174268.

ANNUAL REPORT
1941

SEATTLE TRANSIT SYSTEM

ANNUAL REPORT

YEAR ENDING DECEMBER 31, 1941

☆

TRANSPORTATION COMMISSION

EVRO M. BECKET, *Chairman*

DONALD H. YATES

AUSTIN V. EASTMAN

RAY L. JOHNSON, *Secretary*

SEATTLE TRANSIT SYSTEM

LLOYD P. GRABER, *General Manager*

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EXHIBITS

Commissioners
CASPAR W. CLARKE
AUSTIN V. EASTMAN
DONALD H. YATES

RAY L. JOHNSON
Secretary

TELEPHONE
SENECA 2233

THE TRANSPORTATION COMMISSION OF THE CITY OF SEATTLE

AIRPORT WAY AT ATLANTIC STREET
Seattle, Washington

April 15, 1942

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 1941. There have been two changes in personnel on this Commission since our last report and a large part of the credit for directing the Seattle Transit System during 1941 must also go to Mr. William F. Paddock and Mr. Evro M. Becket who were members of this Commission during the year 1941. The Commission wishes to express its appreciation to these men.

We desire to report at this time that in addition to normal operating problems looking to improved efficiency in service, which will always be present, the matter of major concern before the Commission today is the congestion and overcrowding resulting from increased population and the war effort of Seattle's industries. This condition is grave even under present-day circumstances, but is rapidly becoming worse as population continues to grow and more particularly as the private automobiles in the city are retired from service due to the rubber rationing program and more recently the gasoline rationing made necessary by the war. It is our conception that the primary obligation of the City's Transit System is to serve the war effort in the most expeditious manner possible and we desire to assure you that the utmost effort is being made by the Commission to meet this staggering problem which can only be solved by a combination of varied courses. We are endeavoring to procure additional equipment and to make fuller use of equipment now on hand, and will undoubtedly find it necessary to institute changes in service, rearrangement of lines, and elimination of peace-time measures and services which would normally be justified. Further staggering of work hours, both in war industries and in non-war activities, will certainly be required and additional sacrifices of the riding public are unavoidable.

Yours very truly,

Austin V. Eastman

Chairman

W. C. THOMAS
COMPTROLLER AND EX-OFFICIO CITY CLERK

GEORGE A. GRANT
CHIEF DEPUTY COMPTROLLER

THE CITY OF SEATTLE
WASHINGTON

DEPARTMENT OF FINANCE
OFFICE OF THE COMPTROLLER

May 25, 1942.

The Transportation Commission of the City of Seattle have submitted their report for the fiscal year ending December 31st, 1941, to the City Comptroller, as required by and provided in Ordinance No. 39034, "AN ORDINANCE relating to, and facilitating, the general supervision by the City Comptroller, of the financial affairs of The City of Seattle".

Section 3 of above Ordinance prescribes as follows: "Before any department, or officer thereof, shall give out, publish, or distribute for publication, to the public, any statement or report of financial transactions in such department, such statement or report shall first be submitted to, and approved by, the City Comptroller".

I have examined these financial statements prepared for publication and do hereby certify that they are in accord and agreement with the accounts of record in this office, subject to final reallocation and adjustments to be made by the State Examiners.

W. C. Thomas.
City Comptroller.

SEATTLE TRANSIT SYSTEM
ANNUAL REPORT

YEAR ENDING DECEMBER 31, 1941

April 10, 1942

TO THE TRANSPORTATION COMMISSION OF THE CITY OF SEATTLE:

Gentlemen:

Completion of New Transit System — Routes — During the year 1940 the Seattle Transit System began the replacement of the 35 street railway lines which comprised the backbone of the System, and, at the end of that year, had accomplished the changeover of all but five of these lines to either trolley or motor coach operation. All of this work was carried on concurrently with furnishing the transportation necessary to carry a daily average of more than 255,000 passengers. Continuing this changeover in 1941, the South Seattle, Nickerson and Meridian car lines were changed to motor lines in the early part of January. The Green Lake line was rebuilt as a trolley line and this new line, together with the Phinney trolley line, was installed in the early part of April, leaving the 8th Avenue N.W. street car line to be replaced with motor coaches on April 13th; this marking the completion of the changeover.

Completion — Plant and Facilities At the start of the changeover in 1939, the Transit System occupied ten different plants, widely scattered throughout the city. Now, two years later, all facilities are compactly housed in three establishments. The problem of maintaining the fleet of modern trolley and motor coaches which replaced Seattle's antiquated street cars engrossed the attention of the Transit Commission and the management from the beginning of the changeover. All the existing facilities were carefully studied to see how they might fit into a comprehensive plan of operation. Regretfully, both the Commission and the management were early forced to the conclusion that facilities constructed thirty years before to house and maintain street cars possessed but little utility in providing efficient means of maintaining rubber-tired transit. One by one the three cable barns, the central shops at Georgetown, the improvised garage on Massachusetts Street, and the Fremont Car Barn were eliminated from consideration.

The Massachusetts Street Garage was located on property partly owned by the General Fund of the City of Seattle held in trust for the H. H. Denny Trust Fund and partly by the Seattle Transit System. Upon recommendation by the Transportation Commission, the property was sold pursuant to Ordinance No. 70614, approved February 4, 1941, for the total sum of $11,150.00, of which the sum of $6,920.59 was credited to the Seattle Transit System as its proper share of the total sales price. The Madison Street Cable Barn, both building and land, was sold by the terms of Ordinance No. 70856, approved May 7, 1941, for the sum of $9,000.00. The old Georgetown Plant was leased in accordance with the terms of

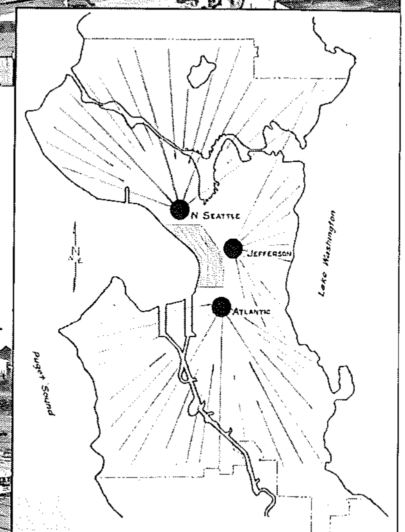
SEATTLE'S ENTIRE TRANSPORTATION SYSTEM IS NOW MODERNIZED

Ordinance No. 71271, approved September 15, 1941, for a term of five years at a rental of $600.00 per month to the Puget Sound Sheet Metal Works. It was impossible to sell the Yesler Cable Barn, and, since the building was of no use to the Seattle Transit System and was considered a dangerous fire menace by the Fire Department, the Commission directed the building be razed. The Fremont property was not placed on the market for sale but was held in reserve as a site for a future new garage should the facilities of the Transit System be increased so as to justify the additional expenditure. However, the Army needed the building and land for warehouse purposes and the Transportation Commission offered to sell the property to the Army. As of the date of this report the Army has not exercised its option to purchase, but are occupying the site and it is anticipated that the sale will be consumated during 1942. These sales were made by the Transportation Commission in accordance with their policy of liquidating investments of the Seattle Transit System not actually needed for operating purposes.

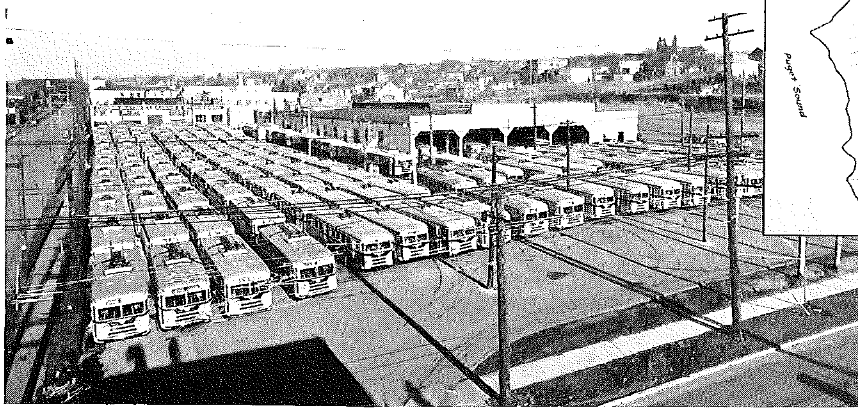
The last car of Seattle's old street railway system went out of service at 2:15 A.M., March 6, 1941.

FACILITIES NOW HOUSED IN 3 CENTRAL ESTABLISHMENTS

ATLANTIC STREET TERMINAL

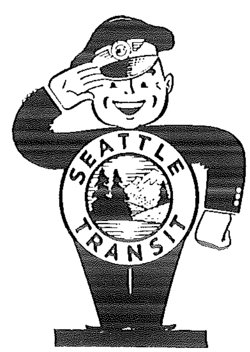


Seattle Transit service and storage yard are now located at three strategic points, as indicated on map at right. This is in contrast to the eight storage points previously in use.



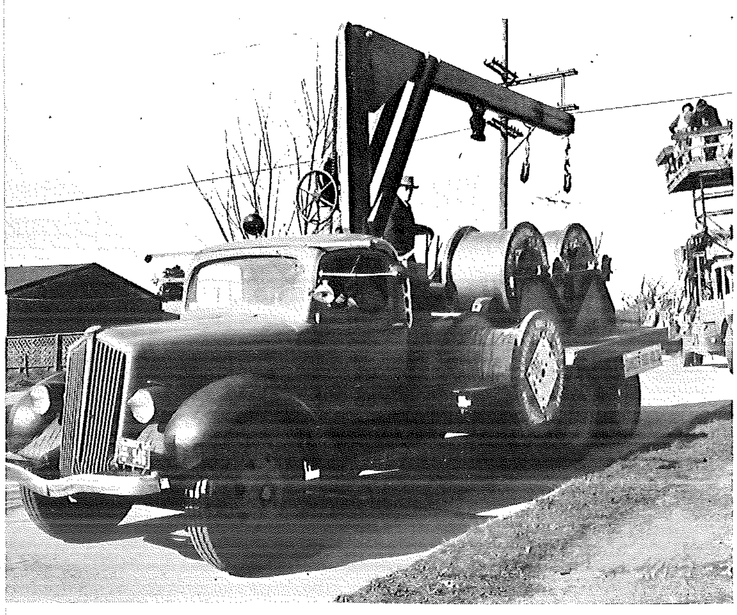
JEFFERSON TERMINAL

NORTH SEATTLE TERMINAL



Jefferson Terminal The Jefferson Car Barn, located on the main ridge east of the business district, was well situated to serve the several trolley lines which replaced rail operation over and around the First Hill. With tracks removed, storage yard paved, and semi-permanent timber inspection pits installed in the old car house, the Jefferson Terminal has been renovated to handle the primary maintenance of 150 trolley coaches, including facilities for operators. Later, it is planned to replace the old frame building with a modern concrete garage.

Atlantic Terminal To take the place of the North Seattle Car Barn, the central shops at Georgetown and bus garage on Plummer Street and the general offices formerly housed in the County-City Building, property for a new plant known as Atlantic Terminal located a half mile south of the main starting point at 4th Avenue and Jackson Street was acquired. A modern "flow line" plant was designed and construction started on this plant in October, 1940, the plant being occupied completely during the first week of December, 1941. The new Atlantic Plant provides every facility for the storage and servicing of more than 300 trolley and motor coaches and in the central repair shops every facility required for the complete repair or rebuilding of any of the vehicles owned by the System. Inclusion of the general offices in the same terminal plant makes possible a much greater degree of supervision of the many activities incident to the operation of the Transit System and makes for a greater degree of team work and cooperation between all employes of the different departments.



This special equipment was designed and built by Seattle Transit engineers to facilitate installation of new overhead equipment. It saved the city many thousands of dollars.

North Seattle Terminal The old North Seattle Car Barn was rebuilt during the year into a garage and storeroom for the overhead line and roadway division. The building and yard at North Seattle are well suited for this purpose. About 75 of the older buses remain at this terminal.

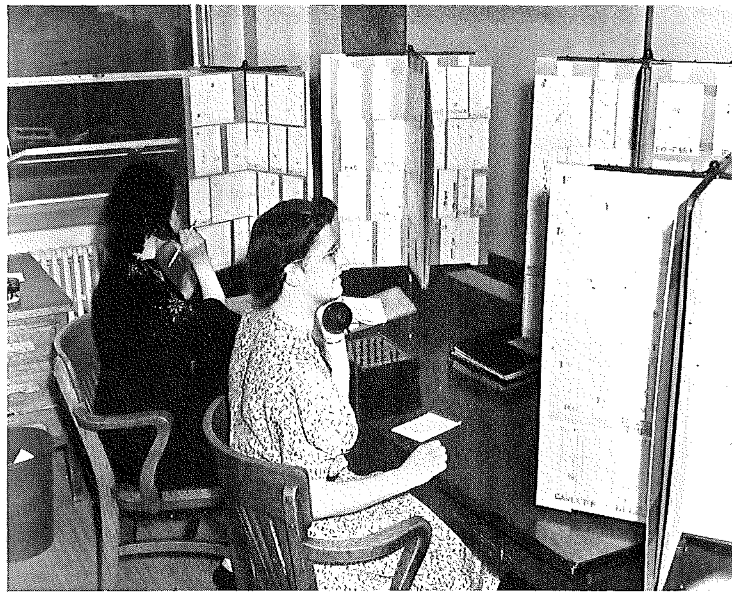
Trolley and Feeder Wire Erection Continuing the construction of overhead started in the preceding year the Construction Division erected such lines as Aurora, Green Lake, Phinney, in addition to numerous turnback loops and the heavy construction in the Atlantic Yard. The trolley routes which are included in the completed system, as designated on map, Exhibit VII, comprise 102.65 miles of route and 377.05 miles of wire and the trolley and feeder systems represent an investment of $1,761,055.66.

Street Paving Continuing the program of street rehabilitation by the City Engineer in 1940 some 32 miles of paved streets from which tracks had been removed or covered were made available to the public and the Transit System on such important streets as: University Way, East Madison, Airport Way, Alki, California Avenue, Eastlake Avenue, Taylor Avenue, Kinnear, Broadway, First Avenue South, 15th Avenue N.E., Meridian Avenue, Elliott Avenue, 15th Avenue N.W., 23rd Avenue. Some 2,860 tons of steel rail were salvaged by the Commission and disposed of as a result of this program.

Personnel Marking a departure from previous practices, a contract was entered into on January 1, 1941, between the Transportation Commission and the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America, Local Division 587, for the year 1941, this contract, incidentally, representing an increase of approximately four per cent in wages of all employes. More than 100 operators and other employes were retired during the year for age and some 200 new employes were enrolled and passed through training schools before entering regular service, the average time spent by each student being 128 hours for motor and 27 hours for trolley instruction, operators being required to complete motor coach instruction before being allowed to start on trolley instruction. As of January 1, 1942, fifty employes of the Seattle Transit System, including the former General Manager, M. D. Mills, had been called into active service in the armed forces of the United States. Some 25 employes were called into the armed services during January and February, 1942, and it is anticipated that great difficulty will be experienced in the employment of transit operators for the duration of the war emergency due to the drafting of our men through the provisions of the Selective Service.

Transit Talk "Transit Talk," an employes' magazine edited by a staff of employes of the System, has been continued as a monthly publication and has served a useful purpose in disseminating news and building a closer tie among employes of the System.

Passenger Information Service In order to keep the public informed on the routes and schedules, especially with the great influx of new people in the city, the passenger information service of the System has been expanded and now consists of an uptown office where four persons provide "over the counter" information, including schedules and maps of the System, and a telephone information



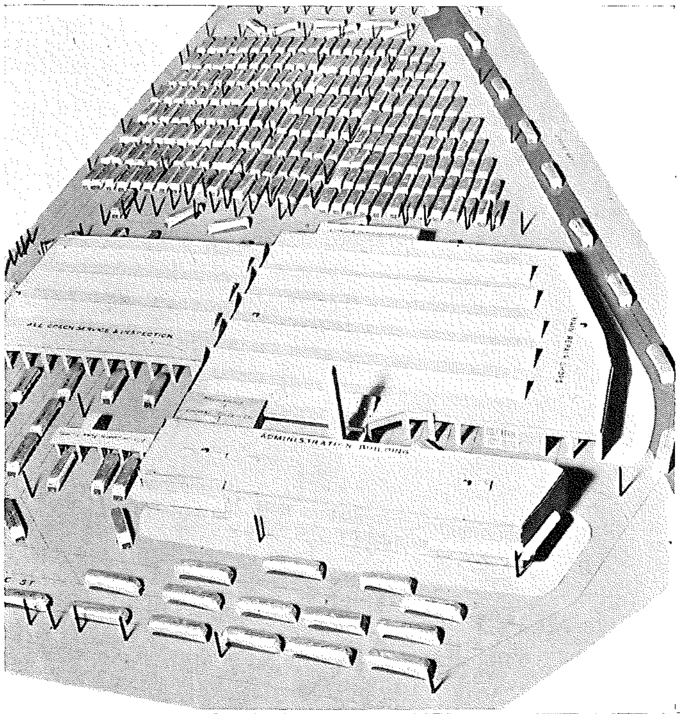
Seattle Transit's information center supplies route and time information to hundreds of new coach riders every day.

service operating between 8 a.m. and 10 p.m. which handles approximately 600 calls per day. After 10 p.m. this service is turned over to the Dispatcher.

Accident Prevention Accident prevention was carried on during the year in an effort to control accidents in connection with our operation. A daily accident record of each employe is maintained and these records are watched carefully so that additional assistance or instructions may be given where needed. During 1941 a total of 4,859 miles was operated between accidents, as compared with 4,296 in 1940, an increase of nearly 11 per cent.

In speaking of accidents, it should be mentioned that an accident in this report means any contact or collision between pieces of our own equipment, contact with other vehicles on the street, persons falling on board coaches, entering or leaving coaches, and miscellaneous accidents not otherwise classified, regardless of damage or injury.

Employe accidents and lost time resulting from accidental injuries showed a substantial decrease, while the hours of exposure showed an increase as noted in the accident report on page 12.



TRANSIT'S NEW

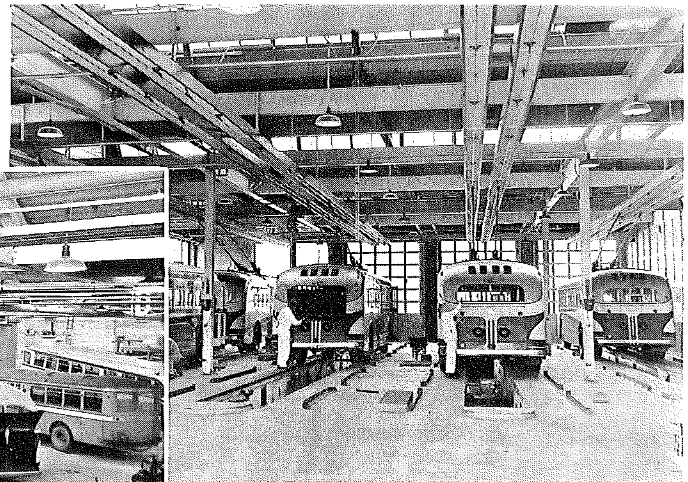
Seattle Transit System headquarters were moved to the new terminal at Atlantic Street and Airport Way December 1, 1941. This is now the "nerve center" for the city's entire transportation system.

Coaches and busses are checked in and out every day by yard master, who also keeps a complete record as to mileage and directs equipment to report for inspection every 1,000 miles.

Automatic sprinklers and brushes clean every bus and coach as it returns to the storage yards.

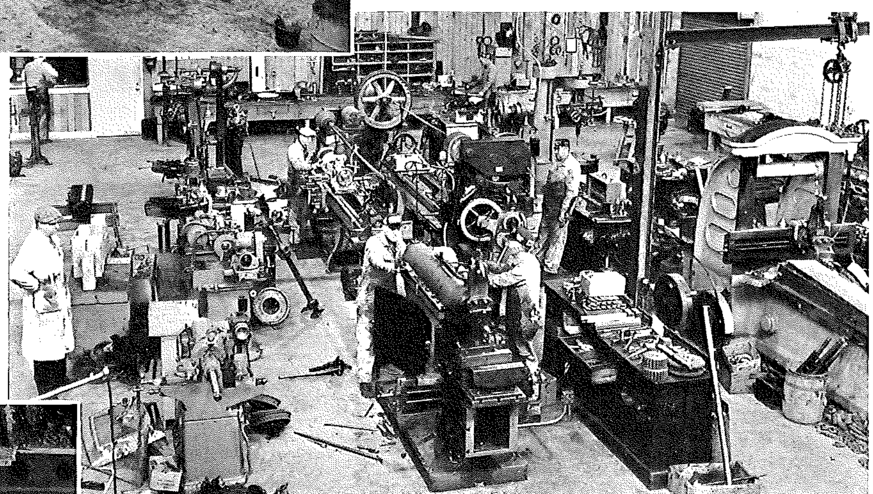
Busses are re-fuelled and pass a daily inspection as they return from their runs each day.

"NERVE CENTER"

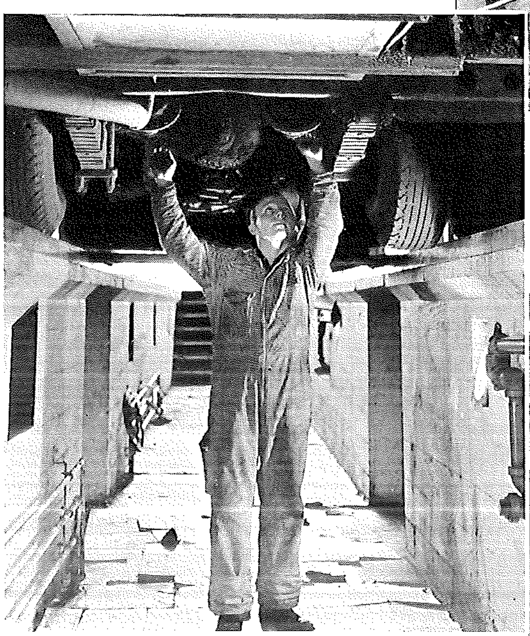


These "pits" permit quick, thorough inspection of all trolley coach equipment.

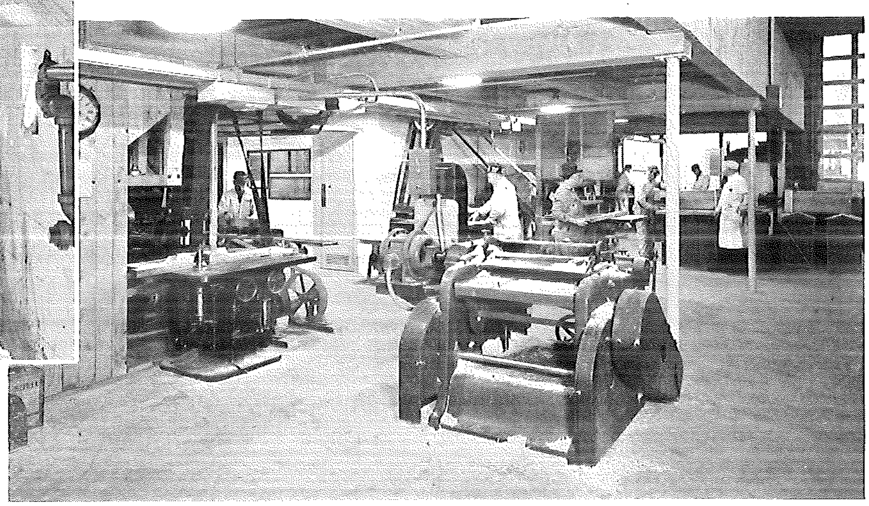
The repair shop, where expert mechanics can virtually rebuild a coach if necessary.



Fully Equipped Machine Shop



Light, handy repair pits save time in making repairs and in inspection.



A corner of the shop where body repairs are made. To the left is a fully equipped paint shop.

ANNUAL ACCIDENT REPORT

ACCIDENTS AND MILEAGE

	1941 No.	Miles Per Accident	1940 No.	Miles Per Accident
Street Cars	80	3,385	1,610	3,572
Motor Coaches	1,610	5,445	1,609	5,303
Trolley Coaches	2,248	4,491	822	3,744
System	3,938	4,859	4,041	4,296
Accidents per Day	10.8		11.0	

ACCIDENTS BY CLASSES

	1941	1940	Increase	Decrease
Collision with Coaches	48	77		29
Collisions with Other Vehicles	2,701	2,555	146	
Collisions with Pedestrians	71	75		4
Accidents on Coaches	339	460		121
Step Accidents, Standing Coach	412	444		32
Step Accidents, Moving Coach	16	30		14
Striking Stationary Object	150	113	37	
Ejectments, Disputes, etc.	51	66		15
Miscellaneous	150	277		127
	3,938	4,097		159

CLAIMS PAID AND AMOUNTS

	1941 No.	1941 Amount	1940 No.	1940 Amount
Suits	22	$ 30,412.02	27	$ 30,480.96
Claims	584	56,936.59	564	51,857.15
Miscellaneous Expenses		19,978.78		9,555.78
Totals	606	$107,327.39	591	$ 91,893.89
Cost per Mile (Cents)		.56		.53
Per Cent of Gross Revenue		1.94		2.00
Total Miles Operated	19,171,088 Increase 9.74%		17,469,017	
Total Passengers Carried	91,151,477 Increase 15.56%		78,875,020	

INDUSTRIAL ACCIDENTS

	1941	1940	Decrease	
Employes Injured	225	314	89	28.34%
Employes' Lost Time (Days)	1,104	1,859	755	40.61%
Hours of Exposure	3,209,440	3,045,120		
Increase	164,320			
	5.4%			

Changes in Fare Structure The first of January, 1941, the "all direction" transfer which was inaugurated during April, 1933, was eliminated and a transfer was substituted which allowed a continuous ride in the same or diverging direction. The result of this change was to add approximately $500 of revenue per day. The present transfer regulations of the Seattle Transit System are among the most liberal in the United States. The effect of liberal regulations is, of course, a reduction in the effective rate of fare.

Great Increase in Riding The new Transit System since the date of its completion has been subjected to a test far beyond the estimated capacity of the equipment available for use, due to the great expansion of war production work in Seattle, particularly at the plants of the Boeing Aircraft Company and the several shipbuilding plants on Harbor Island. These great developments have brought an estimated 75,000 people to the city and have caused the erection of more than 4,700 residences in many districts. The Transit System carried 91,151,477 passengers in 1941 as compared with 78,875,020 passengers in 1940, an increase of 15.56%. The same conditions which brought about this great increase also brought about a great increase in passenger automobile traffic which so jammed the principal north and south streets during the rush hours as to reduce possible schedule speeds through the Central Business District to an unbelievably low figure.

Rush Hour Load The Transit System has exerted every effort to eliminate unnecessary mileage to the end that the maximum number of seats could be made available where travel was heaviest, and has handled a load which reached a total of more than 340,000 people in one day. That the service has been badly overcrowded during the rush hours cannot be denied, though this period of overcrowding is of comparatively short duration.

War industries, tire and auto rationing are creating serious over-load problems.

Attempts to Spread Riding Quickly recognizing that the equipment available was not sufficient to meet the peak hour requirements, the Transit System began to educate people to travel in off-peak hours, and, through the cooperation of various city officials, civic organizations and business firms, has made considerable progress in staggering of work hours so that more people could be accommodated.

Skip-Stops As a further means of improving schedule speed the principle of the skip-stop was introduced in the downtown business district in October and has been extended to the residential districts. The experience so far has shown improvement in schedule speed which has increased, in spite of the many adverse conditions, over the speed obtained in the same period of the previous year.

Purchase of Additional Rolling Stock After negotiations with the R.F.C. an additional loan of $500,000.00 was obtained, increasing to $10,700,000.00 the total Revenue Bonds outstanding against the Seattle Transit System. The purpose of the additional loan was to obtain the necessary funds to complete planned improvements and to acquire additional coaches. In March, 1941, 16 40-passenger Diesel Hydraulic Coaches, manufactured by General Motors Corporation, were delivered and immediately put in service to help meet the rapidly increasing passenger loads. During August, the Transportation Commission placed an order with the Twin Coach Company for 18 40-passenger trolley coaches for delivery in the Spring of 1942. Half of the coaches to be powered with General Electric compound motors and half with Westinghouse series motors.

Operating Expenses

The total operating expenses for the year increased approximately 7 per cent over 1940, paralleling the increase in mileage of 9.74 per cent. When it is considered that the salaries and wages which represent approximately 67.25 per cent of the cost of operation were increased 4.27 per cent over the salaries and wages of 1940 and that the System was in the throes of moving into new terminals, with consequent items of expense of a nonrecurring nature, it can be seen that the expenses for the year were not too high. The situation at the beginning of 1942 wherein the property is now compactly housed in three plants presents a much better opportunity for control of expenses, though this is offset by the war conditions which may be imposed.

Increased Operating Revenue

The upward trend in revenue due to the great war production industries which began in October, 1940, has continued throughout 1941 (Exhibit I). The gross revenue for 1941, amounting to $5,531,678.01 exceeds the gross revenue of 1940 by $908,135.97, or 19.64 per cent. Mileage was adjusted during July and August to meet the actual requirements of each of the different routes, but with only a few exceptions that route mileage subsequently was increased to meet the new load requirements which developed after the first of October.

War

The state of war between the United States and Japan which began on December 7th has accentuated the demand for more public transportation as a result of the severe restrictions imposed on both rubber and gasoline used in private cars. New operating problems are also introduced incident to blackouts and air raids.

Need for Additional Equipment

It is estimated that the System will find itself short some 150 coaches of being able to meet daily riding demands during 1942; this in event that present negotiations with war production industries are successful in staggering shift changes. If such shift staggering is not done, it is doubtful if the System can adequately serve war workers with less than 300 additional coaches. In this connection it might well be stated that Seattle is fortunate that the war production influx did not become effective until after the changeover from street cars. As serious as is the present problem with modern coaches, a similar situation would have been impossible with the old rail type operation. The faster schedule speeds now operated (even in competition with the large increase of automobile and truck traffic) plus the flexibility of the present operation, is all that makes possible the System's ability to meet demands approximately 60% greater than was anticipated when the System was designed. Effort is now being made to acquire additional coaches and, as mentioned above, more effective use of present equipment is being worked out with the cooperation of the various war industries.

Respectfully submitted,

Lloyd D. Graber

General Manager

April 10, 1942

EXHIBIT I

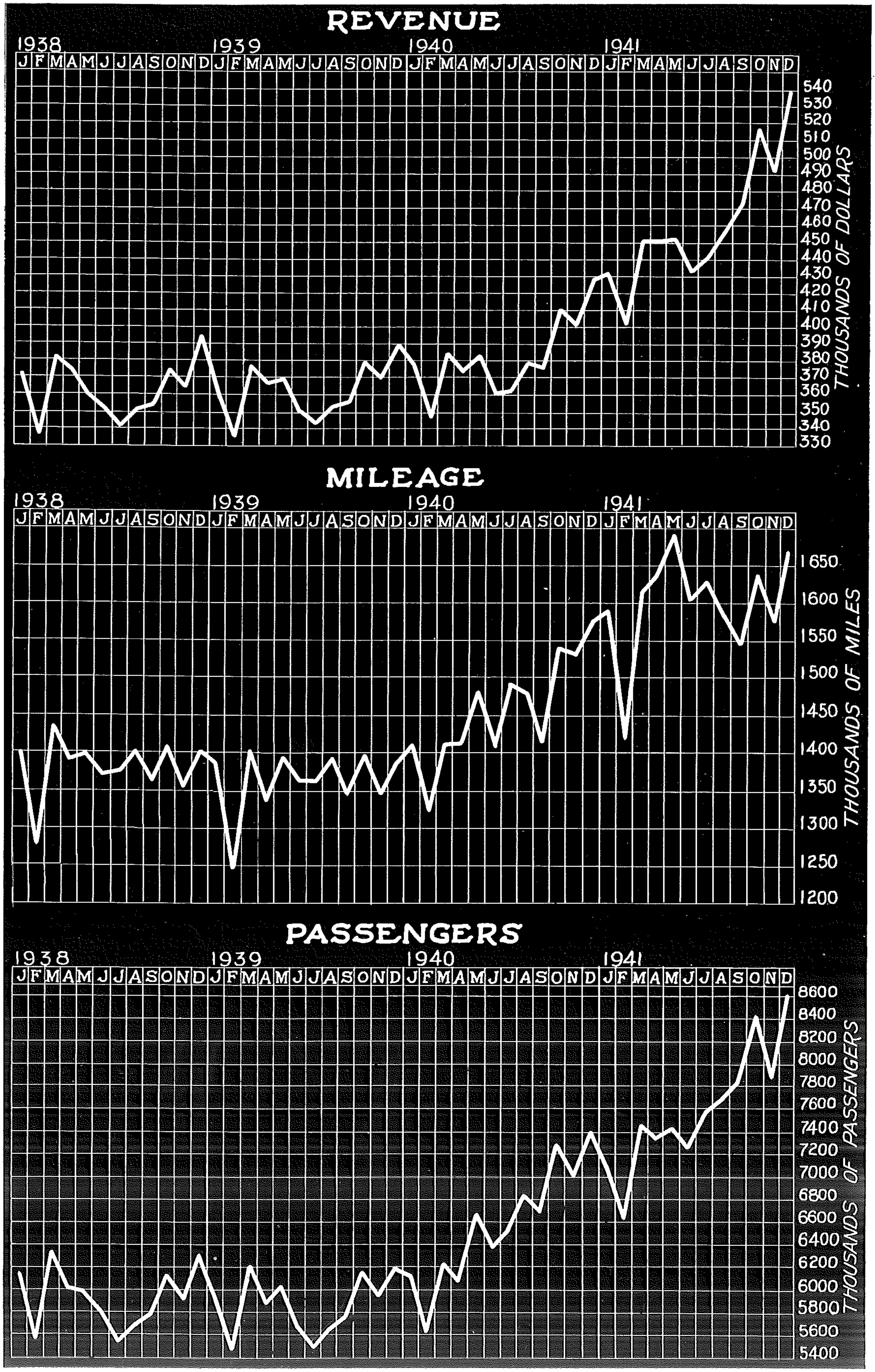

REVENUE
1938
1939
1940
1941
J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D
540
530
520
510
500
490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
340
330
THOUSANDS OF DOLLARS
MILEAGE
1938
1939
1940
1941
J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D
1650
1600
1550
1500
1450
1400
1350
1300
1250
1200
THOUSANDS OF MILES
PASSENGERS
1938
1939
1940
1941
J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D
8600
8400
8200
8000
7800
7600
7400
7200
7000
6800
6600
6400
6200
6000
5800
5600
5400
THOUSANDS OF PASSENGERS

EXHIBIT II

STATEMENT OF OPERATING MILEAGE, REVENUE AND EXPENSE

	1941		1940	
	AMOUNT	¢ PER MILE	AMOUNT	¢ PER MILE
SYSTEM REVENUE				
Total Mileage	19,171,088	....	17,469,017	....
Passenger Car Revenue	$5,477,329.12	28.57¢	$4,582,944.55	26.25¢
Charter Revenue	11,226.14	.06	....	....
Mail Revenue	25,084.48	.13	21,575.88	.12
Total Passenger Revenue	$5,513,639.74	28.76¢	$4,604,520.43	26.37¢
Miscellaneous Revenue	21,125.21	.11	19,983.16	.11
Discounts and Adjustments	*3,086.94**	*.02**	*961.55**	*.01**
TOTAL GROSS REVENUE	$5,531,678.01	28.85¢	$4,623,542.04	26.47¢
STREET RAILWAY EXPENSE				
Street Car Mileage	272,465	....	5,722,693	....
Roadway and Overhead	7,739.40	2.84¢	120,190.08	2.10¢
Conducting Transportation	29,971.57	11.00	707,985.74	12.37
Traffic Promotion	....	....	....	....
Power	11,353.90	4.17	246,647.44	4.31
Maintenance and Servicing Equipment	6,196.97	2.27	208,786.78	3.65
Commercial and General	7,231.74	2.65	139,353.04	2.44
Injuries and Damages	5,346.16	1.96	52,021.37	.90
Car Advertising Expense	96.72	.04	....	....
Depreciation	....	....	....	....
TOTAL STREET CAR OPERATION	$67,936.46	24.93¢	$1,474,984.45	25.77
MOTOR COACH EXPENSE				
Motor Coach Mileage	8,806,971	....	8,636,461	....
Roadway	$22,006.50	.25¢	$1,230.45	.01¢
Conducting Transportation	827,692.99	9.40	760,218.48	8.80
Traffic Promotion	9,767.42	.11	....	....
Fuel	240,595.21	2.73	251,359.13	2.91
Maintenance and Servicing Equipment	437,250.59	4.96	372,996.24	4.33
Commercial and General	266,564.97	3.03	261,582.10	3.03
Injuries and Damages	61,267.99	.70	33,748.10	.39
Car Advertising Expense	4,511.53	.05	....	....
Depreciation	284,353.58	3.23	228,116.17	2.64
TOTAL MOTOR COACH OPERATION	$2,154,010.78	24.46¢	$1,909,250.67	22.11¢
TROLLEY COACH EXPENSE				
Trolley Coach Mileage	10,091,652	....	3,109,863	....
Roadway and Overhead	$110,180.85	1.09¢	$15,750.44	.51¢
Conducting Transportation	1,096,543.73	10.87	326,234.86	10.49
Traffic Promotion	11,158.82	.11	....	....
Power	306,505.63	3.04	111,142.31	3.57
Maintenance and Servicing Equipment	321,407.63	3.19	88,304.30	2.84
Commercial and General	307,006.06	3.04	107,697.35	3.46
Injuries and Damages	40,713.24	.40	6,124.42	.20
Car Advertising Expense	5,209.02	.05	....	....
Depreciation	382,132.17	3.79	102,383.99	3.29
TOTAL TROLLEY COACH OPERATION	$2,580,857.15	25.58¢	$757,637.67	24.36¢
SUMMARY				
Total Operating Expense	$4,802,804.39	25.05¢	$4,141,872.79	23.71¢
Miscellaneous Expense	....	....	43,720.48	.25
OPERATING INCOME	$728,873.62	3.80¢	$437,948.77	2.51¢
DEDUCTIONS				
Interest	$458,691.56	2.39¢	$321,693.80	1.84¢
Taxes	72,561.29	.38	45,030.00	.26
Other	....	....	22,872.18	.13
TOTAL DEDUCTIONS	$531,252.85	2.77¢	$389,595.98	2.23
NET INCOME	$197,620.77	1.03¢	$48,352.79	.28¢

NOTE: 1940 depreciation is on equipment only.

**NOTE: italics represent Deductions.*

EXHIBIT III

OPERATING STATISTICS FOR THE YEAR 1941

Previous Year	Decrease Per Cent		Increase Per Cent	Current Year
5,722,693	95.24	Rail Miles Operated	......	272,465
633,289	95.76	Rail Hours Operated	......	26,880
9.04	......	Miles Per Hour	12.17	10.14
3,109,863	......	Trolley Coach Miles Operated	224.50	10,091,652
286,671	......	Trolley Coach Hours Operated	235.53	961,874
10.85	3.32	Miles Per Hour	......	10.49
8,636,461	......	Motor Coach Miles Operated	1.97	8,806,971
716,272	1.39	Motor Coach Hours Operated	......	706,342
12.06	......	Miles Per Hour	3.40	12.47
17,469,017	......	Total Miles	9.74	19,171,088
1,636,232	......	Total Hours	3.24	1,689,304
17,404,555	......	Schedule Miles Operated	9.77	19,104.132
64,462	......	Non-Revenue Miles Operated	3.87	66,956
17,469,017	......	Total Miles Operated	9.74	19,171,088
1,625,743	......	Schedule Hours Operated	3.53	1,683,165
10,489	41.47	Non-Revenue Hours Operated	......	6,139
1,636,232	......	Total Hours Operated	3.24	1,689,304
4,196,465	......	Passengers @ .02½¢	17.90	4,947,566
47,492,228	......	Passengers @ .08⅓¢	21.36	57,634,671
5,140,554	......	Passengers @ .10¢	7.06	5,503,463
14,438	......	Passengers @ Revenue Transfers	......	....
....	......	Passengers—*Contract	......	331,506
56,843,685	......	TOTAL REVENUE PASSENGERS	20.36	68,417,206
734,917	......	Deadheads	57.68	1,158,801
21,296,418	......	Transfers	1.31	21,575,470
78,875,020	......	TOTAL PASSENGERS	15.56	91,151,477
3.25	......	Revenue Passengers Per Revenue Mile	10.15	3.58
4.52	......	Total Passengers Per Revenue Mile	5.53	4.77
$4,603,558.88	......	Passenger Revenue	19.53	$5,502,413.60
19,983.16	......	Miscellaneous Revenue	46.45	29,264.41
4,623,542.04	......	Gross Revenue	19.64	5,531,678.01
.2622	......	Revenue Per Mile	10.03	.2885
.0806	......	Revenue Per Revenue Passenger	.37	.0809
.0581	......	Revenue Per Passenger	4.48	.0607
$4,185,593.27	......	TOTAL EXPENSES	14.75	$4,802,804.39

*By apportionment of Police, Fire Department and Mail Carriers.

EXHIBIT

INCOME, PROFIT and

For the Period Ending

EXPENSE

OPERATING EXPENSE:			
Roadway and Overhead Trolley Maintenance		$ 139,926.75	
Conducting Transportation—Operators, Inspectors, Dispatchers and Station Masters		1,954,208.29	
Traffic Promotion		20,926.24	
Power:			
Electric	$317,859.53		
Gasoline	190,967.03		
Diesel	49,628.18	558,454.74	
Maintenance and Servicing of Equipment		764,855.19	
Commercial and General		580,802.77	
Injuries and Damages		107,327.39	
		$4,126,501.37	
*Depreciation of Tangible Fixed Assets		666,485.75	$4,792,987.12
MISCELLANEOUS EXPENSE:			
Coach Advertising Expense			9,817.27
DEDUCTIONS FROM GROSS INCOME:			
Interest on Revenue Bonds Outstanding		$ 458,690.62	
Miscellaneous Interest		.94	
Charges in Lieu of General Taxes—City Assessment		45,030.00	
Other Deductions—State Business and Occupational Tax		27,531.29	531,252.85
			$5,334,057.24
NET INCOME, CURRENT ANNUAL PERIOD—GAIN			197,620.77
			$5,531,678.01

PROFIT

LOSSES ACCRUED (OTHER THAN INCOME) CURRENT ANNUAL PERIOD:		
Adjustment of Overtime Earned—Not Paid	$ 2,023.67	
Miscellaneous—Non-operating Items	123.78	$ 2,147.45
DELAYED LOSSES ACCRUED IN PRIOR PERIODS:		
*Depreciation Adjustment—Four Months Year 1939	$ 42,840.09	
*Depreciation Adjustment—Year 1940	70,349.26	
Prior Years Operating Expenses	2,406.88	
Billing Adjustments, etc.	1,849.69	117,445.92
INCOME, PROFIT AND LOSS—GAIN		84,984.63
		$ 204,578.00

* Subject to Final Re-allocations and Adjustments by State Examiners.

IV
LOSS STATEMENT

SEATTLE TRANSIT SYSTEM

December 31, 1941

REVENUE

OPERATING REVENUE:		
Trolley Coach Passenger Revenue	$3,542,874.35	
Motor Bus Passenger Revenue	1,854,687.13	
Charter Coach Revenue	11,226.14	
Mail Revenue—Transportation of Mail Carriers	25,084.48	
Street Car Revenue	79,767.64	
	$5,513,639.74	
Less Discounts and Adjustments	3,086.94	$5,510,552.80
MISCELLANEOUS REVENUE:		
Coach Advertising	$ 18,012.76	
Rentals of Real Estate and Buildings	1,247.62	
Rentals of Equipment	550.81	
Sundries	1,314.02	21,125.21
		$5,531,678.01

AND LOSS

NET INCOME, CURRENT ANNUAL PERIOD—SHOWN ABOVE		$ 197,620.77
GAINS ACCRUED (OTHER THAN INCOME), CURRENT ANNUAL PERIOD:		
Adjustment on Reclaimed Oil		142.90
DELAYED GAINS ACCRUED IN PRIOR PERIODS:		
Discount on Warrants Paid	$ 5,570.73	
Warrants Cancelled	161.63	
Depreciation Adjustment on Equipment Retired	845.43	
Miscellaneous Adjustments	236.54	6,814.33
		$ 204,578.00

EXHIBIT
BALANCE SHEET

SEATTLE TRANSIT SYSTEM

FIXED ASSETS

PLANT AND IMPROVEMENTS:			
Special Construction of Plant—Paid from Bond Proceeds	$6,423,705.37		
Special Construction Materials and Supplies—Paid from Bond Proceeds	80,023.47	$6,503,728.84	
Special Construction of Plant—Paid from Revenue		579,407.16	
Book Value of Old Street Railway Plant—August 25, 1939 (Net)	$4,445,465.66		
Appraised, Usable Value of Old Street Railway System	819,026.27	819,026.27	
	$3,626,439.39		
Salvage Value—Less Cost of Removals—of Old Street Railway System	277,343.79		
Unamortized Balance of Old Street Railway System		3,349,095.60	$11,251,257.87*

SINKING, REDEMPTION AND SPECIAL FUND ASSETS

TRANSIT SYSTEM BOND INTEREST AND RETIREMENT FUND:			
Interest Fund Cash		$ 228,657.01	
Retirement Fund Cash		345,120.00	573,777.01

CURRENT ASSETS

CURRENT FUNDS CASH:			
City Railway Fund	$ 5,423.60		
Railway Emergency Operating Fund	113.89		
Transportation System Revenue Fund	366,257.23		
Cash on Hand in Department	19,878.95	$ 391,673.67	
CONSTRUCTION FUNDS CASH:			
Transportation System 1939 Bond Construction Fund	$ 244,098.17		
Transportation System Refunding and Improvement Fund	23,686.49	267,784.66	
DEPRECIATION FUND CASH:			
Transportation System Renewal and Betterment Fund		300,000.00	
		$ 959,458.33	
Special Guaranty Deposits (See Contra)		329.05	
Bond Interest on Deposit at Fiscal Agency		240,750.00	
Accounts Receivable		58,173.15	
Materials and Supplies		227,991.54	
Amounts Receivable on Real Estate Contracts		296.00	1,486,998.07

DEFERRED ASSETS

Amount Reserved in Employees' Retirement Fund to Apply on Contributions (See Contra)		$ 43,277.20	
WORKING FUND ADVANCES:			
Revolving Fund No. 1 (Payroll Time Checks)	$ 1,000.00		
Revolving Fund No. 2 (Petty Cash)	2,500.00		
Ice and Snow Removal Fund	1,000.00		
Miscellaneous	425.00	4,925.00	48,202.20

UNADJUSTED DEBITS

Prepaid Insurance		$ 2,067.80	
Work in Progress		16,123.17	
Other Unadjusted Debits (Net)		18,036.36	36,227.33
			$13,396,462.48

* Subject to Final Re-allocations and Adjustments by State Examiners.

V

DECEMBER 31, 1941

CAPITAL LIABILITIES

Municipal Transportation System Refunding and Improvement Revenue Bonds Outstanding			$10,700,000.00

CURRENT LIABILITIES

WARRANTS AND CHECKS OUTSTANDING:			
City Railway Fund Warrants Outstanding (Called for Payment)	$ 3,573.75		
City Railway Fund Warrants Outstanding	79,589.46		
Railway Emergency Operating Fund Warrants Outstanding	93.69		
Transportation System Revenue Fund Checks Outstanding	20,094.62	$ 103,351.52	
Transportation System Revenue Bond 1939 Construction Fund Checks Outstanding	$ 53.36		
Transportation System Refunding and Improvement Fund Checks Outstanding	1,081.12	1,134.48	
		$ 104,486.00	
AUDITED AND APPROVED CLAIMS PAYABLE:			
Transportation System Revenue Fund	$ 97,999.71		
Transportation System Refunding and Improvement Fund	10,004.87	108,004.58	
AUDITED AND APPROVED PAYROLL PAYABLE:			
Transportation System Revenue Fund	$ 121,975.77		
Transportation System Refunding and Improvement Fund	364.13	122,339.90	
UNAUDITED CLAIMS PAYABLE:			
Transportation System Revenue Fund	$ 90,621.53		
Other Claims Payable	83,573.34	174,194.87	
Unmatured Accrued Interest on Funded Debt (On Deposit)		$ 240,750.00	
Tokens Outstanding		93,137.67	
State Business and Occupational Tax Payable		5,977.99	
Matured Bonds in Process of Settlement		32,000.00	
Special City Tax Assessment		103,859.52	984,750.53

DEFERRED LIABILITIES

Amounts Retained on Contractor's Estimates	$ 29,186.82	
Liability to Employees' Retirement Fund—Prior Service (See Contra)	43,277.20	
Special Guaranty Deposits Repayable (See Contra)	329.05	72,793.07

UNADJUSTED CREDITS

Reserve for Accrued Depreciation—Tangible Fixed Assets	$1,337,491.82	
Reserve for Accrued Depreciation—Property Held as Non-Operating Investment	5,187.80	
Accumulated Overtime—Payable in Time Off	67,023.04	1,409,702.66

SURPLUS

Earnings, August 26, 1939 to December 31, 1941	229,216.22
	$13,396,462.48

EXHIBIT VI

SEATTLE MUNICIPAL STREET RAILWAY

INCOME BY YEARS TO DECEMBER 31, 1941

	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
1941	5,531,678.01	6,957.23	4,136,319.58	458,690.62	72,561.29	666,485.75	119,593.37	84,984.63	...	229,216.22

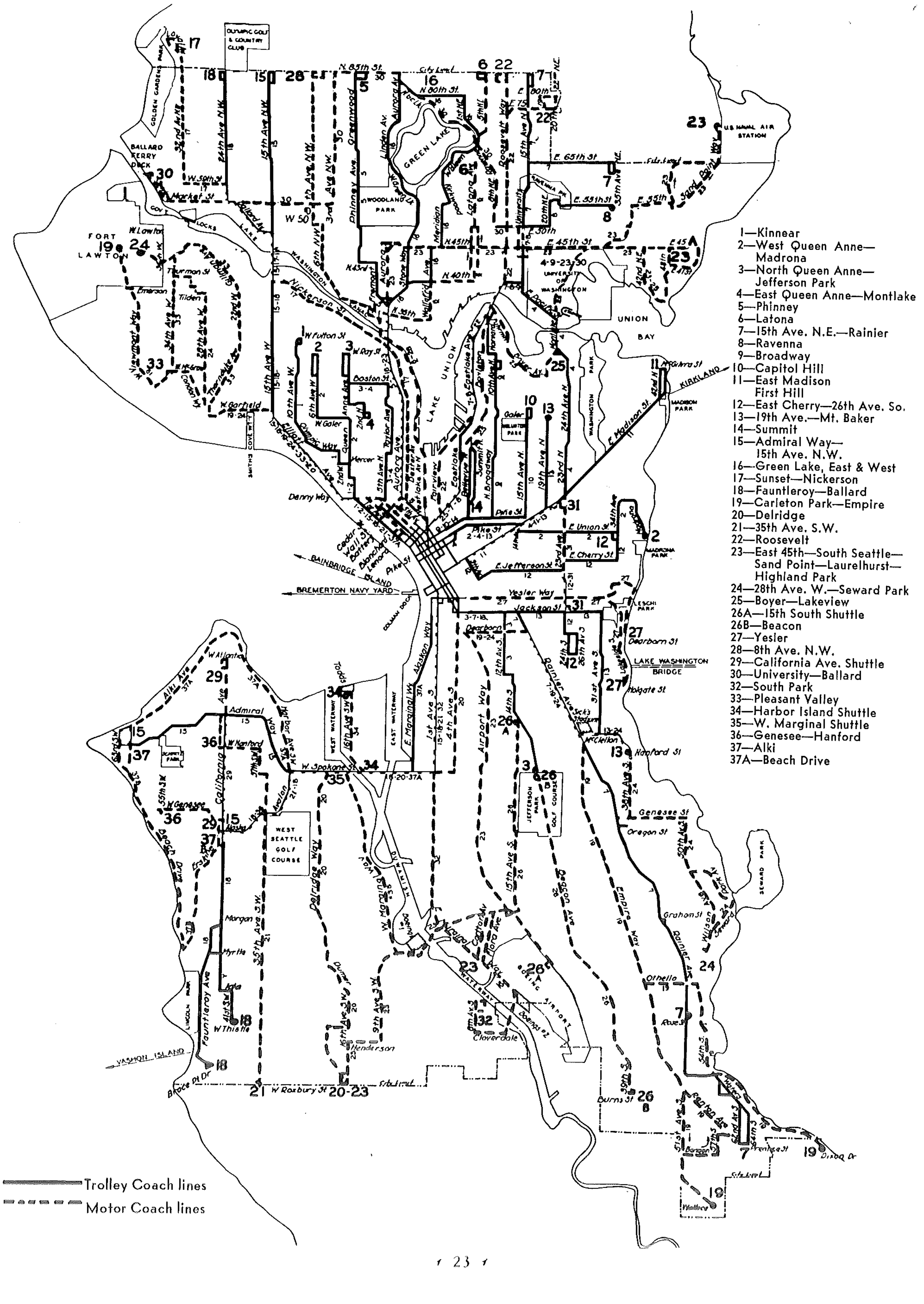
* August 25, 1939 marks closing of books at time of installation of Seattle Transportation Commission.

** Discount on existing prior indebtedness.

EXHIBIT VII

SEATTLE TRANSIT SYSTEM TROLLEY AND MOTOR COACH ROUTES

December 31, 1941



A downtown office—convenient to the public—was established on the ground floor of the Northern Life Tower, Third and University, to handle lost and found, information, and token sales. The office also serves as a downtown report center for inspectors, loaders, operators, etc.

SEATTLE TRANSIT

"AT YOUR SERVICE"

GATEWAY PRINTING COMPANY, SEATTLE