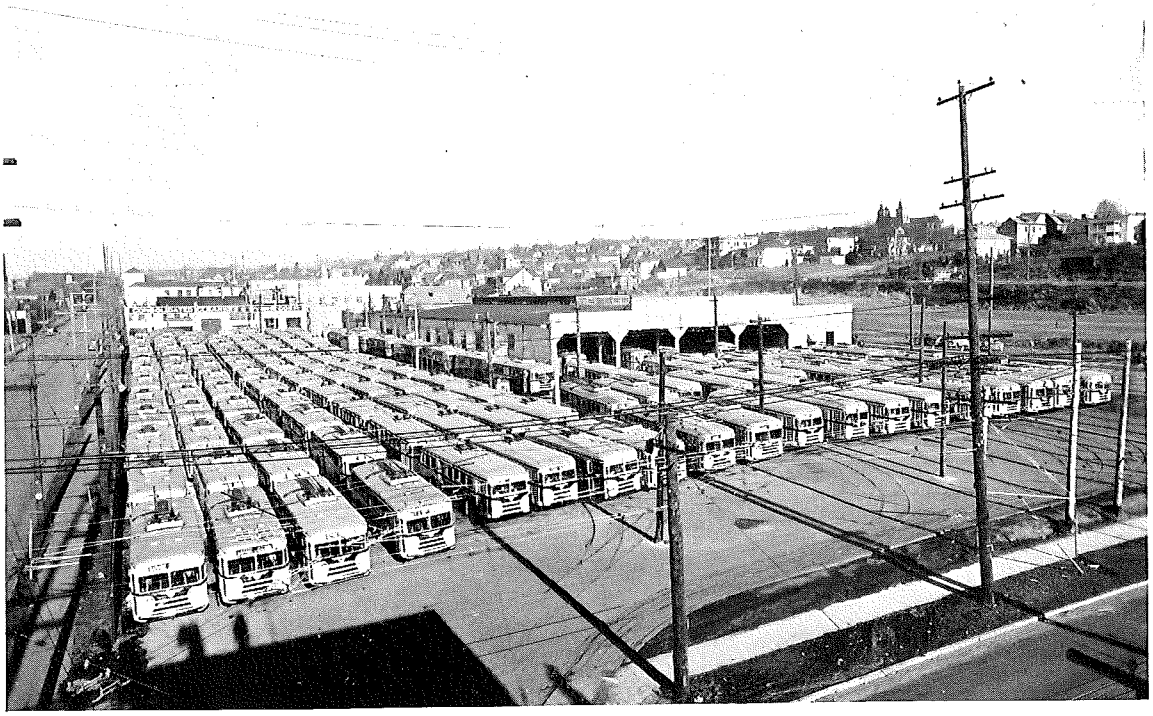
Original Car Barns The Transit System began the changeover in January with six car barns, two of which also housed buses, one bus garage and a central repair shop at Georgetown. Of these installations the North Seattle Barn which housed 100 cars and 65 buses was a two-level setup which did not lend itself well to reconstruction into a combination trolley and motor coach garage. Costly filling would have been required and, as the property occupied two whole blocks with an unused street in between, any subsequent opening of that street for regular traffic would have destroyed the value of the plant for garage purposes. The Jefferson Yard, located one mile from the center of the city, was well located for trolley coach equipment, serving the First Hill District, though the building was so old as to need replacement. Fremont Barn was well located, north of the Canal, and could have been rebuilt to accommodate a fleet of 80 units. The others barns, Madison, James and Yesler, were cable barns and were unusable. The Massachusetts Garage was not large enough for development. The Georgetown Shops, built in 1906, while efficiently laid out for street car repair, would, of necessity, have to be entirely rebuilt to efficiently serve a fleet of 460 rubber-tired units. The locality of Georgetown, five miles south of the center of the city, entailed too much "dead" mileage.

New Plants Required Confronted with the necessity of providing *efficient* facilities for the maintenance of the new rolling stock, the Transportation Commission, after much study, purchased a tract of land approximately one-half mile south of Jackson Street, on Airport Way and developed plans for a combined central shop, service garage and office building with a yard capable of storing 300 trolley and motor coaches. It was further decided to rebuild either the Jefferson or Fremont Barns to accommodate 150 coaches, and to dispose of such remaining properties as were not needed for other purposes. Considerable time was required to acquire the site by both condemnation and negotiated purchase, after which detailed plans for service, maintenance and storage facilities had to be developed. Thus it was not until October that construction could be started and it is contemplated that the System will occupy this plant in the late summer of 1941.



NEW ATLANTIC TERMINAL

Temporary Maintenance Facilities As a temporary means of serving and maintaining the new motor coach equipment, an additional garage was rented at Plummer and Airport Way and maintenance contracts were entered into with the three manufacturing companies which had furnished the motor coach equipment, covering the servicing and repair of this equipment until it could be taken over by the Transit System. The Jefferson Car Barn was progressively freed of street cars as additional car lines were abandoned and gradually expanded to accommodate 235 trolley coaches in a space intended for 150. This necessitated overflowing onto adjacent streets and so crowded the yard as to make the servicing of the equipment extremely difficult and expensive. However, it enabled the replacement program to be



JEFFERSON TERMINAL

carried through. The regular maintenance force, under direction of E. J. Cahill, Superintendent of Equipment, has maintained an excellent record in keeping the fleet operating under unusually difficult circumstances.

Operation of the System During the Changeover

Between January 7th, when the first motor coach line was inaugurated, and December 18th, when the Kinnear line was changed to trolley coach, some 473 schedule changes were required, each involving separate schedules for weekday, Saturdays and Sundays. The Schedule Department under direction of W. A. Burrell, Traffic Director, turned out more than 1,720 separate schedules, many of which were extremely involved, necessitating a vast amount of work. Each of these changes entailed reassignment of men to runs and, in many instances, shifts of men from barn to barn. This shifting of personnel to meet the changing conditions required elimination of "barn seniority" in favor of "system seniority" and decreased the effectiveness of supervision and operation as station masters and inspectors were dealing with a shifting personnel and the men, being new to the routes, which they had chosen, were unable to maintain proper continuity of schedules, resulting in continued complaints regarding irregularity. This condition gradually improved, with complaints rapidly diminishing after a few weeks of operation of each new line. The supervisory staff underwent some shifts and reassignment including a more flexible organization for street control and the entire operating department developed a reasonably satisfactory state of efficiency as supervisors and operators alike became more familiar with their new duties.

Accident Prevention Under the direction of C. L. Hammons, Safety Supervisor, greatly improved records were developed covering the different types of accident and a program of education in safety work was inaugurated with the System personnel to reduce accidents in each class. The Safety Division also instituted engineering studies covering the points at which accidents occurred and considerable new construction was installed to eliminate dangerous hazards. The accident summary for 1940 is as follows:

	1940		1939	
	Number	Miles Between Accidents	Number	Miles Between Accidents
Street Cars	1,610	3,572	2,897	3,474
Motor Coaches	1,609	5,303	880	7,069
Trolley Coaches (9 months)	822	3,744	0	0
System	4,041	4,296	3,777	4,312
Average per Day	11.0		10.3	

TYPES OF ACCIDENT AND SERVICE YEAR 1940

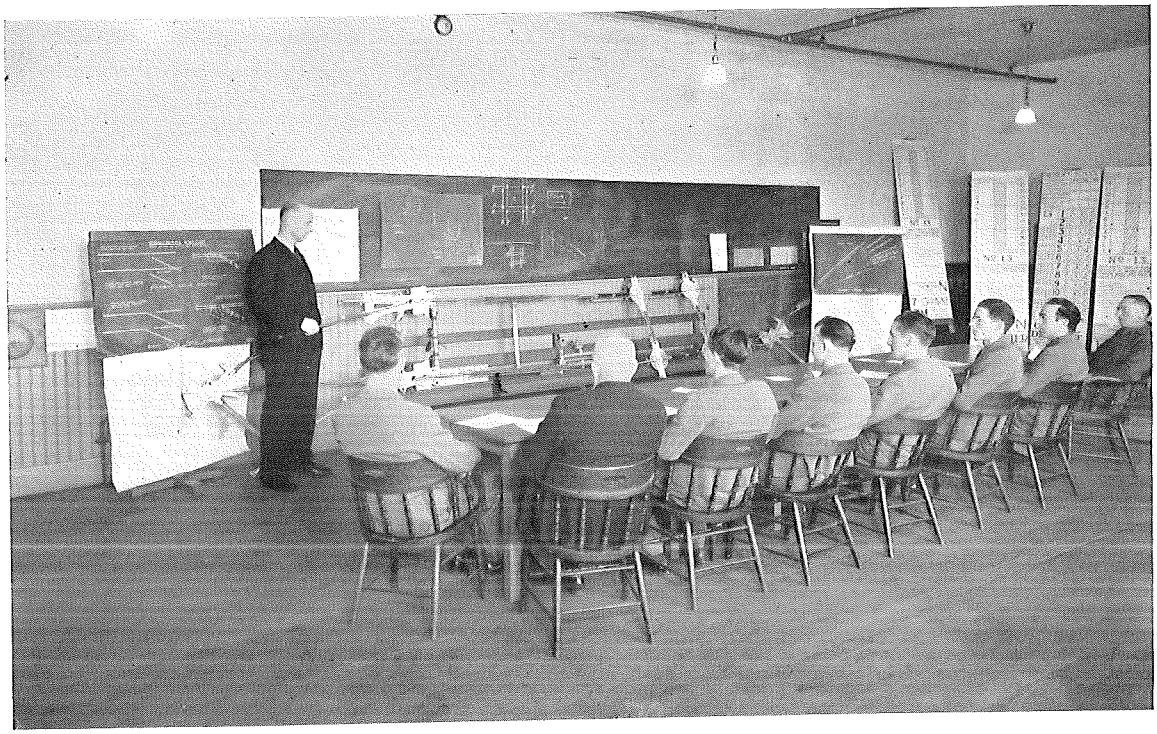
	Street Cars	Motor Coaches	Trolley Coaches	System
Collisions	1,120	985	498	2,603
Miles Between Accidents	5,136	8,663	6,179	6,670
Pedestrians Struck	28	39	14	81
Miles Between Accidents	205,442	218,815	219,826	214,367
On Board	262	438	232	932
Miles Between Accidents	21,951	19,483	13,265	18,630
Miscellaneous	200	147	78	425
Miles Between Accidents	28,761	58,053	39,456	40,855
Totals	1,610	1,609	822	4,041
Miles Between Accidents	3,572	5,303	3,744	4,296

CLAIMS PAID AND AMOUNTS

	1940		1939	
	Number	Amount	Number	Amount
Suits	27	$30,480.96	24	$30,408.27
Claims	564	51,857.15	453	57,321.72
Miscellaneous Expense		9,555.78		7,765.64
	591	$91,893.89	477	$95,495.63
Cost per Mile (Cents)		.53		.58
Per Cent of Gross Revenue		2.00		2.19

Effect of New Equipment When the magnitude of the changeover from street cars to motor coaches and to trolley coaches is considered, with the frequent shifts of men to new equipment and routes required during the year it can be seen that the accident comparison, while slightly unfavorable numerically compared to 1939, is to be expected under the circumstances, and the improvement during the last four months of the year gives promise of material betterment in subsequent years.

Training of Operators The operating personnel, as of January 1st, consisted of 973 street car and motor coach operators. None of the employees possessed any experience with trolley coaches. The average age of the operators was 45 and the number of men over 60 amounted to 115. The first essential therefore was to organize a training school through which the men could be passed successively from rail to motor coach and then to trolley coach, entailing training to operate five different types of equipment. The training methods followed by other large companies were carefully studied and a group of selected instructors was sent to Portland for trolley coach training under direction of the Portland Traction Company. A training school was set up in the old Madison Cable Barn, under the direction of J. C. Davis, Supervisor of Operation, and George Moyer, Chief Instructor. A staff of 12 instructors, all selected from the System's operators, was utilized to provide instruction in both theory and practical operation of equipment. The training course first took men through practical driving of lighter motor coaches and at the same time eliminated those rail operators who, for physical or other reasons, could not qualify to drive motor coaches. The second step took men through the heavy duty equipment including the diesel



SCHOOL OF INSTRUCTION

hydraulic drive, while the third step devoted three one-hour periods to the theory of trolley coach operation followed by practical schooling on trolley coaches operating over a "training loop." Two hundred thirty-one men have passed through the motor schools and 731 men through the trolley schools during 1940, the average time spent by each student being 80 hours for motor and 21 hours for trolley instruction. The schooling also included instruction in courtesy, in the use of electric fare boxes and finally, near the close of the year, in the use of a new transfer system. The cost of training motor coach operators has been $11,324.78 and of trolley coach operators $14,990.09, exclusive of the cost of operating training coaches. The personnel of the Transit System have accepted the changeover from rail to rubber with a most splendid spirit and the cooperation received from employees in the department has contributed materially to the ease with which the changeover has been accomplished.

Personnel A Personnel Division was inaugurated early in 1940 under direction of J. W. Terry, Personnel Officer, for the purpose of developing better employee relations. This Division has maintained close contact with the Unions concerned and has attempted to protect the interests of individuals who were affected by the changeover to the greatest extent possible. A total of 125 street car operators were unable to qualify to drive new equipment. Some of these men were retired and some carried through the year in other work, while preference was given these men in the operation of the last remaining car lines. Virtually all of the overhead maintenance force and a considerable part of the track force were shifted to the temporary construction division during the year, working on erection of the new overhead or on salvage of the old lines. A new policy enunciated by the Civil Service Commission on December 17, 1940, by which all City employees were to be retired at 65 served to eliminate 77 men at the beginning of 1941.

"Transit Talk" An employees' magazine, edited and staffed by employees of the Transit System, was inaugurated in October 1940, and it has been operated as a monthly publication since that time. This magazine has had for its purpose the dissemination of news and personal items among all of the Seattle Transit employees and represents the viewpoint of the employees.

Fare Structure The fare structure in effect on the System at the beginning of 1940 included adult fares of ten cents cash or three tokens for a quarter, school fares of three cents cash or ten tokens for a quarter, children's vacation fares of two cents, and a transfer system good in any direction for one hour limit on weekdays and four-hour limit on Sundays. The system of fare collection made impossible any accurate record of transfer passengers carried, resulting in revenue statistics which were next to useless. In May 1940 new electric fare boxes were installed on the permanent trolley and motor coach lines and as the number of such boxes increased the record of passengers approached greater accuracy. It was early recognized by the Commission that the system of transfers was not only inequitable as between passengers

but subject to many abuses costly to the System, and that an entire revision of the transfer system was necessary. Before engaging in any changes in the transfer privileges it was first advisable to thoroughly study the system in use by operations in other cities, as well as conditions peculiar to Seattle. It was also recognized that during the transition period entailing so many changes and so much inconvenience to the public, the transfer system changes should be delayed until many of the benefits of the rehabilitation were had.

Changes in Fare Structure The first change in the fare structure occurred on May 19th, when the four-hour Sunday transfer privilege was revoked and the weekday one-hour privilege substituted therefor. The result of this change was to lift the Sunday revenue by an average of $1,169.45 for each of the ten Sundays subsequent to this change compared with the ten Sundays previous to the change. The second change on June 19th eliminated the three cent school fare and required the purchase of two and a half cent school tokens at designated stores throughout the city. The purpose of this change was to eliminate pennies which could not be handled in the new fare boxes. This was followed, at the beginning of the summer vacation, by elimination of the two cent vacation fare for the same reason; the two and a half cent token being substituted therefor. Finally, on November 1st, the Commission ordered that the transfer "good in any direction" be eliminated and that a transfer good to continue a ride in the same or diverging direction be substituted therefor, this change to be effective on January 1, 1941. This entailed the development and printing of a complete system of 70 different transfers and of the schooling of more than 1,017 operators and other personnel in their use, all within a period of two months.

Passenger Information Service Keeping the public informed of the almost continuing changes in routes and schedules and of the four changes in fare structure proved difficult of accomplishment, though great effort was made in this direction. Through the medium of the metropolitan and community papers the changes of routes and, in many instances, of schedules, were published a week or more in advance. This was supplemented by notices posted in the coaches and along the principal downtown streets and by inspectors and loaders on the streets. An information booth under the direction of C. A. Chambers was maintained at the general offices of the System, supplemented by similar booths in two of the principal department stores where maps and schedules were given out to approximately 700 persons per week while an average of 1,000 telephone information calls were answered daily by the information service and through the dispatchers' office.

Transit Advertising Prior to July 1940 the Seattle Transit System was under contract with Pacific Railways Advertising Company, a Barron Collier organization, for the use of the inside and outside car advertising racks on a rental basis of $2,307.88 per month, the contract being dated July 9, 1928. This advertising company held contracts with virtually all other transit systems on the Coast. The Transportation Commission on assuming control of the System found that Pacific

Railways Advertising Company was in arrears to the extent of $20,820.78. Representatives of the advertising company negotiated a new improved agreement with the Commission on May 1st for a lower rental but the advertising company failed to keep this agreement and in August the contract was cancelled by the Commission. Shortly after this, Pacific Railways Advertising Company was placed in receivership. After conferences between the Commission and officers of the Tacoma Transit Company, the Portland Transit Company, and Spokane United Railways, concerning the mutual problems in advertising, these four Systems joined in a cooperative effort to merchandise interior advertising space to Eastern advertisers, with each System directing its own local solicitation and servicing of accounts. This plan was placed in effect in October and has resulted in a small profit over expense for the last quarter of the year.

Increased Operating Revenue That the rehabilitated Transit System has been well received by Seattle residents is attested by constantly rising revenues which increased from 2.3 per cent gain in March to 9.6 per cent gain in December, an average of 5.6 per cent for the year. This gain is closely shown in the accompanying graphs and in the statement of operating mileage, revenue and expense prepared under the direction of N. D. Whipple, Chief Accountant. This increase in revenue, together with the necessity of much parallel service during the change from rail to rubber, necessitated an increase in operating mileage of slightly more than 1,000,000 miles or 6.8 per cent.

Passengers Carried There is presented herewith the record of passengers carried by the Transit System in 1940 and in 1939, separated into the several fare classifications:

Class of Fare	1940 Passengers	1940 Per Cent	1939 Passengers	1939 Per Cent	% Gain Over 1939
Adult Cash—10c	5,140,554	6.52	5,991,456	8.52	***14.2***
Adult Token—8⅓c	47,492,228	60.21	44,073,651	62.64	7.8
School Cash—3c	111,316	.14	75,258	.10	47.9
School Token—2½c	4,085,149	5.18	2,050,489	2.92	99.2
Sand Point—5c	14,438	.02	-------	-------	-------
Total Pay Passengers	56,843,685	72.07	52,190,854	74.18	8.9
Dead Heads	734,916	.93	631,583	.90	16.4
Transfer Passengers	21,296,418	27.00	17,532,709	24.92	21.5
Total Passengers	78,875,020	100.00	70,355,146	100.00	12.1
Passenger Revenue	$4,603,559		$4,330,204		
Revenue per Pay Passenger	.081		.083		
Revenue per Total Passenger	.058		.062		
Total Passengers per Mile	4.575		4.300		

The above record is far from representing a correct statement for 1939 and is only approximately correct for 1940, as it was not until April of 1940 that modern electric fare boxes were installed on the new coach equipment capable of automatically segregating the three classes of cash and token fares and providing a means of recording the actual transfer and pass passengers carried. Under the old system in 1939 five of the two cent children's fares were recorded in the old fare boxes as one adult cash fare. This accounts for the apparent decrease in adult cash fares in 1940 and for the tremendous increase in school token fares. The salient fact which can be emphasized concerning the fare structure as a result of the more accurate record for 1940 is that the average fare is less than six cents, this being unusually low for cities the size of Seattle.

Decreased Expense In spite of the very considerable increase in service the total operating cost for the System was over $80,000 less than for the preceding year, this largely due to the substitution of less expensive mileage, both trolley and motor coach, for the more expensive street car. As a result the operating balance for 1940, after all operating expenses, interest before depreciation, amounted to $767,-915.68 as compared to $453,628.91 for 1939.

Completion of Rehabilitation At the close of 1940 five street railway lines remained in service, these being South Seattle, Nickerson and Meridian lines, all of which were subsequently changed to motor lines in the early part of January, and the Phinney and Eighth N.W. lines which are set up for changeover on April 13, 1941. One of these lines (Phinney) and the Green Lake motor coach line are being reestablished as trolley coach routes, involving the erection of overhead on the Aurora Bridge, which project will be completed by the end of March, making possible the completion of the rehabilitation plan in early April, except garage facilities.

In general an effort has been made to complete the entire project in as brief a period as is consistent with both economy and quality of construction. It is believed that this rehabilitation program is distinguished from any other similar undertaking in that Seattle is the largest city in the United States to have its entire transportation system transposed in one continuous operation. There remain many refinements to be accomplished but the project itself has thus far been successfully completed within allowances of both time and funds.

Additional Equipment Required The great increase in employment in Seattle during the winter of 1940-1941, brought about by the National Defense industries, has developed a much greater rush hour travel than was contemplated in the Beeler Report. As soon as this increase became evident during the fall of 1940 authority was sought from the Reconstruction Finance Corporation to permit acquisition of additional equipment beyond that required under the original plan. Authorization was secured in January 1941 for the purchase of 16 additional diesel hydraulic motor coaches, delivery of which could be obtained during the latter part of March of 1941. Arrival of this equipment makes possible the completion of the changeover. Numerous turnback loops are in process of being installed on the heavier trolley coach lines to permit the turning back of part of the rush hour service to furnish greater seat capacity in the heavy downtown areas. Additional equipment to that already ordered must be obtained, however, before September 1941 if the System is to prove adequate to handle the rapidly expanding passenger rush hour load which, unfortunately, is concentrated into a very sharp afternoon peak of less than three-quarters of an hour duration.

Respectfully submitted,

General Manager.

March 1, 1941.

EXHIBIT I

SEATTLE TRANSIT SYSTEM

PASSENGERS, REVENUE AND MILEAGE.

REVENUE & EXPENSE PER MILE.

1938-1941

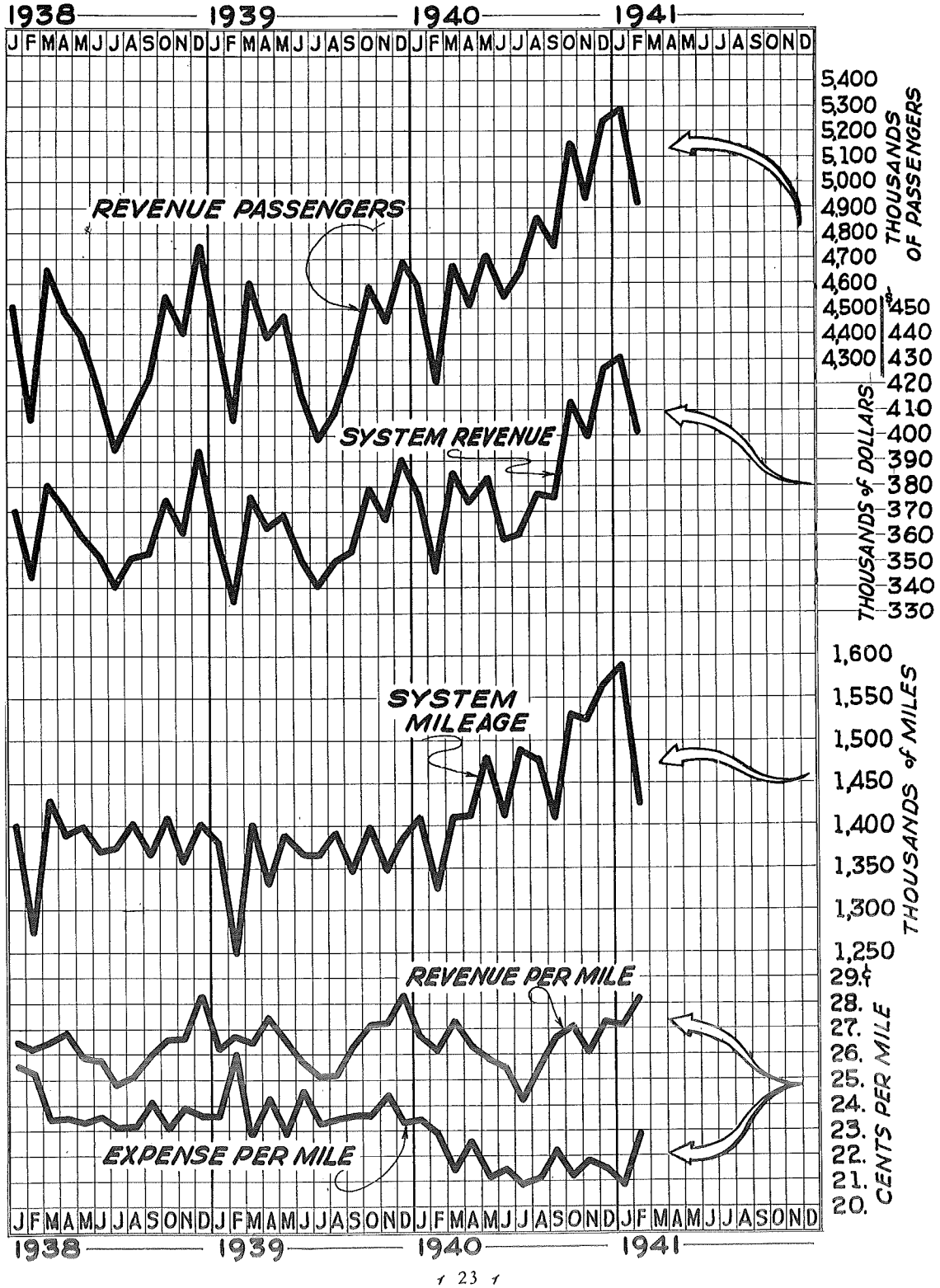


EXHIBIT II

SEATTLE TRANSIT SYSTEM

OPERATING MILEAGE, REVENUE AND EXPENSE for 1940 and 1939

	1940		1939	
	Amount	¢ Per Mile	Amount	¢ Per Mile
SYSTEM REVENUE				
Total Mileage	17,469,017	.....	16,358,696	.....
Passenger Car Revenue	$4,582,944.55	26.25¢	$4,331,962.14	26.48¢
Mail Revenue	21,575.88	.12	19,102.60	.12
Disc. and Adjustments	*961.55*	*.01*	*1,002.71*	*.01*
Total Operating Revenue	$4,603,558.88	26.36¢	$4,350,062.03	26.59¢
Misc. Revenue and Expense	*23,737.32*	*.13*	*3,309.20*	*.02*
TOTAL GROSS REVENUE	$4,579,821.56	26.23¢	$4,346,752.83	26.57¢
STREET RAILWAY EXPENSE				
Street Car Mileage	5,722,693	.....	10,137,620	.....
OPERATING EXPENSE				
Way and Structures	$120,190.08	2.10¢	$310,089.21	3.06¢
Conducting Transportation	704,319.43	12.31	1,456,720.92	14.37
Instruction School	3,665.31	.06	.....	.....
Maintenance of Equipment	121,204.73	2.12	266,544.08	2.63
Housing and Hostling	87,582.05	1.53	133,504.14	1.32
Power	246,647.44	4.31	257,127.60	2.54
Injuries and Damages	52,021.37	.90	71,533.35	.70
Commercial and General	139,353.04	2.44	308,183.12	3.04
Depreciation	.....	.....	293,698.88	2.90
TOTAL STREET CAR OPERATION	$1,474,984.45	25.77¢	$3,097,401.30	30.56¢
MOTOR COACH EXPENSE				
Motor Coach Mileage	8,636,461	.....	6,221,076	.....
OPERATING EXPENSE				
Way and Structures	$ 1,230.45	.01¢	$ 856.73	.01¢
Conducting Transportation	748,893.70	8.67	473,917.71	7.62
Instruction School	11,324.78	.13	.....	.....
Maintenance of Equipment	287,004.38	3.33	220,790.30	3.55
Housing and Hostling	85,991.86	1.00	52,941.66	.85
Fuel	150,566.18	1.74	120,179.17	1.93
Tax on Fuel	100,792.95	1.17	70,314.85	1.13
Injuries and Damages	33,748.10	.39	23,962.28	.39
Commercial and General	261,582.10	3.03	126,458.80	2.03
Depreciation	228,116.17	2.64	180,238.32	2.90
TOTAL MOTOR COACH OPERATION	$1,909,250.67	22.11¢	$1,269,659.82	20.41¢
TROLLEY COACH EXPENSE				
Trolley Coach Mileage	3,109,863	.....	.....	.....
OPERATING EXPENSE				
Way and Structures	$ 15,750.44	.51¢	.....	.....
Conducting Transportation	314,910.08	10.12	.....	.....
Instruction School	11,324.78	.37	.....	.....
Maintenance of Equipment	50,635.79	1.63	.....	.....
Housing and Hostling	37,668.51	1.21	.....	.....
Power	111,142.31	3.57	.....	.....
Injuries and Damages	6,124.42	.20	.....	.....
Commercial and General	107,697.35	3.46	.....	.....
Depreciation	102,383.99	3.29	.....	.....
TOTAL TROLLEY COACH OPERATION	$757,637.67	24.36¢	.....	.....
SUMMARY				
Total Operating Expense	$4,141,872.79	23.71¢	$4,367,061.12	26.70¢
OPERATING INCOME	437,948.77	2.51	*20,308.29*	*.13*
DEDUCTIONS				
Interest	$ 321,693.80	1.84¢	$ 365,195.11	2.23¢
Taxes	45,030.00	.26	45,030.00	.28
Other	22,872.18	.13	22,729.83	.14
TOTAL DEDUCTIONS	$ 389,595.98	2.23¢	$ 432,954.94	2.65¢
NET INCOME	$ 48,352,79	.28¢	$ *453,263.23*	*2.78¢*

NOTE: 1940 depreciation is on equipment only.

EXHIBIT III

SEATTLE TRANSIT SYSTEM

OPERATING STATISTICS FOR YEAR 1940

Previous Year	Decrease Per Cent		Increase Per Cent	Current Year
10,137,620	43.55	Rail Miles Operated	.....	5,722,693
1,111,912	43.05	Rail Hours Operated	.....	633,289
9.12	.....	Miles Per Hour	.....	9.04
.....	.....	Trolley Coach Miles Operated	.....	3,109,863
.....	.....	Trolley Coach Hours Operated	.....	286,671
.....	.....	Miles Per Hour	.....	10.85
6,221,076	.....	Motor Coach Miles Operated	38.83	8,636,461
470,060	.....	Motor Coach Hours Operated	52.38	716,272
13.24	.....	Miles Per Hour	.....	12.06
16,358,696	.....	Total Miles	6.79	17,469,017
1,581,972	.....	Total Hours	3.43	1,636,232
16,286,129	.....	Schedule Miles Operated	6.87	17,404,555
72,567	11.17	Non-Revenue Miles Operated	.....	64,462
16,358,696	.....	Total Miles Operated	6.79	17,469,017
1,574,316	.....	Schedule Hours Operated	3.93	1,636,232
7,656	.....	Non-Revenue Hours Operated	37.00	10,489
1,581,972	.....	Total Hours Operated	3.43	1,646,721
2,125,747	.....	Passengers @ .02½c	97.41	4,196,465
44,073,651	.....	Passengers @ .08⅓c	7.76	47,492,228
5,991,456	14.20	Passengers @ .10c	.....	5,140,554
.....	.....	Passengers @ Revenue Transfers	.....	14,438
52,190,854	.....	Total Revenue Passengers	8.92	56,843,685
631,583	.....	Deadheads	16.36	734,917
17,532,709	.....	Transfers	21.47	21,296,418
70,355,146	.....	Total Passengers	12.11	78,875,020
3.19	.....	Revenue Passengers Per Revenue Mile	1.99	3.25
4.30	.....	Total Passengers Per Revenue Mile	4.98	4.52
$4,330,203.55	.....	Passenger Revenue	6.31	$4,603,558.88
16,549.28	.....	Miscellaneous Revenue	.....	*23,737.32*
4,346,752.83	.....	Gross Revenue	5.36	4,579,821.56
.2657	1.31	Revenue Per Mile	.....	.2622
.08328	3.25	Revenue Per Revenue Passenger	.....	.08057
.06178	6.02	Revenue Per Passenger	.....	.05806
$4,367,061.12	5.16	Total Expenses	.....	$4,141,872.79

EXHIBIT IV

SEATTLE TRANSIT SYSTEM

ROUTE EARNINGS FOR THE YEAR 1940

No.	Route	Revenue	Mileage	Revenue Per Mile
14	Summit	$81,504.88	174,596	46.7¢
9	Broadway	195,684.07	450,952	43.4
12	E. Cherry–26th S.	146,659.63	345,484	42.5
2	West Queen Anne–Madrona	235,626.88	570,842	41.3
11	Madison (and First Hill)	208,276.55	516,530	40.3
10	Capitol Hill	95,047.29	236,972	40.1
13	19th Av.–Mt. Baker	180,295.97	462,014	39.0
8	Ravenna	172,221.99	524,408	32.8
34	Harbor Island	1,528.92	4,708	32.5
3	North Queen Anne–Jefferson Park	168,862.94	528,083	32.0
1	Kinnear	87,492.78	284,990	30.7
5	Phinney	194,560.41	640,634	30.4
4	East Queen Anne–Montlake	170,119.19	562,889	30.2
7	15th N. E.–E. 65th–Rainier	553,250.27	2,014,519	27.5
27	Yesler Way	48,177.77	179,776	26.8
15	15th Av. N. W.	91,374.13	345,458	26.5
23	E. 45th St.	83,017.08	314,439	26.4
28	8th Av. N. W.	76,376.18	303,149	25.2
8	Admiral Way	156,622.10	621,741	25.2
6	Latona (Meridian)	86,225.61	346,587	24.9
22	Roosevelt	128,591.28	547,126	23.5
18	Fauntleroy	185,851.03	812,616	22.9
23	South Seattle	92,276.90	408,096	22.6
16	Green Lake	234,474.00	1,060,437	22.1
18	Ballard	136,641.98	624,253	21.9
P	South Park	79,841.28	393,548	20.3
I	3rd Av. N. W. Shuttle	13,140.71	76,587	17.1
37	Alki	81,722.32	504,912	16.2
24	Laurelhurst	36,394.13	236,292	15.4
30	University–W. 80th St.	70,999.70	459,599	15.4
20	Lawton–White Center	79,635.79	517,128	15.4
19	Carleton Park–Empire Way	89,141.29	589,281	15.1
21	28th W.–Highland Park	68,611.83	469,827	14.6
G	Genesee Shuttle	4,413.40	32,437	13.6
17	Sunset–Nickerson	17,768.81	130,700	13.6
31	23rd Av. Shuttle	3,897.00	28,743	13.6
25	Boyer–North 40th	17,035.54	139,152	12.2
33	Sand Point	4,083.78	36,252	11.3
K	35th Av. S. W.	36,001.07	398,529	9.0
32	Rainier Beach	7,590.11	89,243	8.5
24	Seward Park	13,520.27	162,939	8.3
29	California Shuttle	208.23	2,587	8.0
26	Beacon & 15th Av. S. Shuttle	12,864.29	178,749	7.2
37	Alki Beach Drive	2,391.06	42,735	5.6

EXHIBIT IV—*Continued*

SEATTLE TRANSIT SYSTEM

AVERAGE ROUTE EARNINGS — 1940

SHOWN IN CENTS PER MILE OPERATED

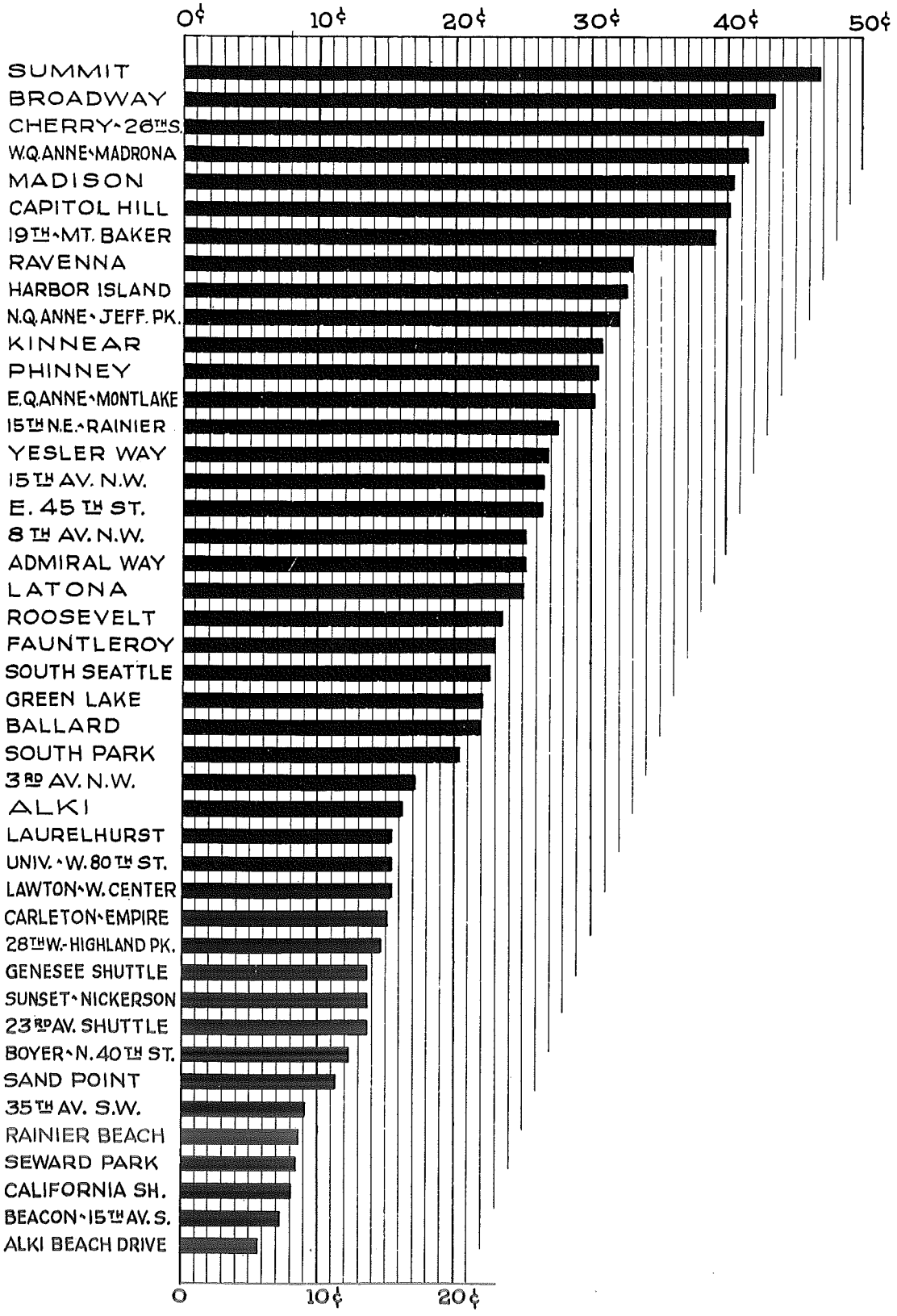


EXHIBIT V

SEATTLE TRANSIT SYSTEM

INCOME, PROFIT and

For the Year Ended

EXPENSE

OPERATING EXPENSE:		
Way and Way Structure, Maintenance	$ 137,170.97	
Conducting Transportation—Trainmen, Inspectors, Dispatchers, and Station-Masters	2,072,112.08	
Maintenance of Transportation Equipment	458,844.90	
Housing and Hostling Transportation Equipment	211,242.42	
Power—Purchased	357,789.75	
Commercial Office	76,848.20	
General Office	497,364.31	
	$3,811,372.63	
*Depreciation of Tangible Fixed Assets	330,500.16	$4,141,872.79
MISCELLANEOUS EXPENSE:		
General Shop Expense	$ 42,292.92	
Utility Equipment	86.82	
Lost and Found Department	1,340.74	43,720.48
DEDUCTIONS FROM GROSS INCOME:		
Interest on Revenue Bonds Outstanding	$ 321,693.12	
Miscellaneous Interest	.68	
Charges in Lieu of General Taxes—City Assessment	45,030.00	
Other Deductions—State Business and Occupational Tax	22,872.18	389,595.98
		$4,575,189.25
NET INCOME, CURRENT ANNUAL PERIOD		48,352.79
		$4,623,542.04

PROFIT

DELAYED LOSSES ON PRIOR PERIODS:		
Bus Purchase Contract Cancelled	$ 2,478.95	
Adjustment of Special Construction Interest	1,068.75	
Undepreciated Balance on Plant Retired	2,015.24	
Bad Debts Written Off	685.00	
Discount on Warrants Cashed	2,008.31	
Loss on Materials Sold	5,681.89	
Linemen's Back-Pay—Prior Years	129.00	$ 14,067.14
INCOME, PROFIT AND LOSS—GAIN		54,439.75
		$ 68,506.89

* Depreciation on equipment only.

EXHIBIT V

SEATTLE TRANSIT SYSTEM

LOSS STATEMENT

December 31, 1940

REVENUE

OPERATING REVENUE:		
Passenger Car Revenue	$1,726,468.87	
Trolley Coach Revenue	1,077,040.08	
Special Coach Revenue	4,697.19	
Automobile Bus Revenue	1,774,738.41	
Mail Revenue—Transportation of Mail Carriers	21,575.88	
	$4,604,520.43	
Less—Discounts and Adjustments	961.55	$4,603,558.88
MISCELLANEOUS REVENUE:		
Service Equipment	$ 780.71	
Electric Current Sold	252.19	
Rent of Real Estate and Buildings	595.00	
Rent of Track and Way Facilities	553.87	
Station and Car Privileges	17,221.17	
Sundries	580.22	19,983.16
		$4,623,542.04

AND LOSS

NET INCOME, CURRENT ANNUAL PERIOD, Shown Above		$ 48,352.79
GAINS ACCRUED, OTHER THAN INCOME, CURRENT ANNUAL PERIOD:		
Adjustments of Tokens Outstanding		4,042.49
DELAYED GAINS ACCRUED IN PRIOR PERIODS:		
Discount on Warrants Paid	$ 15,511.33	
Warrants Cancelled	210.00	
Allowance Received on Fully-Depreciated Equipment	70.13	
Bus Rentals Applied on Purchase of Buses	320.15	16,111.61
		$ 68,506.89

EXHIBIT VI

SEATTLE TRANSIT SYSTEM

BALANCE SHEET

FIXED ASSETS

INTANGIBLE CAPITAL:			
Organization	$ 328,633.39		
Easements (Right-of-Way)	45,824.72	$ 374,458.11	
TANGIBLE CAPITAL:			
Land Used in Operation of Plant		276,265.44	
Buildings, Fixtures and Grounds	$ 728,056.60		
Way and Way Structures	11,934,209.41		
Equipment	3,923,824.45		
	$16,586,090.46		
Less—Accrued Depreciation	11,980,786.22	4,605,304.24	
UNDISTRIBUTED CAPITAL:			
Special Construction of Plant—Paid by Bond Proceeds	$ 5,235,650.76		
Special Construction of Plant—Paid by Revenue	513,704.82	5,749,355.58	$11,005,383.37

INVESTMENTS

Real Estate Not Used in Operation of Plant			119,255.28

CURRENT ASSETS

CURRENT FUNDS CASH:			
City Railway Fund	$ 5,834.93		
Railway Emergency Operating Fund	123.26		
Transportation System Revenue Fund	498,888.99		
Cash on Hand in Department	17,027.73	$ 521,874.91	
Cash in Transportation System Revenue Bond, 1939, Construction Fund		381,910.94	
		$ 903,785.85	
Bond Interest Fund Deposits for Payment of Interest		219,712.50	
Special Guaranty Deposit (see contra)		120.00	
Accounts Receivable		49,639.35	
Materials and Supplies		197,886.18	
Interest-bearing Warrants Receivable	$ 514.60		
Other Warrants Receivable	18,679.84	19,194.44	
Amount Receivable on Real Estate Contracts		536.00	1,390,874.32

DEFERRED ASSETS

Fund Contributions to Employees' Retirement Fund Applicable to Prior Service Liability (Service Prior to 1929) see contra		$ 43,277.20	
Working Fund Advances		3,500.00	46,777.20

UNADJUSTED DEBITS

Prepaid Insurance		$ 8,472.75	
Advance to Employees' Retirement Fund		6,729.01	
Work in Progress		5,862.61	21,064.37
			$12,583,354.54

NOTE: Figures shown in Intangible and Tangible Capital (exclusive of Undistributed Capital) represent book value of the old street railway plant, which remains on the books pending an appraisal of the portions used in the new system and a write-off of the abandoned portions.

EXHIBIT VI

SEATTLE TRANSIT SYSTEM

December 31, 1940

CAPITAL LIABILITIES

Revenue Bonds Outstanding, 1939 Series,R.F.C.,Due 1942 to 1954			$ 9,765,000.00

CURRENT LIABILITIES

City Railway Fund Warrants Outstanding	$162,563.51		
Railway Emergency Operating Fund Warrants Outstanding	103.06		
Transportation System Revenue Fund Checks Outstanding	33,891.35		
Transportation System Revenue Bond 1939, Construction Fund Checks Outstanding	17,200.32	$ 213,758.24	
Audited and Approved Claims Payable—Current Fund		277,758.38	
Unaudited Claims Payable		206,496.69	
Unmatured Accrued Interest on Funded Debt (on Deposit)		219,712.50	
Tokens Outstanding		73,744.79	
Matured Bonds Unpaid—In Process of Settlement		33,000.00	
State Occupation Tax Payable		4,962.42	1,029,433.02

SPECIAL MUNICIPAL LIABILITIES

General Tax Revenues Applied to Bond Interest		$ 714,220.16	
General Tax Revenues Applied to Bond Redemption		775,000.00	
Accrued Charges in Lieu of General Taxes		103,859.52	1,593,079.68

DEFERRED LIABILITIES

Amounts Retained on Contractors' Estimates		$ 3,793.46	
Prior Service Liability to Employees' Retirement Fund (see contra)		43,277.20	
Special Guaranty Deposits (see contra)		120.00	47,190.66

UNADJUSTED CREDITS

Construction Department Accumulated Overtime—Payable in Time Off	4,419.59

SURPLUS

Unreserved Surplus	144,231.59

$12,583,354.54

EXHIBIT VII

SEATTLE MUNICIPAL STREET RAILWAY

INCOME BY YEARS TO DECEMBER 31, 1940

	Revenues	Misc. Gains	Operation and Maintenance	Bond Interest	Taxes	Depreciation	Misc. Losses	Gain	Loss	Cumulative Net Income
1918	.....	.....	.....	.....	.....	.....	.....	.....	.....	*$ 60,705.95*
1919	$4,158,153.20	.....	$3,568,729.27	$605,110.32	.....	$499,173.39	$ 2,314.01	.....	$517,173.79	*577,879.74*
1920	5,463,392.84	$11,515.50	4,915,031.05	858,752.06	.....	677,178.65	$260,230.18	.....	1,236,283.60	*1,814,163.34*
1921	6,347,175.46	55,833.39	4,431,766.15	859,938.79	.....	680,629.20	204,086.42	$226,568.29	.....	*1,587,575.05*
1922	6,228,102.81	31,210,07	3,953,302.03	828,624.46	.....	685,114.32	82,188.12	710,083.95	.....	*877,491.10*
1923	5,742,148.64	2,831.55	4,090,283.60	797,114.47	.....	685,114.32	280,335.94	.....	107,868.14	*985,359.24*
1924	6,173,907.10	22,440.63	4,172,250.10	759,299.27	.....	685,114.32	210,253.26	369,430.78	.....	*615,928.46*
1925	5,999,938.05	18,480.79	4,392,806.37	718,868.45	.....	683,556.64	197,441.37	25,746.01	.....	*590,182.45*
1926	5,791,315.62	8,562.12	4,353,136.27	691,932.61	.....	701,766.00	157,014.24	.....	103,971.38	*694,153.83*
1927	5,758,291.95	58,143.79	4,072,081.07	691,196.21	.....	728,493.68	168,073.95	156,590.33	.....	*537,563.00*
1928	5,682,933.30	15,925.50	4,086,755.95	640,174.36	.....	744,390.60	601,898.33	.....	374,360.44	*911,923.44*
1929	5,602,294.06	21,881.36	4,002,408.85	605,486.04	.....	747,243.60	61,938.98	207,097.95	.....	*704,825.49*
1930	5,291,068.58	12,677.84	4,036,868.18	569,891.81	.....	748,520.40	120,643.72	.....	172,177.69	*877,003.18*
1931	4,754,206.52	10,336.62	3,819,146.44	559,529.16	.....	741,924.00	230,141.55	.....	586,198.01	*1,463,201.19*
1932	3,879,771.28	5,150.04	3,350,760.01	558,665.34	.....	744,691.20	56,757.19	.....	825,952.62	*2,289,153.81*
1933	3,673,182.86	3,454.08	3,244,012.26	555,026.22	.....	750,360.00	2,534.89	.....	875,296.43	*3,164,450.24*
1934	3,983,459.91	337,280.38	3,415,319.85	556,743.64	.....	742,152.00	55,597.33	.....	449,072.53	*3,613,522.77*
1935	4,002,575.07	5,724.77	3,233,365.88	553,540.95	$65,076.70	767,844.00	54,364.26	.....	665,891.95	*4,279,414.72*
1936	4,188,065.44	5,880.55	3,400,763.77	528,593.28	65,822.42	756,084.45	45,526.30	.....	602,844.23	*4,882,258.95*
1937	4,502,629.74	601,671.60	4,175,400.04	529,349.19	68,764.75	637,084.08	105,934.04	.....	412,230.76	*5,294,489.71*
1938	4,387,944.73	117,711.99	4,004,114.88	509,753.19	72,147.41	702,526.66	99,680.60	.....	882,566.02	*6,177,055.73*
*1939 to 8-25	2,807,757.84	29,841.69	2,581,429.81	294,850.40	45,620.00	473,937.20	12,387.98	.....	570,625.86	*6,747,681.59*

SEATTLE TRANSIT SYSTEM

1939										
8–26 to 12–31	1,572,616.65	**6,723,487.29	1,345,600.34	70,060.14	22,139.83	.....	20,830.20	6,837,473.43	.....	89,791.84
1940	4,623,542.04	20,154.10	3,855,093.79	321,693.12	67,902.18	330,500.16	14,067.14	54,439.75	.....	144,231.59

* August 25, 1939 marks closing of books at time of installation of Seattle Transportation Commission.

** Discount on existing prior indebtedness.

EXHIBIT VIII

SEATTLE TRANSIT SYSTEM TROLLEY AND MOTOR COACH ROUTES

December 31, 1940