

Meet Me At The Bus Stop:

125 Years of Public Transit
in
Jefferson County, Washington
1889-2014



Darrell W. Conder

**Meet Me At The Bus Stop:
125 Years of
Public Transit in Jefferson
County, Washington 1889-2014**

by Darrell W. Conder

© Copyright 2013, 2014 by the Jefferson County Historical Society, Port Townsend, Washington. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any other information storage and retrieval system, without the written permission of the Jefferson County Historical Society.

Front cover art work by Jefferson Transit driver Alice Lane, and was originally used on the 2010 Jefferson Transit schedule.

Contents

| | |
|--|------------|
| Acknowledgments | ii |
| Preface | 1 |
| Chapter One: Hurry Up! You'll Miss the Bus! | 6 |
| Chapter Two: Hey, Mr. Dooley, Can You Spare a Nickel for Your Streetcar | 10 |
| Chapter Three: At Last, Here Comes A Dad-Blamed Bus! (Thank You Sam McGee and Johnny Lafferty!) | 38 |
| Chapter Four: Townsend Transit—A Roll of the Dice! | 49 |
| Chapter Five: Johnny, Frank & Sandra Keep the Buses Rolling! | 60 |
| Chapter Six: By Jove! That's a Jefferson Transit Bus I See Coming! | 73 |
| Epilog | 138 |
| Appendix A: Authority Board Members & Jefferson Transit Employees List | 139 |
| Appendix B: Hey! There's a Freight Train Parked in the Middle of Water Street! | 142 |
| Appendix C: Port Townsend Ferries Keep On Floating | 144 |
| Appendix D: Get Out the Stetson Lloyd, It's Time for the Rodeo! | 146 |
| Selected Bibliography | 150 |
| Index | 152 |

Acknowledgments

With the greatest sincerity (and in alphabetical order) I want to thank: **Peter Badame**, Jefferson Transit's first manager, whose initial interview set me on the right path, and who has been there to answer my many questions; **Tony and Suzanne Bamonte**, for their detailed research on T. J. Dooley which they shared so freely; **Homer Benton**, for his remarkable 1966 history of Port Townsend streetcars and for preserving information that would have been forever lost; Jefferson Transit Supervisor **Lloyd Eisenman**, who got us in at Fort Worden to view the old Dooley locomotive and who has helped in many other ways; retired Jefferson Transit driver **Dorothy Frost**, who spent hours recounting the early days of Jefferson Transit; **Ruth Gordon**, Jefferson County Clerk, and her staff for all their personalized research on my behalf; former Jefferson Transit General Manager and current C-TRAN's executive director/CEO **Jeff Hamm**, who took time from his busy schedule to answer my questions; **Kay Harper**, former JT dispatcher and Jefferson Transit Citizen's Advisory Committee member who has so many stories to tell about her friends at Jefferson Transit; **James Hermanson**, for his wonderful book of Port Townsend history; **Jefferson County Historical Society** staff, who went above and beyond helping me with their collection; Jefferson Transit receptionist **Sue Jones** who happily made oodles of photocopies for me; Jefferson Transit driver **Alice Lane** for her many stories, caring attitude and art work; **John Maiden**, Jefferson Transit's senior driver, whose knowledge of early Jefferson Transit history proved priceless; **William "Bill" Matheson**, retired Fort Worden employee and local historian for his valuable work; **Franklin and Maxine McDowell**, former owners of McDowell-Lafferty Stage Lines, who traveled from their home in Goldendale, Washington to Port Townsend for our interview and for donating some one-of-a-kind photographs; Jefferson County Historical Society Research Center archivist **Marsha Moratti**, who was always happy to oblige my many requests; **Elizabeth "Beth" Mosley**, who helped with the history of Lafferty Stage Lines; former Stevens' Stage Line drivers **Vern and Virginia Mullins**, who invited me into their home and shared their memories and photos; **Linda A. Packer**, my dear friend of thirty-seven years who edited this work; Jefferson Transit General Manager **Tammi Rubert**, who was so generous with her time and contributions; **Ruth Short**, who, at age ninety-eight and with a great memory and wonderful sense of humor, invited me into her home and spent an entire morning recounting her working relationship and friendship with H. J. Carroll, and for her remembrances of Townsend Transit; Jefferson Transit Clerk of the Authority Board **Laura Smedley**, who cheerfully dug through tons of Transit records at my request; former Jefferson Transit General Manager **David Turisinni** for his time and insight; **Rex Wilson**, executive editor of the *Peninsula Daily News*, who generously allowed me to use his paper's photographs; **Scott Wilson**, *Port Townsend & Jefferson County Leader* publisher and editor, who, last but not least, was so very generous with his newspaper's archives, photographs and his personal editorials. In fact, I want to thank all those nameless, faceless *Leader* editors, reporters, typesetters and others over the last 125 years whose articles form the foundation of this history. Without them, this book would not have been possible.

Preface

For many years I earned my keep as a professional researcher. Although most of that time was spent digging through the mundane, here and there I worked on a truly exciting project—like the one in 2007 that took me on a 3,000-mile trip around the USA visiting libraries, archives, courthouses and cemeteries. It was occasions like this that made it all worthwhile.

Alright, I'm blowing smoke here to disguise the fact that a history of public transit sounds as exciting as an in-depth study of crabgrass varieties—some 300 of them, in case you don't know. Nevertheless, that's what I've done and if you're reading this, either you have some interest in the subject or you're being punished by your teacher.

Now there are many aspects to public transit: there are the cold, boring stats—things like a study of emission controls and traffic patterns, which for me, really do rank up there with the study of crabgrass; and then there is the rolling stock, meaning those things that carry passengers and roll on wheels. That happens to be my interest—well, really it's a passion!

Although trolleys, streetcars, cable cars, light rail, trains, airplanes, taxis, passenger ships and ferries are all forms of public transit, for me and loads of others, public transit really means a bus, either the city variety or the ones doing the intercity thing, which is to say a Greyhound bus gliding along the open road.

Why, you may well wonder, would any sane person have a passion for buses? Fair enough. My love for buses is really a childhood thing, *i.e.*, going back to the 1950s when I would take a weekly trip downtown with my mother in an “Old Look” GM bus.¹ It was also back then that I took a trip to St. Louis with my father aboard one of Greyhound's new double-decker *Scenicruisers* and was able to sit in the front seat, upper level, where I could see out over the roof of the lower deck—courtesy of a friendly Greyhound driver who was caught up in the excitement of a little boy. Ever since, I've been hooked on buses and, in time, that interest matured into being an active public transit advocate.

The advocacy part started in 1968, which was the year my hometown's privately-owned bus company ran out of money and the “city fathers” were refusing to honor previous commitments of financial aid. For the record, that didn't end well: the “city fathers” stuck to their guns and the transit system failed the following year, putting yours truly and a few thousand others on foot. Alas, that dismal outcome proved to be the catalyst for my becoming an active public transit advocate for the next four decades.

Some years ago the legendary folk song writer/singer/activist Pete Seeger recorded a song called “Garbage.” Allow me to recite some lyrics from that song:

¹ Beginning in 1940 Yellow Coach, which was a part of General Motors, designed and produced a bus that resembled a loaf of bread. In 1943 Yellow Coach was renamed General Motors Coach Division and the same bus design continued under the GM logo. Although a new model was introduced in 1959, the old model continued in production alongside the new until 1969. Thereupon the older models were called “Old Look” while the new design was called “New Look.” Some 38,000 “Old Look” buses were produced between 1940 and 1969 and thus it is one of the most recognizable bus designs in the world.

Mr. Thompson starts his Cadillac and winds it down the freeway track
Leaving friends and neighbors in a hydrocarbon haze
He's joined by lots of smaller cars all sending gases to the stars
There to form a seething cloud that hangs for thirty days
And the sun licks down into it with an ultraviolet tongue
Turns it into smog and then it settles in our lungs
Oh, Garbage, garbage, garbage
We're filling up the sky with garbage
What will we do when there's nothing left to breathe but garbage.²

Why did I toss in these lyrics? So I would have an excuse to climb upon my public-transit soapbox and preach a little, which I'll do by first taking you back to a hot summer afternoon in the mid 1970s: the place is Los Angeles, one of the most car-saturated and air-polluted cities on earth.

As far as the eye could behold was a sea of single-occupant cars inching along the Hollywood Freeway in a sweltering 101° heat. And there I sat, with a million other idiots, trapped inside my little white unairconditioned 1963 Ford Falcon—with red vinyl seats, no less—contributing my fair share of “garbage” to the infamous lung-stinging carcinogenic smog of the San Fernando Valley. The only hint of sanity in this sea of human madness was the occasional RTD³ bus, loaded to the gills with passengers, zipping past in the high-occupancy vehicle lane, or Diamond Lane.

Okay, I will fess up: I didn't immediately go out and scrap my little gas-belching Falcon. I didn't forever forswear the internal-combustion engine; indeed, I've owned lots of the things over the last forty-five years. But, and this is a super “but,” I did become very serious about “going green,” which, if I remember right, was a slogan that caught on sometime in the 70s.⁴ From that time on, whenever feasible for someone living in L.A., I parked my various cars and trucks and used the ever-reliable RTD bus. In fact there were times back then when I didn't drive my car all week, which I feel is a notable accomplishment in Los Angeles.

This wasn't a smug, self-righteous act on my part. It was a sincere realization that the cure for what ails our planet starts with me, and that is why Pete Seeger's rendition of “Garbage” has become something of a theme song in my determination. In other words, for me “going green” means doing my part to clean up what you and I suck into our lungs about twelve times a minute, and I truly believe that one of the best solutions to air pollution is mass transit—getting Americans out of their automobiles and into a bus, or into some other form of mass people movers, or, heaven forbid, even on a bicycle or on foot!

² Quoted from the lyrics of Bill Steele's song, “Garbage” and recorded by Pete Seeger in his Grammy Award-winning album “Pete.” Pete Seeger died on January 27, 2014 at age ninety-four.

³ The Southern California Rapid Transit District (referred to as RTD), was the successor to the original Metropolitan Transit Authority, or MTA. It was created by an act of the California State Legislature in 1964. The RTD merged with the Los Angeles County Metropolitan Transportation Authority on April 1, 1993.

⁴ The 1970s saw numerous steps to clean up the environment: the National Environmental Policy Act, the Clean Air Act, the founding of Earth Day, the banning of DDT, the Water Pollution Control Act, and the Endangered Species Act. These “save the earth” measures were highlighted by the disasters at Love Canal in 1978 and Three Mile Island in 1979, which terrified the public with the visible consequences of toxic waste, pollution, and contamination.

Way back in 2002 there were some 531 million cars worldwide, and each of these gas-bangers produced an average of twenty pounds of CO₂, or carbon dioxide, for every consumed gallon of fuel. According to the latest stats, the average new car now gets 24.9 mpg, and the average one-way work commute is sixteen miles. Let's add to these stats the fact that 76.4% of all commuters drive alone. However, most commuters aren't driving new cars, meaning that their engines are sucking a lot more fuel than any 24.4 mpg. So let's be liberal with the numbers and say that the average round trip commute spends one gallon of fuel. That's 20 lbs of CO₂ spewing into the heavens per commute.

Why am I boring you with this? Because I want to tell you about a super people-mover called a bi-articulated bus. This thing, which resembles a bus accordion, can carry up to 270 passengers.⁵ Now, using the above stats, and considering American drivers' single-occupancy vehicle habit, one fully-loaded bi-articulated bus could take 270 cars off the road, sparing us all 270 x 20 lbs, or 5,400 lbs of atmospheric poison per round trip commute!⁶ Think of the results if all those single commuters, inching along a jammed, miserable LA freeway, would dump their cars for a bi-articulated bus. What kind of dent would a thousand of those things make in rush hour traffic? What effect would that have on the carcinogenic air we all are forced to breathe? *What would it do for Mother Earth?*

I'm not offering some unknown solution here, because most people know that mass transit is a major remedy to our poisoned atmosphere. But you and I know that humans are well practiced at ignoring anything that would cramp their style. It's why they stuff their faces with junk food, habitually suck tobacco smoke into their lungs and simply will not dump their cars for public transit.

One more time and in plain English: a viable solution to our poisoned atmosphere—a "hydrocarbon haze"—is as simple as going to the corner and catching the next bus!

Okay, enough of my soap boxing; after all, the object of this work is to outline a history of public transit in Jefferson County, Washington. So, without further ado, let's get on with it!

Darrell W. Conder, Port Townsend, WA

⁵ Each bi-articulated bus is equipped with five doors by which passengers can quickly load and unload only at enclosed stations where passengers have already purchased passage. Regarding the efficiency of intercity buses, one Greyhound bus takes an average of nineteen cars off the road and achieves 170 passenger miles per gallon of fuel.

⁶ Information from The American Public Transit Association, cited in the on-line article "Does Bus Transit Reduce Greenhouse Gas Emissions?" April 5, 2010 at: <http://reason.org/news/show/1009762.html#sthash.aVQfC2PT.dpuf> "Average one-way commute time is 26 minutes (over an average distance of 16 miles)" <http://abcnews.go.com/Technology/Traffic/story?id=485098&page=1>. The New Times "Commuting's Hidden Cost" October 28, 2013. By JANE E. BRODY "According to the Census Bureau, more than three-fourths of all commuters drove to work in single-occupancy vehicles in 2009. Only 5 percent used public transportation, and 2.9 percent walked to work. A mere 0.6 percent rode bicycles ..." <http://well.blogs.nytimes.com/2013/10/28/commutings-hidden-cost/>. "How much carbon dioxide do people produce each year?" Answered by Science Channel: <http://curiosity.discovery.com/question/carbon-dioxide-people-produce-year>. Journalist's Resource "U.S. residents, how they commute and what it costs" <http://journalistsresource.org/studies/environment/transportation/us-residents-how-they-commute-what-it-costs-research-roundup#>.

Post Script

As a writer I love post scripts because that's where one can dump things that just don't fit into any other area of a manuscript. That's why I'm adding one here, *i.e.*, so I can inform you that I take full responsibility for the accuracy of my research, any grammatical errors, "misspppelleed" words, puns and occasional editorializing, and to state that these in no way reflect on those who have generously contributed to this work. Oh, and since I'm not being paid by someone to research and write this stuff, I'm going to indulge my colloquial instinct and write as though you and I were sitting barefoot in a porch swing passing the time of day!

DEDICATION

To Helen Marie Dooley Conder whose many wonderful, humorous tales of yesteryear were such an inspiration during my formative years. A tiny part of you, my dear Mamaw, lives in these pages.

ADVERTISEMENT

This history is a work in progress. You are invited to send comments, corrections or additions in the form of stories, photographs or memorabilia directly to the author at darrellwconder@hotmail.com

CHAPTER ONE



Hurry Up! You'll Miss the Bus!

Do you know when the world's first buses rolled onto a city street? Would you believe in 1662? It's true! That was the year French philosopher Blaise Pascal got old King Louis XIV—the Sun King—away from a Versailles garden party long enough to issue a Royal “bus” franchise. Pascal's “buses,” which were actually horse-drawn extended carriages, traveled five fixed routes along the streets of Paris. But alas, that far-sighted experiment didn't end so well, one of the main problems being that old Pascal up and died during the second year of business.

Parisians had to wait another 150 some-odd years before catching the next bus, or until 1815 when the first omnibuses⁷ started plodding along regular fixed routes.⁸ In one form or other, city buses have been rolling along Parisian streets ever since. Nine years later John Greenwood started England's first bus service in Manchester. Steam powered omnibuses made their debut in England in the 1830s thanks to Walter Hancock and Sir Goldsworthy Gurney, among others.⁹ These were quite the improvement over horse-drawn buses—if they didn't blow up and kill everyone on board. Berlin got its first bus line in 1840, running between Alexanderplatz and Potsdamer Bahnhof.

Here in the States the first fixed-route public transit was said to have been in New York City in 1740, where, legend says, ox carts ran along Broadway picking up and dislodging passengers on demand.¹⁰ Legend aside, America's first documented fixed transit route was the accomplishment of Abraham Brower who, in 1827, ran a horse-drawn carriage in New York City along the extreme of Manhattan Island down Broadway to Bleeker Street, about one and three-quarters of a mile to the north. His open-sided roofed carriage featured gates on either side for passengers to enter or exit. The design was improved when Brower constructed a carriage that resembled our modern buses by seating passengers on the sides facing one another with a single entry/exit door at the rear. He also included curtains that could be drawn to keep out dust and inclement weather, and he advertised the thing by the new European designation “omnibus.”

⁷ Omnibus is an old term for bus or wagonette, “omni” being the Latin for “all.” So an omnibus is a bus for all, or a public bus.

⁸ Cudahy, Brian J. *Cash • Token • And • Transfers A History of Urban Mass Transit in North America*. (New York: Fordham University Press, 1990), p. 224, note 5.

⁹ Benson, Bruce L. *The Rise and Fall of Non-Government Roads in the United Kingdom*. (Street Smart: Competition, Entrepreneurship and the Future of Roads), pp. 263–264 as cited on Wikipedia, article “Steam bus.”

¹⁰ “Broadway Buses to Run Wednesday.” *The New York Times*. February 9, 1936, pt. II, pp.1-2 as cited in Cudahy, Brian J., *op. cit.*, p. 9.

Admittedly a ride on Abe Brower's newfangled bus was pricey—one shilling, or about 12¢—but hey, what a super ride!¹¹ Okay, so there were some minor annoyances, as the *New York Herald* of October 2, 1854 just had to point out:

Modern martyrdom may be succinctly defined as riding in an omnibus. The discomforts, inconveniences, and annoyances of a trip in one of these vehicles are almost intolerable. From the beginning to the end of the journey a constant quarrel is progressing. The driver quarrels with the passengers, and the passengers quarrel with the driver. There are quarrels about getting out and about getting in. There are quarrels about change and about the ticket swindle. The driver swears at the passengers and the passengers harangue the driver through the strap hole—a position in which even Demosthenes could not be eloquent. Respectable clergymen in white chokers are obliged to listen to loud oaths. Ladies are disgusted, frightened, and insulted. Children are alarmed and lift up their voice and weep. Indignant gentlemen rise to remonstrate with the irate Jehu and are suddenly bumped back into their seats, twice as indignant as before, besides being involved in supplementary quarrels with those other passengers upon whose corns they have accidentally trodden. Thus the omnibus rolls along, a perfect bedlam on wheels.¹²

This was not a lone reporter's view of the omnibus. A fellow from the *New York Tribune* described the omnibus as

... cold in winter and stuffy in summer. It has a perennially frowsy smell; a flavor of remote antiquity; of the strange period when people used straight, hard-seated, high-backed chairs, and otherwise mortified the flesh in their domestic arrangements. Its exterior always suggested the idea that the inventor of the machine had designs for a circus band-wagon floating through his powerful mind when he conceived this chaste and unique creation, and that these reminiscences were fused with hazy glimpses of the decorations of a dime museum ... the passenger is almost sure to knock his head both getting in and out, and if he does not also tread on the feet of his fellow-sufferers on both occasions he and they may congratulate themselves. The arrangements for shooting passengers out into the mud suddenly are unsurpassed, unless it be by the facilities for compelling them to plunge wildly forward toward the horses when they enter.¹³

¹¹ Before gold and silver were discovered in the American West in the mid-1800s, the United States lacked a sufficient quantity of precious metals for minting coins. Thus, a 1793 U.S. law permitted Spanish dollars, English shillings and other foreign coins as legal tender. Foreign coins were not banned as legal tender in the United States until 1857. Also see, Cudahy, Brian J., *op. cit.*, pp. 9-10.

¹² Coffee, John M., Jr. *The Atwood-Coffee Catalogue of United States and Canadian Transportation Tokens Fourth Edition Volume Two History and Encyclopedia of Transportation Tokens*. (Boston, Massachusetts: American Vecturist Association, 1986), pp. 4-5.

¹³ *ibid.*

In case you're thinking things had to improve over time, here's a report dating from 1882 that will dispel that notion:

The majority of these vehicles are filthy, badly ventilated and full of vermin. In the winter the floor is covered with straw as a protection from the cold, but this soon becomes foul and constitutes an intolerable nuisance. A crowded car is a favorite spot for pickpockets to ply their trade. The drivers and conductors are often brutal wretches, and insult and maltreat their passengers in a manner that would be incredible were not the facts so well attested.¹⁴

So why, in the name of decency, when a healthy person could outwalk an omnibus, would any sane man or woman pay for a ride from hell? An obvious reason was foul weather, while another was American city streets of that era. City streets, when wet, were a sinkhole of mud, slime and horse droppings, and in hot, dry weather the dust would render a person filthy within a few blocks. In other words, if you desired to arrive at your destination dry and in reasonably clean attire without mud and manure on your shoes, then a bus was the only way to achieve that goal.

The good news is that all bad things must come to an end ... or do I have that backwards? Anyway, the invention of railcars was a move forward in mass transit evolution.

The world's first passenger rail service began in Wales in 1807 when the Oystermouth Railway launched their stagecoach-type cars. Although not an instant success story, after a few decades of refinement passenger rail service began catching on.

Rail service came to America on November 26, 1832 when John Mason, the president of the Chemical Bank of New York, opened the New York & Harlem Railroad. In fact, that date gives banker John the distinction of launching the world's first horse-drawn rail trolley.¹⁵ Within fifty years Mason's small line had paved the way for some 415 other streetcar firms employing 35,000 workers, 18,000 cars and over 100,000 horses and mules traveling over 3,000 miles of track. Combined, these lines annually carried a total of 1.2 billion passengers and represented a total capital investment of \$150 million—or roughly \$3.5 billion in today's value.¹⁶

The day of horse-drawn public transit began to rapidly wane in 1873, which is the year that Andrew Smith Hallidie's little cable cars rolled onto the streets of San Francisco. This uniquely complicated little contraption ran on underground steel cables powered by massive steam engines in a centrally-located plant. The problem with this innovation was that those cable cars traveled at a constant speed, meaning that when one rounded a sharp curve it didn't slow down. That resulted in the occasional passenger being jettisoned from the open sides into the streets. If fortune smiled on the hapless passenger, he didn't land in front of an on-coming beer wagon; if it wasn't his lucky day, then the company would cheerfully refund the 5¢ fare to the next of kin.

¹⁴ Coffee, John M., Jr., *op. cit.*, p. 7., citing a transit report from New York City in 1882.

¹⁵ Actually, the word "trolley" wasn't used in 1832. The term "trolley" originated from the earliest electric rail cars, which didn't use a pole, but rather a system in which a car dragged an overhead cable connected to a small cart—or "troller"—that rode on a "track" of overhead wires. From the side, the dragging lines made the car seem to be "trolling," as in fishing. Later, when a pole was added, it came to be known as a trolley pole, hence the cars were known as "trolleys." Source: Wikipedia, article "trolley pole."

¹⁶ Little, Hardin H., "The Founding of the Street Railway Association," *Street Railway Journal*, 24, No.25, Oct. 8, 1904, p. 517, as cited in Cudahy, *op. cit.*, p. 12.

As fate would have it, cable cars turned out to be just a flash-in-the-pan in mass transit evolution. Better things were coming down the highway.

At the 1879 Berlin Industrial Exhibition Werner von Siemens displayed a 2-h.p., narrow-gauge electric locomotive that was about the size of a golf cart. Using this model, nine years later Frank Sprague built the world's first electric streetcar system in Richmond, Virginia. Three years after that, some two hundred cities had electric-powered streetcar systems—an advancement that essentially heralded the doom of the cable car.¹⁷

Thanks to the efforts of inventors like Karl Benz, who, in 1885 in Germany, demonstrated the first successful self-propelled vehicle powered by an internal-combustion engine—the Benz Patent Motorwagen—it didn't take long for the combustion engine to make inroads into the mass transit industry.¹⁸ Eighteen hundred ninety-one saw the first “automobile” built from the ground up by the team of Rene Panhard and Emile Lavassor over in France. This was followed the next year by Charles Duryea who invented the carburetor right here in America—an invention that would soon propel the internal-combustion engine into a dominant position in mass transit.

The first gasoline-powered bus was built by Mack¹⁹ in 1901, but the things didn't really take off until 1905 when the Fifth Avenue Coach Company (FACC) of New York introduced a double-decker “gasoline electric motor omnibus” and turned it loose to lumber through the streets of New York City between Washington Square and 88th Street. Truly, it was a unique conveyance featuring a 40-h.p. gasoline engine with an electric-starting engine that didn't require hand cranking. The wheels were powered by two 45-h.p. General Electric motors, and there was an improvement over the side bench arrangement of the horse-drawn omnibuses, since passengers sat in rows of forward-facing seats.

As you can imagine, New York City's streetcar companies didn't take kindly to the invasion of their motorized competition and on several occasions, because of a “cozy” relationship with NYC officials, had Fifth Avenue Coach Company's drivers arrested, dragged from their coaches in mid-operation and hauled before a city magistrate. One of FACC's “crimes” was violating a city ordinance that said a bus couldn't stand over ten feet, whereas the Fifth Avenue Coach Company's buses were twelve feet in height. Another “crime” was having advertizing on the sides of buses, which was a violation of an obscure NYC ordinance—section 41, code 4—prohibiting “advertizing wagons” from driving the streets of Manhattan. This harassment continued until such matters were removed from the jurisdiction of bought-and-paid-for city officials and placed in the hands of the newly-created Public Service Commission.²⁰

Well, enough with the ancient history lesson already! The reason I've tossed it in is to lay a foundation for a history of Jefferson County, Washington's first public transit experiment.

¹⁷ By 1913 only San Francisco, California, and Seattle and Tacoma, Washington still had operating cable car companies. Tacoma's cable cars stopped running in 1938 with Seattle's line following suit in 1940. Today, only San Francisco still runs their famous little cable cars, although only along 4.7 route miles.

¹⁸ Benz went on to market an automobile in 1901 through Daimler-Motoren-Gesellschaft. When Benz and Gottlieb Daimler merged it was the beginning of Mercedes-Benz.

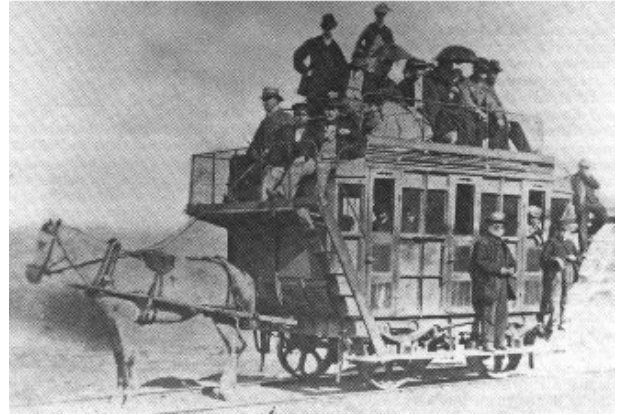
¹⁹ In the 1890s, brothers John Mack and Augustus F. “Gus” Mack, formed a motor building business. In 1900 the brothers opened a bus manufacturing plant and build the world's first passenger bus. In 1902 the Mack Brothers Company was established in New York, introducing the name “Manhattan” on its products. In 1910 the Manhattan name was changed to Mack Trucks.

²⁰Cudahy, Brian J., *op. cit.*, pp. 101-102.



Blaise Pascal

19 June 1623 – 19 August 1662

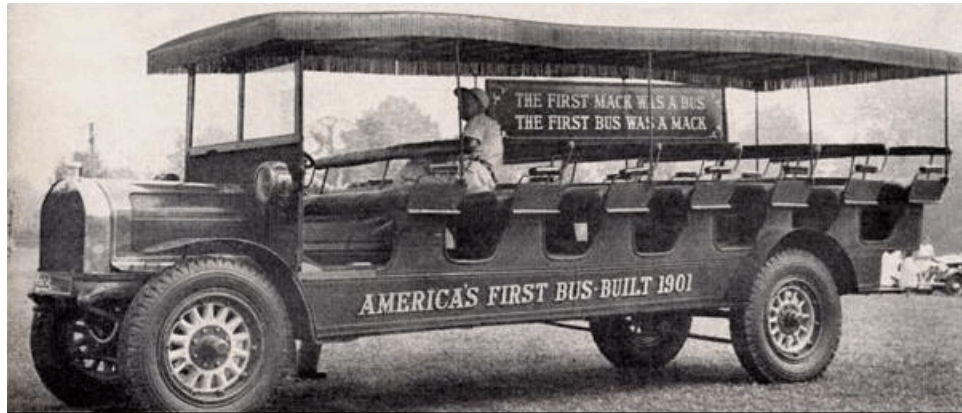


The Oystermouth Railway in Wales ran the world's first passenger tram service.



Middle left, Werner von Siemens's experimental electric passenger train, 1879. Middle right, London-born Andrew Smith Hallidie, inventor of the world's first practical cable car. Bottom right and left is the famous Clay St. Hill R.R. Co.'s cable car in San Francisco in 1877. (Photos courtesy of the Cable Car Museum, San Francisco.)





Top, a 1900 Mack, advertised as “America’s First Bus Built 1901” and which is now on display at the Mack Company’s museum. Middle and bottom, New York City’s Fifth Avenue Coaches Company’s omnibuses were a big improvement over horse-drawn omnibuses. One can see the side board advertising which jealous competitors used as an excuse to have the company’s drivers taken off their buses and hauled into court before corrupt officials. (Photos in public domain.)

CHAPTER TWO



Hey, Mr. Dooley, Can You Spare a Nickel for Your Streetcar?

Have you ever wished you could travel back in time? Yeah, well we've all played that "if only I could go back in time" game. Let's do it here and imagine we've come back to the Puget Sound, Washington Territory in the year 1888 where we find ourselves in a thriving little burg called Port Townsend.

Port Townsend in that time boasted some 3,500 residents, a military post, a marine hospital, six banks, twenty-eight real estate concerns, newspapers, stately mansions and oodles of diverse businesses, including impressive hotels and top-notch restaurants. This kind of prosperity was mainly due to the fact that a U. S. custom house was located in town, where every ship entering the Puget Sound—and there were a lot of those—had to stop. This setup was a businessman's dream! To be in the big league all the town needed was a streetcar line. Would you believe the town needed three of them?

Shortly before Washington Territory became a state, the Port Townsend Common Council²¹ issued three streetcar franchises: one to Messrs. A. B. Manley and Cyrus F. Clapp²² for a horse-drawn streetcar line, another to Alfred H. Tucker and a third to a T. J. Dooley.

According to historian Homer G. Benton, Manley and Clapp had a somewhat impractical plan for their line. First they would construct rails through downtown to a spot below the bluff overlooking the present ferry dock. From there a steam-powered elevator would lift both horse and car up the side of the steep bluff and connect them to uptown rails where the run would continue.²³

²¹ In those early years the Port Townsend City Council was called the "Port Townsend Common Council."

²² A. B. Manley was a well-known real estate developer from Portland and Cyrus F. Clapp was a prominent Port Townsend businessman.

²³ Benton, Homer G. *Electric Traction Quarterly*, article "Port Townsend Washington Trolleys." (Wheaton, Illinois, Traction Orange Company, Summer 1966), Volume 4, Number 4, p. 25. Homer G. Benton was born on October 11, 1926 in Pennsylvania and died in Victorville, California on August 18, 2002. From the late 1950s until the late 1960s, Benton was a prolific railroad historian. Two of his better known works are *The Waterville Railway*, 1961, and *Willapa Harbor Electric Railway*, 1963. Fortunately for this current project, Homer Benton visited Port Townsend in the mid 1960s to write about the town's three nineteenth century streetcars lines. It is clear from the text of Benton's article "Port Townsend Washington Trolleys" that he relied on city and county records, newspaper accounts and personal interviews for his history. The latter are especially important because in 1966 there would have been numerous local residents who would have remembered Port Townsend's former streetcar lines. Also, Benton may have had access to copies of the *Port Townsend Daily Call*, which served as the official publication for city ordinances. Unfortunately, there are no known surviving copies the *Dailey Call*, although some clippings are preserved in the Washington State Archives. By undertaking this project when he did, Benton preserved information that would have been forever lost. However, for me the major flaw in Benton's research was the absence of references. This is not sloppy reporting on Benton's part, but was

Their plan may have been less than practical, but Manley and Clapp had backers and received a franchise good for ninety-seven years, although there were some restrictions, like limiting the speed of their cars to eight miles per hour. It seemed full steam ahead when Mayor William Henry Harrison Learned²⁴ put his “John Hancock” on the dotted line below this entry: “Sept. 21, 1888 approved October 11th A.D. 1888.”²⁵ I’m not sure what happened after that, but let’s just say that Manley and Clapp’s streetcar line never got off the ground (so-to-speak).²⁶

In 1889, the same year Washington became a state, Clapp and Manley’s franchise was given to J. N. Laubach. When his financial backing failed, Laubach sold his rights to a local contractor named Fred M. Terry, who was married to the daughter of Alfred A. Plummer, the man who founded Port Townsend back in 1851.²⁷ This seemed a logical purchase because Terry was already using a narrow-gauge steam engine to haul fill dirt from the bluff to enlarge downtown Port Townsend’s commercial area, and it wouldn’t take all that much to expand into a streetcar service. But we all know how the best laid plans occasionally turn out: Fred Terry never built his streetcar line, for reasons that shall shortly become clear.

The Port Townsend Common Council issued Alfred H. Tucker his franchise on June 7, 1889, but, like Laubach and Terry before him, Tucker never built his line and finally had his franchise repealed in 1897.²⁸ That leaves us with T. J. Dooley.

(and often still is) an accepted practice when writing newspaper and magazine articles. The good news is that, for the most part, I have been able to verify the accuracy of Benton’s information against surviving newspaper, city and county records. That leaves the question of Benton’s personal interviews. Although there is no way to verify this information, based on Homer Benton’s excellent reputation as a railroad historian, I’ve decided to accept the information at face value.

²⁴ William Henry Harrison Learned was Port Townsend mayor from 1888-1889. In 1880 Learned is listed as Port Townsend post master and served in that position for ten years. He also served two terms as county treasurer, justice of the peace, probate judge and United States Commissioner. During his time as post master Learned became nationally known among stamp collectors for his use of the Kicking Mule stamp cancel. He died in 1904. “Port Townsend Mayors, honorable or not?” *Port Townsend & Jefferson County Leader*, February 1, 2012.

²⁵ “Records of Common Council The City of Port Townsend, W.T. Commencing on Aug. 7th 1888 and Ending Aug. 30th 1889.” Washington State Archives, Record Group Port Townsend Clerk, Series Ordinances, File Vol. W/#216-323, Ordinance No. 242, pp. 51-55. Also see “Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891.” Washington State Archives, Record Group Port Townsend, Series City Council Minutes, File Vol. 8/1889-5/1891, pp. 30, 40.

²⁶ Reading though the Port Townsend Common Council minutes and the Manley-Clapp ordinance itself, I can find no mention of the plan to employ a steam-powered elevator to lift the streetcar over the downtown bluff. I must conclude this information came to Homer Benton via a personal interview.

²⁷ “The date of Port Townsend’s founding is considered to be April 24, 1851. It was then that Alfred Plummer filed his land claim.” (That land claim encompassed much of what is now downtown Port Townsend.) Hermanson, James. *Port Townsend Memories*. (Port Townsend: self published, 2001), p. 137.

²⁸ Ordinance No. 247, passed by the Port Townsend Common Council on May 31, 1889 and approved on June 7, 1889 by Mayor W. H. H. Learned. “Records of Common Council The City of Port Townsend, W.T. Commencing on Aug. 7th 1888 and Ending Aug. 30th 1889.” Washington State Archives, Record Group Port Townsend Clerk, Series Ordinances, File Vol. W/#216-323, Ordinance No. 247, pp. 68-71. Alfred Horace Tucker was one of Port Townsend’s earliest residents. He was a customs collector and Port Townsend mayor in 1892. In 1937 the town celebrated his 98th birthday.

Just Who Is This Dooley Fellow?

Considering that T. J. Dooley was the main player in Port Townsend's streetcar history, one would think that local historians would be rather inquisitive about his background. Except for Homer Benton's note in his article, "Port Townsend Washington Trolleys," that Dooley arrived from Spokane in 1888 and would build a steam-powered streetcar line if he could find investors,²⁹ and James Hermanson's brief note in his book *Port Townsend Memories* about Dooley's residence in the Delmonico Hotel, there has been surprisingly little interest in the man. I suppose when all is said and done, it really doesn't matter. What matters is that T. J. came to Port Townsend and set the wheels in motion for the town's first operational streetcar line—right? Wrong! That meager fare might satisfy some, but Darrell Conder isn't your average garden-variety historian—unsolved puzzles drive me nuts! To me the Dooley enigma was like a red flag to a bull, or hearing a tune in my head and not remembering the title! Okay, maybe I just need to get a life—I don't know. What I did know was that my transit history wasn't going anywhere until I had the goods on T. J. Dooley.

My rusty genealogical skills told me that the best place to start digging for T. J. was right here in my own backyard.³⁰ And so my first stop was to consider James Hermanson's notation that "T. J. Dooley" was listed in the *1890 Port Townsend City Directory* with a "dual" address: the Delmonico Hotel and Stockton, California.³¹ It's not that I doubt the work of a fellow researcher, and want to sincerely impart that Mr. Hermanson produced an outstanding book, but I've learned the hard way that it's always best to see things with my own eyes.

With the original *1890 Port Townsend City Directory* before me, I discovered that T. J. Dooley was not listed there, but a "Thomas Dooley" was. Moreover, he didn't have a "dual" address, but a single address in Chico, California—not Stockton, California as reported by Hermanson.³² Perhaps part of the confusion centered on Dooley's connection to the Delmonico. Hermanson read it to mean he lived there, hence reporting Dooley with a "dual" address. What the city directory entry actually reveals is that Dooley, whose residence was Chico, California, had a business partner named Charles S. Grillo and they were proprietors of "The Delmonico," located at 106 Taylor Street in the McCurdy Building. Although Grillo lived in the Delmonico, there's nothing to indicate where in Port Townsend Dooley was residing. This corrected information put some things in a different light.

The McCurdy Building was completed in 1887 and by the next year a man named Henry Warner and his partner, Charles Grillo, had opened the Delmonico House, which would eventually become the Delmonico Hotel.

However, by the following year Warner had disappeared from the scene and our man Thomas Dooley was partnered with Charles Grillo and running the place. Although there is surely a long-

²⁹ Homer G. Benton writes: "Late in 1888 Mr. T. J. Dooley of Spokane announced that he had formulated plans for the construction of a steam motor line and he would build if an adequate subsidy could be raised." Benton, Homer G., *op. cit.*, p. 25.

³⁰ For the record, I am a former professional genealogist who worked for five years in Salt Lake City's Family History Library. Additionally, I have accumulated years of field experience researching in numerous states, England, Ireland and Germany.

³¹ Hermanson, James., *op. cit.*, p. 145.

³² *R. L. Polk & Co. 's Port Townsend City Directory Co.*, pp. 96, 106. (Note, the covers and title page of this directory are missing, making it impossible to give a complete reference.)

forgotten story here, the real significance is both the business partnership and real estate investment. (We'll get back to this later.)

Mr. Hermanson's assumption that streetcar promoter T. J. Dooley was the same man listed in the city directory as Thomas Dooley, didn't cut it for me. To be sure, my gut feeling was that Hermanson was right, but I had to have the cold hard evidence in hand before making that call. That's why I went digging around in the Jefferson County Courthouse.

My dear old grandmother—whose maiden name was Dooley, by the way—used to say that if you look long enough, something will turn up. Of course granny was usually looking for her eye glasses, but it's advice that works in any situation. With persistence I eventually found T. J. Dooley hiding in a Superior Court record: on May 14, 1890 T. J. Dooley and partner Charles S. Grillo were suing a Dr. Baldwin over some kind of property dispute. (The details were vague.) A little more digging into that case turned up what I was looking for: T. J. Dooley is listed in a June 21, 1890 Baldwin case entry as "Thos. Dooley" along with partner Charles Grillo "doing business under the firm of Dooley & Grillo", *i.e.* the same firm that owned the Delmonico House.³³

Okay, James Hermanson's assumption and my gut feeling proved right, but "proved" is the key word here; I had proved that Thomas Dooley and T. J. Dooley were one.

I suppose that I could've let things rest there, but I was like a bloodhound with the scent, which is why I decided to roam over to Chico, Butte County, California, the place T. J. had listed as home in the *1890 Port Townsend City Directory*. Arriving in the mid 1880s, I found that Chico had once been home to some prominent Dooleys, and indeed may well have been Tom Dooley's original stomping grounds. However, at that point I realized that T. J.'s ancestry wasn't necessary to tell the story of Port Townsend's streetcars, although I felt that investigating his prior business dealings was. That's why I decided to leave the puzzle of T. J. Dooley's roots to someone else and set my face towards Spokane, Washington since that's where Dooley hung his hat before coming to Port Townsend.

Once in Spokane, it wasn't long before I came upon Tony and Suzanne Bamonte's book, *Manito Park: A Reflection of Spokane's Past*. The Bamonte's research revealed that Dooley was a Minnesota lawyer, real estate investor and streetcar line developer who showed up in Spokane (Spokane Falls) sometime in July 1887. Aha! Being a lawyer explains why Dooley was quick to haul old Doc Baldwin into court over a property dispute—which was settled, by the way, when Baldwin died before the case was resolved. As we shall see later, the lawyer angle also ties into several other records.

In Spokane Falls, Dooley teamed with land owner Francis H. Cook to form a land development partnership, which is the subject of the Bamontes' book:

In July of 1887, a lawyer by the name of T.J. Dooley arrived from Minnesota, where he had been engaged in real estate development. Shortly after his arrival, he became excited about the potential of the town, especially of Francis H. Cook's property and its proximity to the town. Two of the biggest attractions to the plateau were its lofty location with an expansive view and, being outside the city limits, city taxes would not apply. Dooley acted quickly and on the 19th of November 1887, he and Cook

³³ Appearance Docket Superior Court Jefferson County State of Washington, Book 1, pg. 47 No. 150 and No. 181. The suit was for possession of property. First filed on May 14, 1890, there were appearances by Dooley's lawyer on May 15, May 22, June 2, June 21, June, 25, July 7, December 15, 1890, January 14, 1891, March 19, and March 20, 1891.

formed a land development partnership. Under the terms of this agreement, Dooley agreed to procure a franchise and funding for construction of a motorized residential streetcar line from the main section of town to Cook's property, which Cook would build and operate. Dooley would also ply Cook's land into a subdivision of residential lots, creating the Montrose Park Addition. It was to include streets, alleys, boulevards (namely Grand and Manito) and parks. In exchange for Dooley's efforts, Cook agreed to give him sole control over the sale of these lots, with Dooley receiving up to 20% for each lot sold. The contract was extended for a period of three years. On December 20, 1887, the Spokane Falls City Council granted a franchise allowing the construction of the motor line. This franchise was given to Cook, Dooley and two other men, Horatio Belt and E. A. Routhe, for a period of 30 years. With a \$25,000 loan made by the Provident Trust Company, construction began in the spring of 1888. On November 16, 1888, the Spokane & Montrose Motor Railroad, powered by a wood-burning steam engine, began operations as Spokane's first motor trolley.³⁴

Okay, now I was on a roll. I mean, with all this information there was no way I could stop until I had completely unmasked Mr. Thomas J. Dooley, a.k.a., T. J. Dooley. That's why I decided to head over to Minnesota for a look-see—Minnesota being T. J.'s address prior to his Spokane ventures.

When I began poking around in Minnesota I had one thing going for me: a Spokane legal document wherein T. J. Dooley stated he had business connections in Minneapolis and St. Paul.³⁵

I had no luck in St. Paul, but lurking in the *1886 Minneapolis City Directory* was none other than Port Townsend's T. J. Dooley! How do I know that? First, he's listed as the proprietor of a business called T. J. Dooley & Co. located at 252 18th Ave. N. at the rear of 1313 Washington Avenue North; and second, he was a lawyer just as the Bamontes' book had revealed. Adding to this evidence is another entry in the same directory for "T. J. Dooley & Co. (T. J. Dooley & J. P. Atwood) room 3 and 4 1313 Wash av N." Dooley and Atwood's business was real estate, as was the case with both Port Townsend's Thomas J. Dooley and Spokane's T. J. Dooley. But the icing on the cake is found in the *1887 Minneapolis City Directory*: "Thomas J. Dooley, lawyer Lumber Exchange 252 18th Avenue N.," which is the same address of the above lawyer and real estate agent T. J. Dooley.³⁶

³⁴ Bamonte, Tony and Suzanne. *Manito Park: A Reflection of Spokane's Past*. Centennial Edition. (Spokane, WA, Tornado Creek Publications, 1998), p. 26. Also see Washington State Archives-Digital Archives: Record Series: Frontier Justice, Collection: Spokane Frontier Justice, County: Spokane Case Number: SPO-1652, Cause: Title Dispute, Land; Restraining Order, Petition for Case Type: Equity, Start Year: 1888, End Year: 1888 Original Case Number: 2264, Party Name: Francis H. Cook Party Type: Defendant, Party Name: Laura C. Cook Party Type: Defendant, Party Name: T.J. Dooley Party Type: Plaintiff. Background information about T. J. Dooley was obtained in his deposition filed on June 8, 1888 District Court of the Fourth Judicial District of the Territory of Washington in and for the County of Spokane, Holding terms at Spokane Falls.

³⁵ Washington State Archives-Digital Archives: Record Series: Frontier Justice, Collection: Spokane Frontier Justice, County: Spokane Case Number: SPO-1652, Dooley deposition. *op. cit.*

³⁶ Davison, C. Wright. *Minneapolis City Directory for 1886-7. Comprising a Complete List of the Citizens of Minneapolis, with Place of Business and Residence; City and County Record, Giving List of Churches, Schools, Banks, Societies, Secret and Benevolent, City Government, County Officers, etc. Also, A Complete Classified Business Directory*. (Minneapolis: Johnson, Smith & Harrison, 1886), p. 265, and Davison, C. Wright. *Minneapolis City Directory*

In other words, Minneapolis' T. J. Dooley, realtor and lawyer, was the same as Minneapolis' Thomas J. Dooley, lawyer. And without a doubt he was also the same as Spokane's T. J. Dooley, lawyer, real estate and streetcar developer, and Port Townsend's T. J./Thomas J. Dooley, real estate and streetcar investor. (More evidence was forthcoming, but I'll get back to that later.)

Returning to the Spokane legal document mentioned above, there T. J. Dooley stated that he had worked in real estate development "during a period of some nine years in the several towns of Minnesota."³⁷ Well, maybe he did, but after wading through the available Minnesota state and federal records for the years 1850-1890, I couldn't find Thomas Dooley, *a.k.a.* T. J. Dooley, anywhere other than the two Minneapolis city directories. In other words, what we can know for sure was that Tom Dooley was in Minneapolis for two years, set up a partnership with Jacob P. Atwood, and then blew town towards Washington state, leaving partner Jake in the lurch.³⁸

With this insight, let's go back to Spokane Falls and take a closer look at Dooley's business partnership with Francis H. Cook and company.

Before we get started in Spokane let's have something clear about T. J. Dooley's "attorney-at-law" shingle. Throughout much of nineteenth century America law schools were as rare as hen's teeth. If you wanted to be a lawyer, the usual method of training came from "reading law." That's just what it sounds like: reading a stack of law books and then hanging out a shingle, which is, in fact, how old Honest Abe Lincoln became a lawyer.³⁹ The point is that nineteenth century lawyers were mainly comprised of men who had read some law books—either on their own or under an apprenticeship—and then opened an office. I can't say if this was the case with Thomas J. Dooley, but the fact is that in all of his Spokane and Port Townsend legal cases, Dooley always relied on local attorneys to handle his affairs. What I'm getting at is that Dooley doesn't appear to have been a particularly good lawyer; in other words, he knew just enough law to take care of business, but needed a real lawyer when actually going into court. This background offers some insight into T. J. Dooley's November 19, 1887 three-year real estate contract with Francis H. Cook.

The long and short of it is that within a few months of the Dooley-Cook partnership, T. J. had hired an attorney and dragged Francis Cook and his wife, Laura C. Cook, into court claiming that the couple hadn't lived up to their partnership agreement. Among other things, Dooley was seeking a restraining order to keep the Cooks from conducting any future business:

June 8, 1888. In The District Court of the Fourth Judicial District of the Territory of Washington in and for the County of Spokane, Holding terms at Spokane Falls. T. J.

for 1887-8. Comprising a Complete List of the Citizens of Minneapolis, with Place of Business and Residence; City and County Record, Giving List of Churches, Schools, Banks, Societies, Secret and Benevolent, City Government, County Officers, etc. Also, A Complete Classified Business Directory. (Minneapolis: Johnson, Smith & Harrison, 1886), p. 315.

³⁷ Washington State Archives-Digital Archives: Record Series: Frontier Justice, Collection: Spokane Frontier Justice, County: Spokane Case Number: SPO-1652, *op. cit.*

³⁸ The following year Jacob Atwood went into business with a man named John W. Spaulding selling coal and wood from the same address from whence he and Dooley had been dealing in real estate. Davison, C. Wright., *op. cit.*, pp. 237-238.

³⁹ Reading law was the "...norm until the 1890s, when the American Bar Association (which had been formed in 1878) began pressing states to limit admission to the Bar to those who had satisfactorily completed several years of post-graduate institutional instruction.... In 1941 James F. Byrnes became the last Justice appointed to the Supreme Court of the United States who had been admitted to practice by reading law." Wikipedia article "Reading Law" posted at http://en.wikipedia.org/wiki/Reading_law.

Dooley, Plaintiff vs Francis H. Cook, and Laura C. Cook, his wife Defendants}
Complaint in Equity.

To the Hon. L. B. Nash, Judge of said Court 19th day of November A.D. 1887....
Third: That this plaintiff is thoroughly conversant with the business of buying and selling real estate [sic], of plating town lots and placing property of this character upon the market for sale: that the position of the tract of land above described laying upon the level plateau [sic] to the South and above the said town could only be valuable for town site purposes and for resident places and residence lots by connecting the same with the said town of Spokane Falls by means of a motor line, running [sic] through the said town of Spokane Falls and its several streets and from thence to the said plateau [sic] where the said tract of land is situated; ... this plaintiff conceived the idea that by this means this tract could be readily placed upon the market and sold for town lots and residence purposes; that with this view and for the purpose of effecting a sale of said property he made the proposition to the said defendants to procure said franchise, to furnish the means for the construction of said motor line.... That as the said defendant Francis H. Cook was wholly without means, this plaintiff was to procure for the said defendants a loan of Twenty Five Thousand dollars within thirty days ... that the Twenty Five Thousand dollars was to be received by the said defendants and was by them to be expended solely for the purpose and for no other of the construction of the motor line, running through the streets and thoroughfares of Spokane Falls.... That on the 19th day of November 1887 the said contract was reduced to writing and was duly signed and sealed by the said Francis H. Cook and Laura C. Cook his wife....

Affiant further avers that the said Cook has threatened not only to revoke said power but has also threatened to file another and new plat or map dedicating said tract or a portion thereof to the use of the public in utter derogation of affiant's right in said promises. That he has further threatened that he will not comply with any of the terms in the said contract specified and that he will not execute any deeds for the purchase of any portion of said tract which may be sold by the efforts of this affiant, and finally that he will ignore all the rights of this affiant in the promises and under the terms of said contract.... [The plaintiff in] the expenditure of his money in the completion of the said survey, the laying out of the same into streets avenues alleys parks and lots, and by his advertising in the East and through his acquaintance in St. Paul and Minneapolis and other cities from whence much of the emigration to this section of the country has come, through his efforts, he has materially added to the value of the said premises.... That without an injunction restraining this defendant Cook from the filing of an other [sic] map or from filing a map cutting up into small portions the tracts....⁴⁰

⁴⁰ Washington State Archives-Digital Archives: Record Series: Frontier Justice, Collection: Spokane Frontier Justice, County: Spokane Case Number: SPO-1652, *op. cit.* T. J. Dooley obtained the franchise to build the streetcar line: Ordinance No. 100 from Spokane Falls granted to T. J. Dooley "the construction, maintenance and operation of a motor railroad in the city of Spokane Falls, Washington Territory." "Section 1. That the right is hereby granted to Francis H. Cook, T. J. Dooley, H. N. Belt and E. A. Routhe, all of Spokane Falls, Washington Territory ... [to] lay down and equip, maintain and operate a motor line of single track, of double rails, on which the cars of ordinary length shall be motored or run by steam, electricity, cable, horses or other motive power over the whole of or such parts of such road as the owners may elect within the city of Spokane Falls, county of Spokane, and territory of Washington ..." *ibid.*

It doesn't take a genius to figure out that after this legal set-to the Dooley-Cook partnership was kaput! In the end, the Cooks went on to build their streetcar line and subdivision (today called Manito Park) and T. J. Dooley had to find new digs.

Since Tom Dooley wound up in Port Townsend shortly after his Spokane Falls "misadventures," we can deduce that he skedaddled out of town and made a beeline to Seattle, where he boarded a ship for the day's run over to Port Townsend. Why he headed to Port Townsend is easy to figure since the town was being promoted far and wide as an up-and-coming metropolis. Big things were in the offing for Port Townsend and oodles of money was just waiting to be made! Boasts like this meant that a man of Tom Dooley's caliber, sooner or later, was bound to come sniffing around.

Once T. J. Dooley blew into Port Townsend, things began happening fast. Following his pattern in Minneapolis and Spokane, Dooley attached himself to another partner, whom we've already met. While the partnership of Dooley & Grillo was running the Delmonico House, Dooley himself was out rounding up investors to build his streetcar line.

Judging by his success in Spokane, where he talked Horatio N. Belt and company into parting with twenty-five grand to build a streetcar line, Tom Dooley must have been one smooth-talking son-of-a-gun—the kind of guy who could sell ice to an Eskimo! I offer this assessment because not long after setting foot in Port Townsend, T. J. had found the deep pockets necessary to finance his streetcar line.⁴¹ Moreover, his success seems to have put the kibosh on the efforts of Messrs. Clapp and Manley, Laubach, Terry and Tucker.

With cash in hand, on the 11th of January 1889 Dooley filed with the City of Port Townsend for a streetcar franchise.⁴² After a review by the Port Townsend City Street Committee, a report was presented to the Port Townsend Common Council, Washington Territory on Friday, January 18, 1889, upon which the council voted:

The report of the Street Committee on the Franchise of T. J. Dooley and associates for street railway, being read. It is moved and seconded that the same be accepted and placed on file, upon which motion for Ayes & Nos are called resulting as follows: Ayes H. L. Burkett, D. M. Littlefield and Wm Payne—Nos Geo. E. Starrett, Geo. W. Downs and Andrew Weymouth. Motion lost.⁴³

The following week, the Dooley franchise was again considered. I've no idea what Dooley said or did, but this time around the motion passed: "Ayes: Geo. W. Downs, Geo. E. Starrett, Andrew

⁴¹ Two men who surely invested were Robert C. Hill and Henry Landes, since they act as sureties for Dooley in a court action involving his streetcar company. Later, they are listed as incorporators in the Port Townsend Construction & Street Railway Company.

⁴² *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891*. Washington State Archives, Record Group Port Townsend, Series City Council Minutes, File Vol. 8/1889-5/1891, p. 134: "The petition of T. J. Dooley, making application for franchise to build, maintain and operate a street railway system, read and by vote of council accepted and placed on file and referred to Street Committee."

⁴³ At that same city council meeting another motion to grant a street railway franchise was voted on for applicants "J. N. Lawbook and others." Like Dooley's motion, theirs also failed. *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891*. Washington State Archives, Record Group Port Townsend, Series City Council Minutes, File Vol. 8/1889-5/1891, Friday, January 18, 1889, p. 138, 145-146.

Weymouth, D. M. Littlefield, Frank A. Bartlett, William Payne and H. L. Burkett and no dissenting vote. Whereupon the Chair declares said Ordinance adopted.”⁴⁴

Hopefully Dooley *et al.* didn’t break out the champagne following the vote, because the following week, on Friday, February 8, 1889, Mayor William Henry Harrison Learned returned the motion unsigned. He wrote:

Gentlemen, I herewith return to the council, without my approval a purported Ordinance, purporting to grant Street Railway franchise to T. J. Dooley and his associates for the following reasons: First Said so called Ordinance as presented to me has no title thereupon no object expressed therein and is thus in plain violation of our Charter Sec. 79. Second Said so called Ordinance attempts to grant rights not within the power of the Council to grant in this—that it attempts to grant rights of way and power to dig and excavate for laying track outside of City limits. Third It attempts to grant to said T. J. Dooley and others the right to file and grade streets of the City. For this and other reasons said purported Ordinance is returned to the council without my approval. Dated Feb. 6th 1889 W. H. H. Learned Mayor.⁴⁵

And so, for Dooley and company it was back to the drawing board!

On February 8, 1889 the Port Townsend Common Council voted a one week postponement for “the Dooley Ordinance,” and on the following night met at 7 p.m. to discuss the matter.⁴⁶ At that special February 9, 1889 Saturday evening meeting, the entire council worked on and then adopted the ordinance. Six days later, at their Friday, February 22, 1889 meeting, the council unanimously voted to approve the Dooley Ordinance. Once again they sent their motion to the mayor.⁴⁷

Whatever changes they made seemed to have pleased Learned, because this time around his honor signed the document. On Saturday, February 23, 1889 the ordinance was signed, sealed and delivered when Thomas J. Dooley penned his name:

An ordinance Authorizing T. J. Dooley, his associates, successors and assigns to Construct maintain and operate a Short Railway System in the City of Porttownsend [sic]. The city of Port Townsend does Ordain as follows: Section 1. From and after the date of the passage of this Ordinance and until the complete expiration of fifty years. T. J. Dooley his associates successors and assigns shall have and they are they

⁴⁴ The Lawbook motion was also considered at this meeting and it too passed. *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891*. Washington State Archives, Record Group Port Townsend, Series City Council Minutes, File Vol. 8/1889-5/1891, p. 137.

⁴⁵ At the same time Mayor Learned returned the Lawbook ordinance, citing the same reasons for its return as for the Dooley ordinance. This is the last we hear of J. N. Lawbook and his proposed streetcar line. *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891.*, *op. cit.*, pp. 145-147.

⁴⁶ *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891.*, *op. cit.*, pp. 151-152.

⁴⁷ *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891.*, *op. cit.*, p. 164.

are [sic] hereby granted the right, license and privilege to construct, build, maintain and operate a street railway system in the City of Port Townsend, over and along the several streets herein after named: said Street railway system to be operated by steam, cable, electric, horse or any other motive power, and to carry passengers & freight and to do a general traffic business. Provided ... nothing herein contained shall be construed as to give the said T. J. Dooley, his associates, successors and assigns an exclusive right on privilege to construct, build, maintain and operate a street railway system.... Section 3 The right is hereby granted to the said T. J. Dooley ... to charge a fare on said Street railway system at the rate of Five Cents per ride for each and every passenger in any one direction within the present limits of the city of Port Townsend.... Section 7. The right is hereby granted to said T. J. Dooley his associates ... to build, maintain and operate a street railway system on the following named streets of the City of Port Townsend: On Water Street from Scott to Jackson: On Washington Street from Scott Street to Jackson Street. From Washington on Harrison street to Franklin Street. On Franklin Street from Harrison Street to Taylor Street. On Taylor from Franklin Street to [not clear] section of First Street. Thence along First Street in a westerly direction to City limits. On K Street from First Street to Third Street along Third Street to Adams St. On Taylor from Water Street to Washington Street.⁴⁸

Section 9 gave Dooley the right to double track or single track each of the named streets, with the exception of Washington Street:

... except that on Washington Street from Taylor to Fillmore that these shall be but a single track as the demands of business may require and shall be laid as near the center of the several Streets [sic] as many be practicable [sic], and the right is granted to construct in addition to said track or tracks all necessary turnouts, switches turntables etc as may be deemed necessary to a complete and thorough operation of said Street railway system.

The franchise further stipulated that Dooley had to begin working on his street railway within ninety days from the passage of the ordinance and that it had to be “completed and in operation within nine months from the passage of this Ordinance.”⁴⁹

With a signed and sealed franchise—some seven months after his less-than-harmonious streetcar partnership with Francis Cook over in Spokane Falls—Tom Dooley and company started preparing downtown streets for a rail line. There is no record of how much money was invested, but there was enough capital for “T. J. Dooley Motor Line” to place an order with the H. K. Porter Company of

⁴⁸ *Records of Common Council The City of Port Townsend, W.T. Commencing on Aug. 7th 1888 and Ending Aug. 30th 1889.* Washington State Archives, Record Group Port Townsend Clerk, Series Ordinances, File Vol. W/#216-323, Ordinance No. 232, pp. 32-37. At the February 22, 1889 meeting of the Port Townsend City Council, the railway ordinance was approved and was signed that same day by Mayor W. H. H. Learned. T. J. Dooley made it official when he signed the ordinance the following day, February 23, 1889.

⁴⁹ *ibid.*

Pittsburgh for a new 0-6-0T steam locomotive.⁵⁰ In addition, Dooley purchased two open streetcar coaches and four flat cars.

Late July saw a steamer ship unloading supplies, equipment and rails onto Port Townsend's Union Wharf Company docks, whose owner, president and manager was Harry L. Tibbals, Jr. That seemed a simple enough transaction until we find Dooley and Tibbals facing each other in another Dooley lawsuit.

On July 29, 1889 T. J. Dooley, principal, and listing R. C. Hill and Henry Landes as sureties, filed a suit in the District Court of the Third Judicial District, holding terms at Port Townsend, Washington Territory. The defendant was Harry L. Tibbals, doing business as Union Wharf Company, and he was being sued for failure to release Dooley's rail equipment.

The next day, on July 30, 1889, Harry Tibbals received a summons from Sheriff Richard Delanty:

H. L. Tibbals Jr President and Manager of Union Wharf Co in Port Townsend being the Defendant named in said Summons, by delivering to H. L. Tibbals Jr. said Defendant personally, in the County of Jefferson Dated this 30th day of July A.D. 189 [sic] Richard Delanty Sheriff Jefferson Co., W. T. By J. Jones Deputy." Delanty, by the way, sent his serving fee to T. J. Dooley: "Serving summons [\$]1.00, copy of Summons, .20 [cents], Travel 2 miles, .20 [cents], total [\$]1.40.⁵¹

The case, as recorded in the court files, seems straightforward enough:

T. J. Dooley, doing business as The Port Townsend Street Railway Co. Pltf [Plaintiff]; and Union Wharf Company Deft [Defendant] Territory of Washington, County of Jefferson.

First. That the plaintiff T. J. Dooley at all the times hereinafter mentioned was and now is engaged in the Street Railway business at Port Townsend W. Ty. under the style and firm name of Port Townsend Street Railway Company. Second . . . the defendant Union Wharf Company at all the times hereinafter mentioned was and . . . is a corporation duly organized and doing business under the General Incorporation Laws of Washington Territory. Third. That on 29th day of July 1889, there arrived at the wharf of the defendant in Port Townsend W. T. the following described personal property to wit, Two open passenger Street Cars, and one H. K. Porter enclosed Locomotive named Adelia—consigned to shippers orders Port Townsend W. T. That the shippers of said property was and is Laclede Car Co.,⁵² and said

⁵⁰ Hauff, Steve. "The Fort Worden Engine." *Pacific News*, September, 1974 Volume 14, No. 9. (Burlington, California: Chatham Publishing Company), p. 10. Engine #1044 would sport 8x14 cylinders and would be built with a streetcar body.

⁵¹ Washington State Archives, Frontier Justice Series, Jefferson Frontier Justice Collection, Case number JEF-2039: Cause: Recovery, Property; Damages, Loss of Revenue, Case Type: Civil, Start Year: 1889, Original Case Number: 1259. Party Name: T. J. Dooley, plaintiff. Party Name: Union Wharf Company, defendant; County: Jefferson.

⁵² The Laclede Car Company was formed at St. Louis in 1883 by James P. Keily and Thomas F. Colfer, two employees of the Brownell Car Company who felt that they were being constrained by Frederick Brownell's conservatism, and were seeking a chance to experiment with new ideas.

shippers have duly assigned said property and ordered the same to be delivered to the Port Townsend Street Railway Company, the plaintiff herein. Fourth. That the amount of the freight charges on said property is the sum of eleven hundred and eighteen dollars, which amount of money, plaintiff on the 29th day of July 1889 tendered to said defendant in payment of said freight charges which defendant refuses to receive and unlawfully and wrongfully, and without plaintiff's consent, has taken possession of said property goods and chattels and refuses, fails and neglects to deliver the possession thereof to plaintiff. Fifth. That before the commencement of this action to wit on the 29th day of July 1889, the plaintiff demanded of the defendant possession of said property goods and chattels. Sixth. That the said defendant still unlawfully withholds and detains said property goods and chattels from the possession of the plaintiff, to his damage in the sum of one thousand dollars. Seventh. That the plaintiff herein brings into Court and deposits therein the sum of Eleven hundred and eighteen dollars, the amount of the freight money due and owing on said property goods and chattels. Eight. That said property is of the worth and value of Six Thousand Dollars. Therefor plaintiff demands judgment. 1st for the recovery of his possession of said property goods and chattels or for the sum of Six Thousand Dollars, the value thereof. Second for one thousand dollars damages and for his costs and disbursement therein.⁵³

There is no hint in the case files as to why Harry Tibbals, who would become Port Townsend's mayor the following year, withheld Dooley's streetcars and locomotive. However, given Thomas Dooley's business dealings in Spokane, one can be reasonably sure that there was a lot more to the story than outlined in Dooley's one-sided court papers. But alas, we shall never know Tibbals' side of things since he didn't answer the case and released the equipment soon after receiving Dooley's summons. (There is no record of Tibbals paying Dooley the one thousand dollars in damages.)

Meanwhile Dooley's crews were laying tracks through downtown as a three-foot gauge line, while his four Detroit Car Works flatcars and two passenger coaches were made ready for service.

Although Dooley's financial future seemed bright, Homer Benton notes that on October 16, 1889 T. J. Dooley sold his interests and "retired" from his streetcar venture.⁵⁴ He cites that date because it is when Dooley's partners filed articles of incorporation minus Thomas J. Dooley.

I have to admit that the seemingly abrupt disappearance of Tom Dooley from his streetcar company made me wonder why he would dump something that seemed to be a veritable gold mine? My guess is that it had to do with Dooley's temperament, meaning that his partners wanted to be shed of the quarrelsome Dooley and bought him off. I suggest this scenario because T. J., who seemingly never missed a chance to drag someone into court for any slight, didn't sue his former partners and vacated the business deal without making a fuss. But that didn't mean T. J. was through stirring the pot elsewhere.

⁵³ Washington State Archives, Frontier Justice Series, Jefferson Frontier Justice Collection, Case number JEF-2039, *op. cit.*

⁵⁴ Benton, *op. cit.*, p. 26. Also see Port Townsend Construction & Street Railway Company Articles of Incorporation, Jefferson County Historical Society, 1993.36.21x, folder #3. (Jefferson County, WA: Jefferson County Historical Society, n.d.)

It was thirteen months after Dooley sued Cook over in Spokane, ten months after he sued Harry Tibbals, and seven months after he dumped his interests in the streetcar line, that Tom Dooley and partner Charlie Grillo sued old Doc Baldwin. However, by the time Dooley filed his latest lawsuit he was setting sail out of town, leaving the Baldwin matter to local attorney C. H. Gesh.

Okay, so what happened to Tom Dooley when he left Port Townsend? Well, he didn't wind up in a lonesome valley hanging from a white oak tree—that was in another branch of the family! The fate of Port Townsend's Tom Dooley is told in four Washington state records.

Thomas J. Dooley is listed in the *1890 Seattle City Directory* in a law partnership with David M. Shanks.⁵⁵ The following year the *1891 Seattle City Directory* lists Thomas J. Dooley as dabbling in real estate—no mention of David M. Shanks, so we can probably add another failed partnership to Dooley's dismal resumé. However, there is one more relevant tidbit in that 1891 entry: Dooley had recently moved over to Whatcom, *i.e.*, the Bellingham area.⁵⁶ This notation leads us over to Whatcom, Washington where we find our boy in yet another law partnership with E. H. Farnham. Their firm, Dooley & Farnham, founded in 1891, was out of business the following year, chalking up yet another failed TJD enterprise!⁵⁷

The next we hear of Thomas J. Dooley is a news item in the Tuesday, April 18, 1893 edition of *The Bellingham Bay Express*: "T. J. Dooley is very ill with pneumonia at Snohomish." Less than a month later, down in Seattle's Sisters of Providence Hospital, "T. J. Dooley" died on May 6, 1893 at age thirty eight: 1855-1893. The entry reveals that Dooley was married and that his remains were shipped to Everett.⁵⁸ And so, Thomas J. Dooley, attorney, realtor, streetcar developer and the kind of guy you wouldn't want as a business partner, ended his days in a Seattle hospital, a victim of pneumonia.

In an email Tony Bamonte, the co-author of *Manito Park: A Reflection of Spokane's Past*, asked for my assessment of T. J. Dooley, specifically, if I thought Dooley was a con artist? I responded with this summary:

Tom Dooley seems to have been one of those intelligent smooth-talking, short-fused and perhaps slightly off his rocker-sorts who are notorious for starting things they

⁵⁵ "Shanks & Dooley (David M Shanks, Thomas J Dooley), Lawyers 36-37 and 39 Frye Blk." Also, "Dooley Thomas J. (Shanks & Dooley), 36 Frye bldg, rms 1709 10th" *Polk's Directory Company, 1890 Seattle City Directory*, pp. 261, 636.

⁵⁶ "Dooley, Thomas J. real estate, removed to Whatcom" *Polk's Directory Company, 1891 Seattle City Directory*, p. 255.

⁵⁷ Thomas Dooley is found in the *1891 Whatcom City Directory* as "Dooley, J., lawyer" on Oakland block, Holly Street. He was in partnership with E. H. Farnham, lawyer, as Dooley & Farnham. *New Whatcom Directory 1891 Being a Complete Business and General Directory of New Whatcom, Washington*. (New Whatcom, Speirs, The Printer, Fourteenth Street, 1891), pp. 253, 346.

⁵⁸ Washington State Record Series: Death Records, Collection: Seattle Death Registers Index, 1881-1907, County: King; Page Number: 19 Record Number: 175. "T. J. Dooley is very ill with pneumonia at Snohomish." *The Bellingham Bay Express*, April 19, 1893. "Extractions, located in Old Whatcom County Newspapers." On August 2, 1878, the Sisters of Charity of Providence open their first Seattle hospital at 5th Avenue and Madison Street. Known as "the Builder," Mother Joseph (1823-1902) designed and supervised construction of the three-story, wood-frame building. The Sisters had come to Seattle at the request of the city's Roman Catholic priest, Father Kauten, who had contracted with County Commissioners to care for the indigent sick at the County Poor Farm. At the time, because the city had no other hospital, affluent people also came to the Sisters of Charity of Providence for care.

never finish. In three short years the guy arrived in Minneapolis, found a partner, started a realty business and a law practice, then blew town and left his partner in a lurch—and for all we know, sued him to boot! Then he settled in Spokane, finagled his way into a land development and streetcar business with Francis Cook, sued Cook and his wife, and then shows up in Port Townsend in 1888 for a repeat performance—and suing everyone in sight! When he was through working his magic in Port Townsend, Tom sailed over to Seattle where he snagged Dave Shanks into a law partnership, which flopped in less than a year, and then galloped up to Whatcom and put the screws to yet another law partner! No. I don't think Thomas J. Dooley was a con artist. But I do think he was bad news from start to finish!⁵⁹

By the way, this is the additional identity evidence I mentioned earlier: T. J. Dooley/Thomas J. Dooley's business pattern of going from pillar to post dabbling in real estate, streetcars, partnerships and lawsuits!⁶⁰

And Away We Go!

With T. J. Dooley out of the way his former partners filed articles of incorporation on October 16, 1889, listing capital stock at \$100,000 and the following officers: Robert C. Hill, president; B. S. Miller, vice president; Henry L. Burkett, secretary; and Henry Landes, treasurer.⁶¹ And what did this seemingly bunch call their new company? Would you believe the Port Townsend Construction & Street Railway Company? Yes, it was one of those typical double-barreled nineteenth century business names, but the locals still called it "The Dooley Line."⁶²

Not letting any grass grow beneath their feet, the PTC&SRC first fired up on Sunday October 20, 1889 and an excited reporter wrote that a total of some 500 persons got out their nickels and rode from Washington and Taylor Streets to the end of the track, or some two and a half miles away, just for the thrill of it all! (Hey, don't laugh! I've seen long lines of people waiting to ride Disneyland's horse-drawn streetcar and they were paying a lot more than 5¢ for the privilege!) The jubilant reporter went on to predict great things for the new line, including the conversion from steam power

⁵⁹ Email from Tony Bamonte to Darrell W. Conder, subject: question, date: Thursday, January 30, 2014.

⁶⁰ Additional evidence that Spokane's T. J. Dooley and Port Townsend's Thomas J. Dooley were the same man, can be seen by a simple comparison of the signatures on the different legal papers. A quick glance shows them to be decidedly penned by the same hand.

⁶¹ "STREET RAILWAY SYSTEM. Port Townsend to be Supplied with Steam, Motar [sic] and Horse Cars— Electricity and Gas Plants—Verbatim Copy of Articles of Incorporation." *Port Townsend Morning Leader*, October 17, 1889, p. 1. Also see "Articles of Incorporation Port Townsend Construction and Street Railway Co." City of Port Townsend, October 16, 1889: Jefferson County Historical Society, 1993.36.37x Fldr 3. (Jefferson County, WA: Jefferson County Historical Society, n.d.) Col. Robert Crosby Hill was born in Pennsylvania in 1830, settled in Port Townsend in 1881, was mayor of Port Townsend in 1885, and died on May 10, 1916 in Port Townsend.

⁶² In virtually every early business record of the PTC&SRC, Thomas Dooley's name is mentioned. Indeed, the ordinance was usually cited as "the Dooley Ordinance." So it is understandable that the local population knew the company as The Dooley Line. *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891.*, *op. cit.*, pp. 145-147.

to electricity by the following year, which was a boast the owners were making. Regular service was to be four daily round trips out to the end of the track, and a special trip the following Sunday ending with a clam bake at the railway terminus, located near present-day Towne Point.⁶³

Disappointingly, the clam bake didn't come off because the preceding Tuesday a flat car, coupled to the front of the locomotive, lost its brakes going downhill and ran away. Even though engineer Albert Byers tried to reverse his engine to slow down the car, the whole train jumped the tracks at the bottom of the hill. The mishap caused a number of injuries, the worst being to a pair of sailors who had been out to the end of the track looking for work. An Irishman named James Kelly and a German named Hinrich (sic) Evert, who had arrived in Port Townsend on the ship *Reaper* on October 16, were sitting on the front of the flat car when it went off the rails. Their injuries required admittance to Marine Hospital, while Engineer Albert Byers and Fireman A. E. Wentworth escaped with minor injuries, although Wentworth was trapped for a while inside the smashed cab.⁶⁴

The route of the PTC&SRC took it down Water Street, from whence it traveled up Washington Street to the top of the bluff and turned on Walker past the courthouse to Blaine where it turned left, proceeding up 19th Street. From there it traveled to Cleveland, then south to 10th Street near the hospital. It then turned west to McPherson and continued north to the end of the line at 20th Street, the present location of Towne Point. At the end of the day, the locomotive and coach returned to the beginning of the line located at Taylor and Washington Streets.⁶⁵ Since the company had no building downtown, at the end of each day the engineer parked the steam engine and coach in the middle of Washington Street!

When it first ran, the PTC&SRC was an exciting curiosity—something new in town—and people came in droves. But in a time when a factory worker earned 15¢ an hour, people weren't inclined to easily part with a nickel for the luxury of riding down the street. And so, when the novelty wore thin, the crowds held onto their nickels and the PTC&SRC began to sink with all hands on board. Moreover, the line's inefficiency didn't help matters. Historian Homer Benton writes:

Service was at best inefficient even with the acquisition of a second H. K. Porter steam locomotive in January 1890. Patronage was meager and full loads were handled only when a special event was held, but the owners saw growth on every hand and they knew that Port Townsend would soon have the people that would furnish the business to put operations in the black. After all was not evidence of this to be seen in the fact that two other companies were seeking permission of the city council for a franchise to build and operate electric street railways in the city? All they had to do was stick it out.⁶⁶

⁶³ Hermanson, *op. cit.*, p. 146. Also see, "The Motor Line Is Growing From Street to Street and Will Soon Penetrate Every Avenue of the City." *The Port Townsend Morning Leader* Tuesday, October 23, 1889, pg. 1.

⁶⁴ "Motor Line Accident 2 men seriously injured." *Port Townsend Morning Leader*, Tuesday October 23, 1889, p. 1. The *1890 Port Townsend City Directory* lists William J. Merryfield as the conductor of the Dooley Line., *op. cit.*

⁶⁵ Hermanson, James., *op. cit.*, pp. 145-147. Also see Hermanson, James. "Port Townsend's streetcar could be called 'Desire.'" *Port Townsend & Jefferson County Leader*, Wednesday, January 20, 1993, p. A-3, and "The Motor Line Is Growing From Street to Street and Will Soon Penetrate Every Avenue of the City." *The Port Townsend Morning Leader* Tuesday, October 23, 1889, pg. 1.

⁶⁶ Benton, Homer G. *op. cit.* p. 26. The second Porter engine was ordered in December 1889: a 0-4-2T Porter c/n 1117 built as a dummy, which is a steam engine enclosed in a wooden box structure made to resemble a railroad passenger coach. It entered service in January 1890. Hauff, Steve. "The Fort Worden Engine," *op. cit.*

The owners of the PTC&SRC were indeed prepared to “stick it out,” seen by the fact that they were making serious plans to electrify their streetcar. But this plan seems to have been a case of too little too late because on November 9, 1889 the Port Townsend Common Council granted Ordinance #350, a streetcar franchise to Charles P. Swigert, J. V. Shepard and Fred Barndollar to build and operate an electric streetcar line. When it was signed, sealed and delivered by Acting Mayor Frank A. Burtlett, the Port Townsend Electric Street Railway, Light & Power Company (PTESR,L&PC) was a done deal.⁶⁷

A “done deal” it might be, but the folks at PTC&SRC (The Dooley Line) were not taking this encroachment lying down.

Although T. J. Dooley’s ordinance gave his company the right to double track the streets over which the line ran, you may recall that Section 9 specifically forbade double tracking on Washington Street. In a foolish, if not downright spiteful bid to block Charles Swigert and company, the owners of the PTC&SRC double tracked a portion of Washington Street at Maple Avenue.

When the Port Townsend Common Council met on Friday, November 22, 1889 they meant business! The PTC&SRC was ordered to remove the tracks forthwith or risk having their franchise revoked.⁶⁸ This public peccadillo did nothing to enhance the PTC&SRC’s reputation, as reflected by the words of a newspaper reporter: “The old puffy wheezy engine and their cheap john cars, generally loaded with firewood and logs, are just allowed to stand in the street. We need progress.”⁶⁹

And so, in a less than a year the attitude of locals towards The Dooley Line had gone from jubilation to scorn!

With a twenty-five-year franchise in hand, the PTESR,L&PC was especially promising since it had been set up by Maj. Charles P. Swigert, who was involved in a successful streetcar company down in Portland, Oregon. One of the first things he did was hire local businessman Fred M. Terry as superintendent of the line, which was both prudent and logical, since Terry had experience operating a short-line railroad.⁷⁰ In fact, this lucrative appointment likely explains why Fred Terry never used his Port Townsend streetcar franchise!

The PTESR,L&PC gained added prestige by naming Frank W. Hastings, the son of a Port Townsend pioneer settler Lorin Brown Hastings, as the firm’s president. However, a double-barreled business name and Port Townsend royalty on the board didn’t ensure smooth sailing.

⁶⁷ Issued to Charles P. Swigert, J. V. Shepard and Fred Barndollar. Passed by the Port Townsend Common Council on November 8th 1889, approved Acting Mayor Frank A. Burtlett on November 9th 1889. Published in the *Port Townsend Daily Call*, November 13, 1889. *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891.*, *op. cit.*, pp. 121-129. Amendments were filed under Ordinance #267. The *1890 Port Townsend City Directory* list the PTESR,L&PC offices at “Hastings blk, Water s e cor Taylor # 7 & 8.” There is a further entry for “Shepard & Barndollar, real estate Hastings blk, Water s e cor Taylor #8.”

⁶⁸ *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891*, *op. cit.*, p. 58.

⁶⁹ As quoted in Benton, *op. cit.*, p. 27. Since I’ve not located this quote in the *Port Townsend Morning Leader*, it’s likely that Benton was quoting the *Port Townsend Daily Call*.

⁷⁰ To recap, by 1889 Fred M. Terry was already using a narrow-gauge steam engine to haul fill dirt from the downtown bluff to enlarge Port Townsend’s downtown commercial area. In 1889 Terry purchased J. N. Laubach’s streetcar franchise, which he never used.

From the beginning, things didn't go so well for the Port Townsend Electric Street Railway, Light & Power Company. As an example, Swigert had to endure Port Townsend's ignorant interfering politicians, especially at one particular city council meeting when they were considering the railway ordinance. For some reason council members got worked up over "girder rails" and decided to ban their use. After the vote one of the council members asked another "what was those 'girder' rails anyway?" It came out that not a single councilman knew what a girder rail was and only when they were educated was the matter reconsidered and the rails allowed.⁷¹ (Okay, I'll confess that I had to look that one up! To save you the effort, a girder rail is a groove rail designed for track laid in pavement or grassed surfaces, making the lines much safer for use.)

Meanwhile the PTESR,L&PC was negotiating a contract with the Thomson-Houston Company of Seattle for building and electrification of their new streetcar line and to supply the equipment. It all came together when Frank H. Osgood sailed into Port Townsend from Seattle on January 8, 1890 with a contract in hand.

President of Thomson-Houston, Frank H. Osgood was a pioneer in the electric railcar business and had, in fact, built Seattle's first streetcar line back in 1884: the Seattle Street Railway & Power Company.⁷² This reputation meant that important people paid attention to Frank Osgood and when the PTESR,L&PC signed his \$100,000 contract to build the three-mile electric line and supply three electric cars, people became excited.⁷³ When he left for Seattle the following day, Osgood left behind the promise that Port Townsend would have their first electric streetcar system by summer.

Osgood was a man of his word and when a steamer anchored in Port Townsend harbor in May 1890 with four hundred rails and electrical equipment, the end was in sight. Soon Merrifield & Myers of Portland started spiking forty-pound Wharon girder rails and sixty-pound Horton patent curve rails on ties along city streets. With 4.25 miles of track laid on a 6% grade, and freshly-cut power poles set along the track, a structure to house the electrical generator and an adjacent car barn to house the streetcars were quickly completed. It only remained to apply the finishing touches to the rails and Port Townsend would have its new electric streetcar system.

With the finish line in sight, the backers of the PTESR,L&PC were making big plans, including a carnival-like celebration. But August saw a snag: the three Pullman Company electric cars on order had not arrived from Chicago, despite the fact that they had been shipped "rush" by Union Pacific RR. The reason for the delay was that when the cars had reached Tacoma, the Northern Pacific RR shoved them on a side track where they languished for the next two weeks. When Maj. Swigert

⁷¹ Benton, Homer G., *op. cit.* Benton's source for this information was likely the *Port Townsend Daily Call*, since it was the newspaper in which official city business was published. In fact, Ordinance #350, which is the ordinance granting the PTESR,L&PC the right to build, was printed in the *Port Townsend Daily Call* and a preserved clipping mentions girder rails. *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891*, *op. cit.*, p. 45. Girder rails were invented in 1852 by a Frenchman named Alphonse Loubat, who helped develop tram lines in Paris and New York City.

⁷² Frank H. Osgood (1852-1934) was also the line's president and general manager. *The Electrical World: A Weekly Review of Current Progress in Electricity and its Practical Applications*. Vol XX. From July 2, to Dec. 31, 1892 (New York: The W. J. Johnston Co., LTD.), p 186.

⁷³ *Electric Power A Monthly Journal devoted to the interests of the Electric Railway and THE TRANSMISSION OF POWER FOR INDUSTRIAL PURPOSES BY ELECTRICITY*. Edited by R. W. Pope and G. H. Stockbridge. VOLUME II. JANUARY TO DECEMBER, 1890. (New York: Electric Power Publishing Co., 1890), p.98.

discovered their location he must have lit a fire under the Northern Pacific people because they were soon on their way to Port Townsend by barge. Upon arrival, they were sent to the new car barn to await the inaugural.⁷⁴

Sandwiched between the excitement of the new electric line was the tragedy of a young boy named James Norman Sterling being run over and killed on Tuesday morning, August 12 by one of The Dooley Line's steam motors. A large crowd of mourners attended the boy's funeral and doubtlessly the rapidly sinking reputation of The Dooley Line took a severe blow at a time when it could least afford it.⁷⁵

It was Saturday evening, August 16, 1890 when Frank Osgood brought out a PTESR,L&PC car on a trial run, offering free rides for everyone. Given the number of riders the following day, one can easily imagine that there were more people than room on that first run!

At last came the official opening ceremonies: at 10 a.m. on Sunday, August 17, the PTESR,L&PC's first car, with fifty riders crammed into a twenty-four-seat coach, was launched by Port Townsend Mayor Harry Tibbals—the same guy who had been sued the year before by T. J. Dooley. A reporter wrote, “Sunday was a red letter day in the history of Port Townsend Street railway transportation . . . It was the occasion of the first official trial trip over our new electric street railway, and the citizens were alive to the importance of the occasion.”⁷⁶

For the rest of the day the new streetcar line ran back and forth loaded with passengers “laughing and waving as they smoothly glided by the narrow gauge steam dummy's line's locomotive resting in the middle of Washington Street. One of the riders on the first trip was Judge James G. Swan who was to become famous for his research studies on Indian life on Puget Sound.”⁷⁷

Here's a partial list of the passengers on that first run, and it reads like a who's who of Victorian Port Townsend: F. H. Osgood, of the Thompson-Houston Company; Mayor Harry Tibbals, Ex Mayor J. A. Kuhn, Ex-Mayor W. H. H. Learned, Councilmen William Payne, C G. Perkins, J. H. Livermore, J. S. Latimer and C. A. Dyer, Collector of Customs C. M. Bradshaw, City Treasurer Walter Bowen, City Attorney Coleman, County Commissioner Andrew Weymouth, Judge James G. Swan, Major C. P. Swigert, T. J. Nolton, Jacob Behrman, L. A. Sisley and F. W. Pettygrove, of the Chamber of Commerce; F. W. Hastings, J. V. Sheppard, D. H. Kanaga, William Dodd, F. M. Terry, George E. Sissy, F. P. Lofts, Charles Pink, Harry Summers, Dr. H. Wheeler, A. F. Learned, Sheriff Richard Delanty, A. H. Wintrode, E. F. Fowler, Thomas Jackman, Henry Hammond, T. J. Corrigan, J. G. Klinger, George O'Brien and J. W. Lysons.⁷⁸

⁷⁴“3 Cars for the Port Townsend Electric Street Railroad Arrive from Tacoma.” *Port Townsend Morning Leader*, August 14, 1890, p. 1. Also see, Benton, *op. cit.*, p. 27.

⁷⁵“Largely Attended Funeral The Friends of the Family Attend Norman Sterling's Funeral.” *Port Townsend Morning Leader*, Thursday, August 14, 1890, p.1.

⁷⁶“We Can Ride for a Nickel. Electric Street Railway Gives Us Metropolitan Airs. Official Trial Trip Sunday a Success in Every Way — Mayor Tibbals did the Honors.” *Port Townsend Morning Leader*. Tuesday, August 19, 1890, p. 1.

⁷⁷ Benton, *op. cit.*, p. 27. Also see, “We Can Ride for a Nickel. Electric Street Railway Gives Us Metropolitan Airs. Official Trial Trip Sunday a Success in Every Way — Mayor Tibbals did the Honors.” *Port Townsend Morning Leader.*, *op. cit.*

⁷⁸“We Can Ride for a Nickel. Electric Street Railway Gives Us Metropolitan Airs. Official Trial Trip Sunday a Success in Every Way — Mayor Tibbals did the Honors.” *Port Townsend Morning Leader.*, *op. cit.*

The following Tuesday a total of 1,144 passengers paid their nickel and rode Port Townsend's new electric cars. A jubilant Major Swigert told a *Morning Leader* reporter: "On Wednesday we carried 1,274 passengers, and I think fully as many to-day [sic]. You may say that the managers of the road are agreeably surprised at the start the road has made."⁷⁹ Without a doubt, the experience was made more pleasant by the brand-new equipment: two 15 h.p. motors mounted on a single truck that was outfitted with twenty-four seats and five 16-candle power lights, made this new Pullman top of the line. There were two of these beauties running every fifteen minutes between the center of town and the car barn at Dundee Place (now Umatilla Avenue).⁸⁰

An optimistic *Morning Leader* reporter wrote:

It is not likely that the novelty of the new electric cars will ever wear off. Instead [sic] of this the people of Port Towns- [sic] will be wondering a few months hence how they managed to get along without an electric street railway so long as they did. It is gratifying to see that the new enterprise is so thoroughly appreciated by the public.⁸¹

The route of PTESR,L&PC ran as follows:

From the corner of Water and Pierce streets along the Water to Monroe street, along Monroe to Lawrence, along Lawrence to Cass to Franklin, along Franklin to Scott, along Scott to Lincoln to Kearney, thence across San Juan Avenue to Elliot avenue in the O. C. Hastings' addition, thence along Umatilla avenue through Dundee Place.⁸²

Meanwhile, the electric streetcar competition wasn't content to let rival Thomson-Houston have Port Townsend.

Sprague Electric Company made their bid to move into town when they backed another electric streetcar line franchise in April 1890. But local "streetcar fever" was on the wane: at the hearing, Port Townsend City Councilman D. M. Littlefield pointed out the problems of granting a second company the right of way on streets whereupon another company was already running, *i.e.*, the PTESR,L&PC. Littlefield's logic didn't seem to register, even after the city's experience with The Dooley Line's double-tracking episode. On the question of granting another streetcar line, council members Frank A. Bartlett, W. Devoe, George W. Downs, J. S. Latimer voted yea while members

⁷⁹ "Lots of People Ride On It The New Electric Roads Being Well Patronized." "Nearly Thirteen Hundred People Rode Over the Line the First Day—Building a Branch to the Depot." *The Port Townsend Morning Leader*, August 22, 1890, p. 1.

⁸⁰ *ibid.* The car barn was standing until a few years ago. It is now a collapsed pile of lumber in an open field at the corner of Umatilla and San Juan Avenues.

⁸¹ "Lots of People Ride On It The New Electric Roads Being Well Patronized." "Nearly Thirteen Hundred People Rode Over the Line the First Day—Building a Branch to the Depot." *The Port Townsend Morning Leader*, *op. cit.*

⁸² "We Can Ride for a Nickel. Electric Street Railway Gives Us Metropolitan Airs. Official Trial Trip Sunday a Success in Every Way — Mayor Tibbals did the Honors." *Port Townsend Morning Leader*, *op. cit.*

D. M. Littlefield, J. H. Livermore and William Payne voted nay.⁸³ And so, Port Townsend had its third streetcar line.

In April 1890, the Sprague Electric Company-backed streetcar enterprise incorporated with another one of those double-barreled nineteenth century business names: the Port Townsend Belt Line Electric Railway Company (PTBLERC).⁸⁴

Homer Benton lists Port Townsend “pioneer settler Francis W. Pettygrove” as president of the PTBLERC with trustees George Green, August Deedenhauser, Henry Kappee, Capt. James McIntyre and E. F. Fowler rounding out the picture. Benton also makes a point that two of Port Townsend’s pioneer founders, Francis W. Pettygrove and Frank W. Hastings, were now sitting opposite one another on rival streetcar boards. However, Benton was mistaken because the seventy-five-year-old pioneer Pettygrove had died on October 5, 1887, or over two years before the PTBLERC was formed. What Benton didn’t understand was that the Francis W. Pettygrove sitting on the PTBLERC’s board was thirty-year-old Francis W. Pettygrove, Jr., who, following the usual custom, had dropped “Jr.” from his name after the death of his father. Moreover, Benton was also mistaken about Francis Hastings—he was not a Port Townsend founder: that distinction goes to his father, Lorin Brown Hastings. But in all fairness ‘tis an understandable mistake if one isn’t well-versed on early Port Townsend genealogy.

On August 1, 1890 the Port Townsend Common Council passed Ordinance No. 314, which granted the Port Townsend Belt Line Electric Railway Company (PTBLERC) a franchise to build and maintain a passenger operation over the streets of Port Townsend. It was approved on August 8, 1890 by Mayor H. L. Tibbals. The ordinance was published in the *Port Townsend Daily Call* on August 15.⁸⁵ But things were not as they seemed: as 1890 drew to a close the PTBLERC had not laid one foot of track!

On April 29, 1891 the PTBLERC was reorganized as the Port Townsend Belt Railway Company (PTBRC) and the company announced that the Sprague-Edison Company would complete construction by the end of summer.⁸⁶ Happily, that estimate proved spot-on when construction foreman A. J. Wheatley’s crew completed the line in July. Meanwhile, out at Tibbs Lake a powerhouse had been built with a 300 h.p. steam boiler featuring two 200 h.p. dynamos, all of which produced more than enough power to run the line.

⁸³ “Another Electric Road Frank Pettygrove and Associates Given Franchise.” *Port Townsend Morning Leader*, April 5, 1890, p. 8. Also see “36 Years Ago: Electric Street Cars Coming in July.” *Port Townsend Weekly Leader*, March 5, 1926, p. 4.

⁸⁴ “Articles of Incorporation Port Townsend Belt Line Electric Railway Company.” City of Port Townsend, April 1890: Jefferson County Historical Society, 1993.36.37x Fldr 3. (Jefferson County, WA: Jefferson County Historical Society, n.d.)

⁸⁵ “Passed the Council August 1st 1890, Approved August 8th 1890 H. L. Tibbals Jr. Mayor, Attest Del Cary Smith—City Clerk Date of Publication August 1st 1890.” Ordinance #314. *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891*, op. cit., pp. 229-335. Also see p. 130, amendment to Ordinance #314, April 4, 1890 extending the period to twenty-five years. *Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891*, op. cit. An original newspaper clipping from the *Port Townsend Daily Call* is glued into the Port Townsend Common Council book.

⁸⁶ Frank J. Sprague (1857—1934) was an American inventor who contributed to the development of the electric motor, electric railways, and electric elevators. He founded the Sprague Electric Railway & Motor Company, which was bought out in 1890 by Thomas A. Edison, who had, in fact, manufactured most of Sprague’s equipment.

On Saturday, August 1, 1891 at 2:15 pm the regular operation began carrying passengers along the five and a half mile line, with a slight problem: on those first runs the cars would often jump the rails as they rounded a curve. Needless to say cars running off the rails were not good for business! A quick jerry-rigged solution was employed by installing guard rails, meaning that when a car started to jump track it was quickly slapped back into place by bouncing off the guard rails. Once the company was able to keep their cars on the rails, regularly-scheduled 5¢-fare runs were every half hour between 6:30 a.m. and 10:30 p.m.⁸⁷

The PTBRC's equipment consisted of three passenger cars with Brill #6 trucks and an electric freight motor, built by the Stockton Combine Harvester & Agriculture Works in California. Operations were in the hands of Julius Potter and Associates, who also operated the Fidalgo City & Anacortes Electric Railway.⁸⁸

With the completion of the PTBRC, Port Townsend, population less than 5,000, had three operational streetcar companies with tracks running in every direction—surely making it a nightmare for drunks to cross a downtown street! All of this was justified by the prognostication that Port Townsend's future was almost limitless; but what the locals didn't know was that the Belt Line was just a hair away from collapse.

The first of 1892 saw the Colorado Coal & Iron Co. filing suit in U.S. District Court against the Belt Line seeking \$14,000 for the cost of rails; and when spring rolled around Jefferson County Sheriff Richard Delanty seized the line. General Electric Company, which had absorbed Sprague-Edison, was able to have the court appoint a receiver, who allowed only two of the Belt Line's cars to be attached. Although the remaining coach continued in operation, it was only a slight reprieve.⁸⁹

Certainly three competing streetcar companies in a town the size of Port Townsend almost guaranteed failure for the lot, but those familiar with American streetcar history would factor in another situation. Across the nation streetcar companies had a major problem with fare theft by conductors and drivers, due to conductors collecting fares and making change with virtually no oversight. Transit historian Brain Cudahy explains that this is why most company bosses and the public at large considered streetcar conductors and drivers "... a hopelessly dishonest lot who generously helped themselves to the company's receipts ... [they] were the butt of many jokes by after-dinner speakers and vaudeville comics. One hoary perennial, usually told with an appropriate accent or dialect, involves the new streetcar conductor who, after his first week on the job, is told by his driver where to pick up his pay envelope. The punch line is some variation of, 'You mean they pay you too?'"⁹⁰

Cudahy notes that as early as 1882 "The American Street Railway Association President Richards of Boston's Metropolitan R. R. suggested that the industry faced three serious problems:

⁸⁷ Benton, *op. cit.*, p. 28.

⁸⁸ Julius S. Potter's associates were C.B. Holman, H.C. Colver, Joshua Pierce and W.A. Potter. Fidalgo City and Anacortes Railway ran from Anacortes, Washington to Fidalgo City and Dewey Beach (all on Fidalgo Island). It was placed in operation March 29, 1891 and is said to have been the first electric railway in Washington.

⁸⁹ Benton, *op. cit.*, p. 28. There are three Jefferson County Superior case records for suits against the Belt Line Electric Railroad Co. All are listed in case number 205, box number 2. The plaintiffs were James Simms, George W. Downs and Brutcher & Griffiths Co.

⁹⁰ Cudahy, *op. cit.*, p. 15.

‘We should consider the best way of feeding horses and caring for them, the best pattern and manufacture of cars, and how to make conductors honest.’”⁹¹

This rampant dishonesty was the mother of the simple fare box and the later elaborate fare boxes that sorted and counted change, which greatly curtailed fare theft.⁹² The question here is did those early Port Townsend streetcar conductors do what conductors around the nation were routinely doing? Were they helping themselves to fares, thus speeding along the demise of companies that were on the brink of financial collapse? There’s no evidence of this, but the history of human nature makes it worthy of serious consideration.

Homer Benton writes:

The railway trustees held a conference with the representatives of General Electric to seek some way to put the [PTBRC] road back into operations that fall. With the merger of the giants in the electrical equipment supplier field there was no longer a need for cut-throat competition in an area where even one line would have trouble meeting expenses. Also appearing on the horizon was evidence of financial problems from the eastern financial centers as seen in the closing of banks and the tightening of available money.⁹³

All Good Streetcars Go To Heaven

With the financial panic of 1893 in full swing, Port Townsend’s streetcar lines died a sudden and ignoble death and are now just a footnote in history, if even that.⁹⁴ The only thing left was their dismantling.

Trying to sell the PTBRC’s equipment, someone ran the following ad in the *Seattle Post-Intelligencer* on April 20, 1894: “ELECTRIC RAILWAY FOR SALE Electric rolling stock, line, equipment, street rail and steam plant for sale cheap, in lots to suit buyer. Apply to L. Z. Mitchell, Portland, Oregon; W. J. Grambs, Seattle Wash.; J. R. Mason, Port Townsend, Wash.” This sale was

⁹¹ “Verbatim Report Organization of the American Street-Railway Association,” p. 52 as cited in Cudahy, *op. cit.*, p. 225, ftn 12.

⁹² Before fare boxes, there were registers. When a passenger paid the conductor, he would pull a cord, which rotated the number wheel upward and rung a bell. At the end of the day the numbers had to tally with the money the conductor turned in. However, if the driver and conductor worked as a team, they were able to skim fares. In 1914 the Johnson Fare Box Company of Chicago invented and marketed a new registering fare box. Coins and tokens were dropped into the box, registered and then returned to the conductor. Thus a conductor was required to carry fewer coins for making change because everything that was dropped into the box and registered, was returned to him to use in making change. At the end of his run, the conductor would have to match his money with the amount on the box register.

⁹³ Benton, *op. cit.*, p. 28.

⁹⁴ “The Panic of 1893 was a serious economic depression in the United States that began in 1893. Similar to the Panic of 1873, it was marked by the overbuilding and shaky financing of railroads, resulting in a series of bank failures. Compounding market overbuilding and the railroad bubble was a run on the gold supply. The Panic of ’93 was the worst economic depression the United States had ever experienced at the time.” “The Panic of 1893.” Wikipedia, posted on the Internet at: https://en.wikipedia.org/wiki/Financial_panic_of_1893.

advertized for two months in the Sunday edition and also ran in the *Street Railway Review*.⁹⁵ The January 1894 edition of the latter publication reported that the Port Townsend Belt Railway Company was sold off to someone named Dan Starrett.⁹⁶

Apparently Starrett was an agent for other concerns, or a middle man, because the Olympia Railway Light & Power Company in Olympia, Washington slapped down \$500 to buy an electric freight motor and a construction car from the defunct PTBRC. But even that didn't go well. While loading the electric freight motor (engine) on an Olympia-bound ship, it was dropped overboard and went to the bottom. This resulted in the new owners dragging the bankrupt Belt Line into U.S. District Court and General Electric, which held the mortgage on the equipment, being ordered to deduct \$125 from the bill.⁹⁷ What is known for sure is that some of the PTBRC's equipment did see service at Olympia's Capital Brewing Company hauling beer from the brewery to the wharf for shipment to Puget Sound saloons.

As to the fate of the Port Townsend Electric Street Railway Light & Power Company's equipment, one of their cars was purchased by Rainier Valley Line and rebuilt by its master mechanic and blacksmith, Louis Hipkins. Using the body of the original car, Hipkins mounted it to a 30-foot flat bed and thereby doubled the length of the original car. Renumbered 201, he also redesigned the whole thing by creating an indoor/outdoor option for the passengers.⁹⁸

This leaves us with the fate of the Port Townsend Construction & Street Railway Company's steam-powered equipment—The Dooley Line. In that case a tad bit more is known. In fact, one of the company's old Porter engines still survives right here in Port Townsend, although I have to admit it's seen better days!

After the Port Townsend Construction & Street Railway Company ran out of steam, the investors tried to sell off what they could to pay debts. Although there is no record of the Porter engines being sold to the U.S. government, that scenario is likely since both engines began service in 1893 in the construction of Forts Worden, Casey and Flagler.

In the case of Fort Worden, then located just outside of Port Townsend, the actual construction was delayed for some years while the government initiated condemnation proceedings to procure the needed privately-owned land. Construction finally began there in July 1897, or some four years after the demise of The Dooley Line.

As an example of the monumental work ahead, in the case of Fort Worden it would take two hundred men almost three years to complete the fort's excavation and concrete work for the gun emplacements. The whole project would take years more to complete and The Dooley Line's old Porter engines were the workhorses.⁹⁹ When the project was finished, sometime in 1911, at least one

⁹⁵ Benton, *op. cit.*, p. 28.

⁹⁶ *Street Railway Review* for January, 1894 as cited in Benton, *op. cit.*, p. 28.

⁹⁷ Benton, *op. cit.*, p. 28.

⁹⁸ Information from the Rainier Valley Historical Society Photograph Collection, Hall-Summers Collection 93.001.204A. (Jefferson County, WA: Jefferson County Historical Society, n.d.)

⁹⁹ There is a surviving photo in the collection of the Jefferson County Historical Society showing one of the Porter engines, stripped of its cab, being used in the construction of Fort Worden. Railroad historian Steve Hauff records that during the construction of Fort Casey the Porter locomotives, when needed, were shipped over and back from Fort Worden. During one of these trips a locomotive toppled overboard in some rather deep water. Its value at the time of

of the engines was destined for a scrap yard over in Seattle. Port Townsend historian James Hermanson writes:

According to the National Archives, the one was in poor condition and deemed worth only \$30 as scrap if delivered to Seattle. Consequently it was disposed of by burial on the beach at Fort Worden in 1911. During the years it was not forgotten but its location was. Sporadic efforts were made to find the motor but to no avail.¹⁰⁰

The story goes that once the decision was made to bury the locomotive (nicknamed “dinky” by Fort Worden workers), it was driven down to the beach where a large hole was dug along side the track. When the hole was barely deep enough to cover the locomotive, and presumably after the engineer blew the steam, it was pushed on its side into the freshly-dug grave and covered up. Laying only a few inches below the surface, the old iron hulk would remain undisturbed for the next sixty-some-odd years.¹⁰¹

As fate would have it, someone at the Fort decided to construct a wooden building directly over the locomotive’s grave. Whether or not this was intentional, no one knows, but over the coming decades the protective umbrella provided by the building would work something of a miracle.

The “sporadic efforts to find the motor,” as noted by James Hermanson, included various commanders having whole platoons out digging. Sometimes individuals went out on their own searches, but, as the years rolled by, nary a trace of Fort Worden’s legendary dinky surfaced. When it was found, it was quite by accident.

Preparing for the construction of a parking lot, on the morning of February 21, 1973 William “Bill” Matheson and crew members Lance Covely and Joseph Benson had finished demolishing a wooden building down by Fort Worden’s boat dock. What they didn’t know was that they had torn down the very building that had stood guard over the grave of the Fort’s legendary dinky. As he was digging up one of the foundation stones, Bill Matheson’s shovel hit something solid just slightly below the surface of the ground. He quickly uncovered part of a locomotive wheel and at once knew what he had discovered! Joe Benson recalled: “... we were taking the flooring off and we got down on the ground and Bill said ‘I think we’ve found a dinky’, that was a little train that they had, the engine. I said ‘where Bill?’ and he said ‘right there.’ And I felt and it was a wheel. We started digging it up.”¹⁰²

“Finding that old dinky was one of the highlights of my twenty-five-year career out at Fort Worden. It was real history and I was a part of it!”—William “Bill” Matheson, Sunday December 8, 2013, Port Townsend.

the mishap is evidenced by the fact that the Fort commander had the engine fished out, cleaned up, and put back into service. Hauff, Steve. “The Fort Worden Engine,” *op. cit.*

¹⁰⁰ Hermanson., *op. cit.*, p. 146.

¹⁰¹ Conder, Darrell W. Interview with William E. Matheson on Sunday, December 8, 2013, Port Townsend. William “Bill” Matheson, whom I knew of through his interview of H. J. Carroll, was born in 1928 and worked at Fort Worden for twenty-five years. Currently he resides in Port Hadlock, Washington. Also see Fort Worden History Center interview with William Matheson, 11-7-02, by Henry M. West, p. 11.

¹⁰² Fort Worden History Center interview with Joseph Benson, 7/9/02 by Rae Tennyson.

As news spread around the Fort and beyond, Bill Matheson, Lance Covely and Joe Benson continued digging. Before the engine was completely uncovered, excited people were coming from all over to see Fort Worden's buried treasure. This included a reporter from the *Port Townsend Leader* and a crew from Seattle's Channel 7 News.¹⁰³

Once the engine was completely unearthed, arrangements were made with Cotton Engineering of Port Townsend to use one of their cranes to lift the relic onto a low-boy trailer. Sitting upright in the open air, Bill Matheson recalled that everyone was astonished to find that the rusty old engine wasn't in that bad of shape. Indeed, it was so well preserved that even the wheels still freely turned and both the firebox door and the boiler door freely swung open. Even more remarkable was the remnants of partially-burned coal inside the firebox! All agreed that the "dinky's" preservation was due to that building protecting its grave for the past six decades.¹⁰⁴

After the initial excitement died down, the engine was taken to a storage building and the trailer backed to the entrance. Because the wheels were still functional, Bill Matheson and a group of others were able to roll the rusty old engine onto the concrete floor and then into a corner.¹⁰⁵

For a time after its discovery, the "dinky" was put on display at Fort Worden, but eventually (and fortunately) it was placed out of public view. I say "fortunately" because unsupervised crowds, including many railroad buffs who had traveled long distances to see the old relic, helped themselves to rusted "souvenirs" that were easily broken away from the engine.

The big question now staring everyone in the face was if the old locomotive was a survivor of the Dooley Line. Even though legend said it was, the fact was that there was no evidence to go on. More to the point, if it was one of the Dooley locomotives, which of the two had Matheson and his crew unearthed?

Railroad buff Steve Hauff and some friends set out to discover the facts about Fort Worden's star attraction. Hauff writes:

Armed with the diagrams provided by Mr. [Robert] Walton, the blessing of the State Park Department, and a confidence typically associated with total ignorance of the problem, we made the initial attack, and after several hours of scraping and brushing noted that this particular locomotive was not marked as we had expected. ... we found no identifying numbers and were forced to retreat with only external dimensions and detail photos. ... with new data in hand, we again visited Fort Worden. Amid various grunts of satisfaction and dismay, numbers began to appear on the locomotive, but none gave a confirmation as to the construction number. After exhausting the easy places to look, we determined that our last hope was the eccentrics, which are mounted on the front axle, just inside the frame. In due course ... the eccentric straps were cleaned.... The engine had given up its secret grudgingly. We found the number 1117 on the strap, and a quick check of a Porter construction list indicated that this locomotive was built in December, 1889 for the

¹⁰³ Conder, Darrell W. Interview with William E. Matheson, *op. cit.*

¹⁰⁴ *ibid.*

¹⁰⁵ *ibid.*

Port Townsend Construction and Street Railway Company. The mystery was solved.¹⁰⁶

What Steve Hauff and his friends had proven was that the surviving Dooley locomotive was the second engine ordered for the Port Townsend Construction and Street Railway Company.

After spending months researching Port Townsend's streetcars, and knowing that one of the original Dooley locomotives was sitting under lock and key out at the Fort, I determined to see it for myself. It was very easy to interest fellow transit enthusiast Jefferson Transit Supervisor Lloyd Eisenman to help with this project, and with some persistence Lloyd finally got us in. On the morning of November 20, 2013 Lloyd, his wife Sandy and *moi* took a trip out to Fort Worden to inspect and photograph the old Dooley relic.

Certainly, I didn't expect to discover something heretofore overlooked. The engine had long ago yielded its secrets. For me it was curiosity pure and simple and a chance for Lloyd to get some photos for this history. However, once I came face-to-face with the old machine, swung open its fire-box door and peered inside, in an instant I found myself connected to a very different world from a bygone age, and that certainly was worth a two-mile trip out to Fort Worden!¹⁰⁷

Okay, what happened to the other Porter locomotive—the first locomotive ordered by T. J. Dooley and which was named Adelia? One can speculate that it was also disposed of by being buried under the sand at Fort Worden. This speculation has some merit since other pieces of the Dooley Line wound up at the Fort and from there disappeared.¹⁰⁸ On the other hand, if there was any service life left in the engine, it would have been sold. If that was the case, then there is no record. For all practical purposes, “Adelia” has vanished in time, as have those who knew her fate.

That's All She Wrote!

As a footnote to Port Townsend's failed streetcar experiment, on May 29, 1894 city engineers submitted this report to the Port Townsend City Council: “Condition of Streets After Removal of Street Railway System.” This report was followed by another on June 13, 1894: “Removal of Ties and Planks on Water Street.”¹⁰⁹ In effect, these reports detailed how all traces of Port Townsend's three failed streetcar lines had been dug up and erased: from 1894 onward it was as though they had never been!

¹⁰⁶ Hauff, Steve. “The Fort Worden Engine,” *op. cit.* The engine excavated at Fort Worden was the second engine built for “The Dooley Line.”

¹⁰⁷ Even after forty years, the Porter's future is still uncertain. The State of Washington has no interest in restoring the engine, nor is there enough interest to raise private funds for a restoration/preservation project. The Porter steam dummy preserved at Port Townsend's Fort Worden is one of only seven surviving such engines in the U.S.

¹⁰⁸ There is an account of one of The Dooley Line's passenger carriages being embedded in an embankment at Fort Worden where it was converted into an off-duty bar by enlisted men. Cartmel, Bill. “A Page From History ‘Toonerville’ Trolleys Toured the Town” *Port Townsend Leader*, Summer 1971.

¹⁰⁹ Jefferson County Historical Society, Vertical File, Subjects: Jefferson County Government-Transportation JCHS, 1993.68.77x. (Jefferson County, WA: Jefferson County Historical Society, n.d.)

One Last Hurrah!

Just when you think it's safe to cross Water Street, someone comes along and wants to build another streetcar line. That's right! November 13, 1911 finds John Siebenbaum reading a report to the Port Townsend Chamber of Commerce with the gladsome news that \$5,085 had already been raised for funding the Olympic Peninsula Electric Railway and announcing that another three grand would soon be sunk into the venture.¹¹⁰

By January 1912 things were jumping:

... [a] committee was appointed to look into the feasibility of constructing a street railway line connecting Port Townsend with Fort Worden and the grounds of the Olympic Peninsula Fair association. The proposed line was to be built by the Key City Light & Power company.... Such a line is highly desirable, and if the people themselves will not help to build it, for a local concern to take up the work is the next best thing. Quick transportation facilities to the grounds of the Olympic Fair association is imperative ... If the gentlemen who are in charge of the Key City Light & Power company are willing to face the risk of possible financial loss ... it would appear to be the duty of the people generally to give their support to such a proposition and assist in every way in their power to secure the rights which guarantee the construction of the line.¹¹¹

A progress report was headlined in the Thursday, February 1, 1912 edition of the *Port Townsend Dailey Leader*:

TEXT OF PROPOSED RAILROAD FRANCHISE RIGHTS ARE ASKED BY MR. MORROW FOR 99 YEARS. WORK TO START IN SIX MONTHS

The proposed measure provides for the granting of a franchise to G. W. Morrow, his successors and assigns, for the period of ninety-nine years, giving the privilege to lay down, construct, maintain and operate one or more standard gauge tracks, together with the necessary crossovers and connections between any of the tracks, and all necessary side or spur tracks, turnouts, yard tracks or connecting tracks, and all telegraph and telephone lines necessary for the operation of the railway, over the following streets and public ways: Beginning at the point opposite the northeast corner of block one of the Original Town site of Port Townsend, thence in a southwesterly direction along Front Street to Van Buren Street, crossing Hudson, Clallam, Jackson, Monroe, Madison, Quincy, Adams, Taylor, Tyler, Polk, Fillmore,

¹¹⁰ "Money For Proposed Railway Over \$5000 Pledged, With \$3000 More in Sight" "Needed Sum Will Be Secured" "Chamber of Commerce Officially Endorsed Project Last Night" *Port Townsend Daily Leader*, Tuesday, November 14, 1911, p. 1.

¹¹¹ "Report the Street Railway Committee Electric Company Will Build." *Port Townsend Daily Leader*, Friday, January 19, 1912, pp. 1,2.

Harrison and Van Buren Streets, thence in a southwesterly direction crossing blocks 14 and 15 to a point in Water Street, crossing Pierce Street, crossing Benton, Calhoun, Cass, Walker, Scott, Gaines, Kearney, Decatur, Thayer, Morrison, Benedict, Prosper, Bell, Hastings streets, San Jaun Avenue, Kuhn, Landes and Hill streets and blocks 13, 16 and 34, and alleys in the same, to the southwest end of said Water street of Eisenbeiss Addition to the city of Port Townsend ...

It sure looked as though Port Townsend was once again going to reverberate to the sound of “ding-ding” and steel wheels screeching against steel rails—that is until Mayor Harvey L. Tibbals put down his boot and vetoed the Port Townsend City Council’s action:

Mayor Tibbals has announced that he has formally vetoed the railroad franchise granted at the recent meeting of the city council to G. W. Morrow. This action on the part of the mayor comes from the rejection of the terms of the franchise by Mr. Morrow. Unless vetoed, the franchise would have become operative, and would have gone to publication, entailing a considerable expense upon the city. The veto of the mayor will be presented to the council at its meeting Tuesday night, for the consideration of the members.¹¹²

Now maybe Harve Tibbals was honestly trying to save the city some dollars; on the other hand I’m a bit suspicious here since his daddy was former Mayor Harry L. Tibbals, Jr, who was the man running things back when the city’s first streetcar lines fell flat on their financial faces. He was also the same Harry Tibbals who was sued by T. J. Dooley.¹¹³ That whole mess surely left a bad taste in the old man’s mouth, and since daddy was alive and well when G. W. Morrow talked the city council into backing another streetcar line, I have to wonder if Harry had any undue influence over his boy Harve’s vetoing a new streetcar franchise? At any rate, the veto held and this time it really was all she wrote!

Thank you Mr. T. J. Dooley and all the others who tried: a public transit system in Port Townsend was your dream, but it was one not meant to be—well, not in your day and age anyway!

¹¹² “Railroad Franchise Vetoed.” *Port Townsend Daily Leader*, March 3, 1912, p.4.

¹¹³ Son of Port Townsend pioneer Captain H.L. Tibbals, Sr., Harry L. Tibbals, Jr. was born in 1859 in the Pioneer Hotel that his father had built in 1858, at the corner of Adams and Water Street. He married Nannette Sutherland in March of 1880 and fathered five children, one of whom was future mayor Harvey Tibbals. Harry Lewis Tibbals Jr. was the mayor of Port Townsend from 1890 until 1892 and died October 9, 1930 in Seattle at the age of seventy one.

No. 1259

District Court,
3rd Judicial District.

T. J. Dooley
Plff

vs.

Union Wharf Co
Deft

SUMMONS.

Filed July 30 1889

R. M. Hopkins
Clerk.

By W. J. [Signature] Deputy

Agnes B. [Signature]
Plaintiff's Attorney

SHERIFF'S RETURN.

OFFICE OF THE SHERIFF
of the County of
Jefferson
WASHINGTON TERR.

I HEREBY CERTIFY, That I received the
within Summons on the 30th day of
July A. D. 1889

and personally served the same on the 30th
day of July A. D. 1889 on

H. R. Tibbals Jr
President and
Manager of Union
Wharf Co in Port Townsend
W. T.

being the Defendant named in said Summons,
by delivering to H. R. Tibbals Jr
said Defendant personally, in the County
of Jefferson

a copy of said Summons and therewith a copy
of the Complaint in the action named in said
Summons.

Dated this 30th day of
July A. D. 1889

Richard Delaney
Sheriff Jefferson Co., W. T.

By [Signature] Deputy

Above T. J. Dooley's suit against Harry Tibbals charging him with refusing to release Dooley's streetcar equipment. It was settled when Tibbals released the equipment. (Washington State Archives.)

82

Ordinance No. 232

An Ordinance Authorizing T. J. Dooley his Associates, Successors, and assigns to Constant maintain and operate a Street Railway System in the City of Port Townsend

The City of Port Townsend does Ordain as follows

Section 1:
 From and after the date of the passage of this Ordinance and until the complete expiration of fifty years T. J. Dooley his associates successors and assigns shall have and they are hereby granted the right, license and privilege to construct, build, maintain and operate a street railway system in the City of Port Townsend, over and along the several streets hereinafter named. Said street railway system to be operated by Steam, Cable, Electric, horse or any other motive power, and to carry passengers, freight and to do a general traffic business. Provided, however that nothing herein contained shall be construed as to give the said T. J. Dooley, his associates, successors and assigns an exclusive right or privilege to construct, build, maintain and operate a street railway system.

Section 2:
 For the purpose of constructing

87

Ordinance No. 232

to be in force on and after the expiration of five (5) days after the same has been published.

Passed the Council February 23rd 1889
 Approved February 23rd 1889
 W. H. Robinson Mayor

Attest James Beavoy
 City Clerk

Port Townsend Wt.
 February 23rd 1889

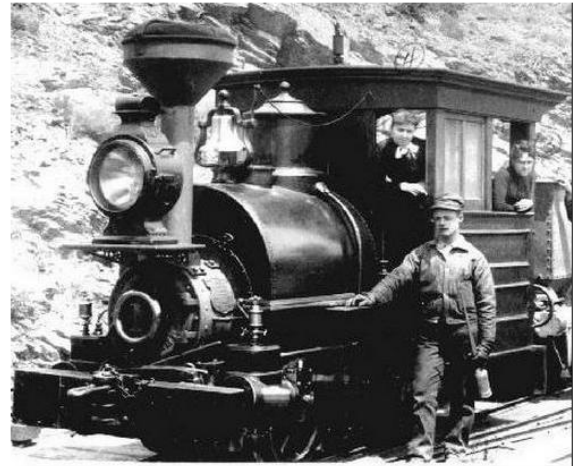
J. James Beavoy
 Clerk of the City of Port Townsend

I hereby accept all the terms, conditions, provisions, restrictions and responsibilities contained and embodied in a certain Ordinance entitled "An Ordinance Authorizing T. J. Dooley his associates successors and assigns to Constant maintain and operate a Street Railway System in the City of Port Townsend" and numbered 232 passed by the Common Council of said City on the 22nd day of February A.D. 1889 and approved by the Mayor of said City on 22nd day of February A.D. 1889

T. J. Dooley
 Filed February 23rd 1889 and renewed Feb. 23rd 1889
 James Beavoy
 City Clerk of the City of Port Townsend Wt.

Above, the first and last pages of the original 1889 ordinance granting T. J. Dooley a streetcar franchise, as recorded in the Port Townsend Common Council record book. Below, Col. Robert C. Hill was one of the major investors and president of The Port Townsend Street Railway Company—the Dooley Line. The photograph was taken in 1912 when Hill was 82 years old. (Courtesy of the Jefferson County Historical Society.)

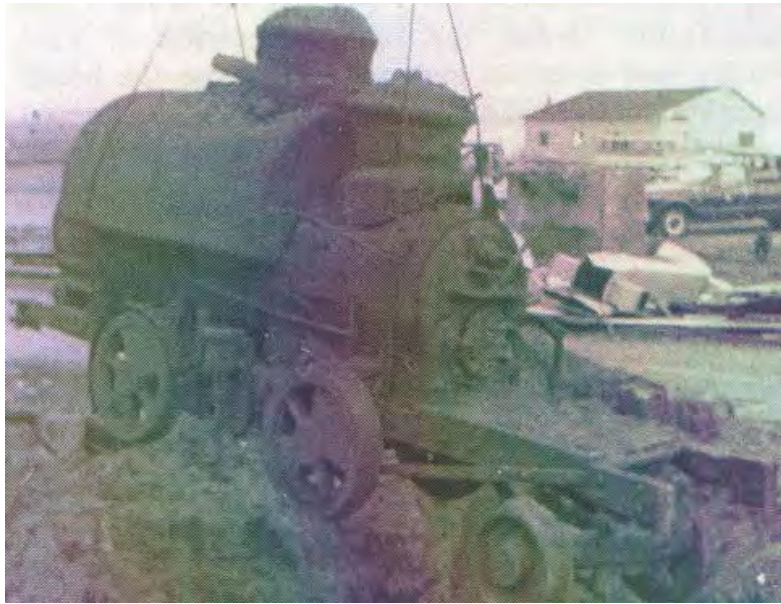




Top right is a photograph of an unknown H. K. Porter locomotive, used here to show detail of the engines used by the Dooley Line. H. K. Porter made hundreds of custom-built steam locomotives that were so small, that they were often called “teakettles.” Porter’s had no tenders. Instead water was carried in saddle tanks mounted on top of and wrapped around the boiler. Without a tender the engineer could switch cars easily and the weight of the water tank over the axles gave engines additional traction. This made Porters very powerful for their size. Top left, after the collapse of the Port Townsend Construction & Street Railway Company, their steam engines were used in construction at Fort Worden. Left, a Porter engine is shown steaming from the beach toward Artillery Hill. (Courtesy of the Jefferson County Historical Society.)



These three photos show what remains of The Dooley Line's second H. K. Porter 0-6-0 steam engine, now stored in a warehouse in Fort Worden. This engine once hauled Port Townsend Construction & Street Railway Company's streetcars in Port Townsend. The operation began on October 20, 1889 and was finished by 1891. After that time it was sold to the US government and used to build Fort Worden, Fort Casey and Fort Flagler. Sometime around 1911 the engine was buried on the beach at Fort Worden where it remained until discovered on the morning of February 21, 1973 by William "Bill" Matheson. (Photos courtesy of Lloyd Eisenman.)



Different views of the Dooley Line's Porter steam locomotive being unearthed at Fort Worden on February 21, 1973. The engine was in remarkable condition considering it had been buried for over 60 years. (Photos courtesy of the Fort Worden Artillery Museum and the *Port Townsend & Jefferson County Leader*.)



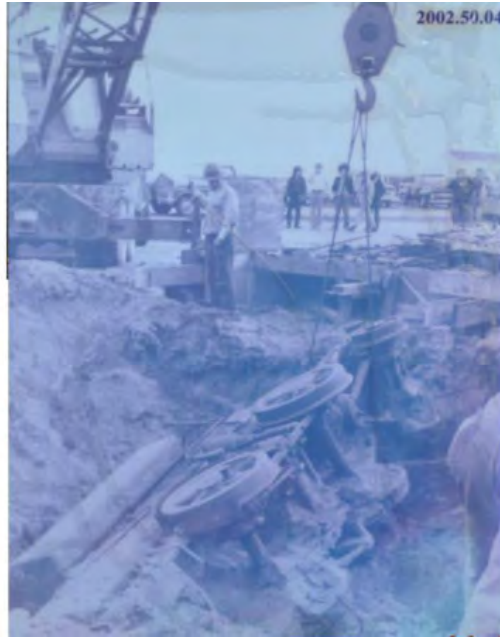
Port Townsend Leader

Only a few pipes remain to give a vague hint of the locomotive's prior appearance, above. The tall stack and some of the salvageable hardware were most likely removed prior to the time that the saddle-tanker was cast off. The rust problem was great due to the salt-laden air and the humidity of the area.

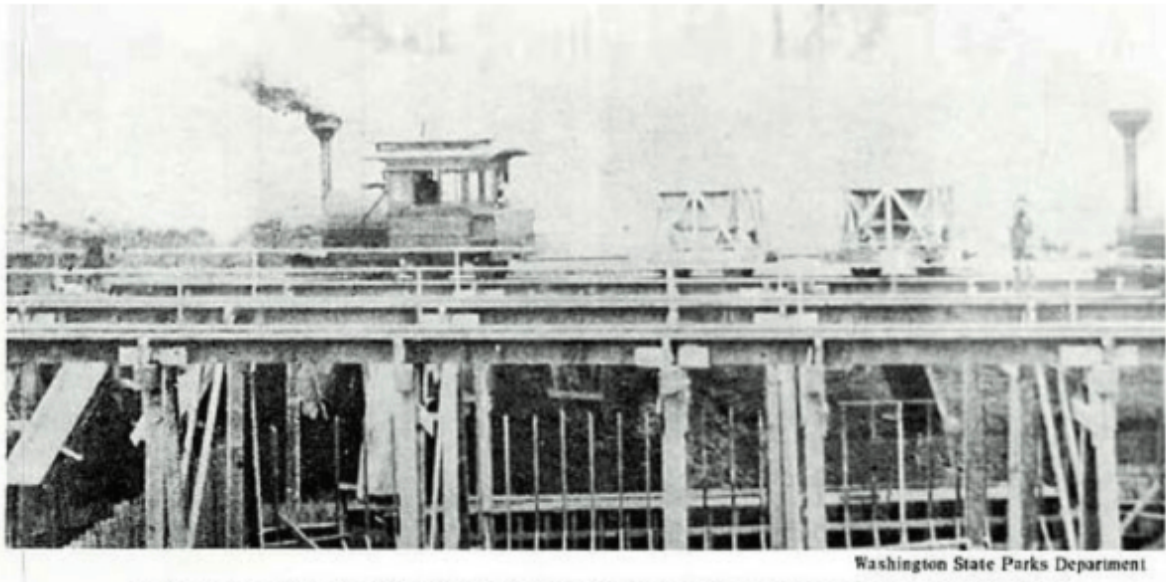
Like a fallen beast of burden, the photo below shows the remains of the once proud Porter 0-4-2T being exhumed from the grave. Nearly all traces of the wood cab and its framing are now gone. It is unknown whether or not all of the cab was removed prior to the time that the engine became derelict.

Port Townsend Leader





Top, more photos of the Porter locomotive being unearthed in Fort Worden. Below, a view of both Porters in service building Fort Worden. (Courtesy of the Washington State Parks Department and the Fort Worden Artillery Museum.)





The Port Townsend Electric Street Railway, Light & Power Company brought Port Townsend its first electric-powered streetcars. This was the work of electric streetcar pioneer, Frank H. Osgood (above) from Seattle, who was president of Thomson- Houston. Middle, right is one of the PTESR, L&PC's new streetcars stopped in downtown Port Townsend, ca. 1890. (Courtesy of the Jefferson County Historical Society.)

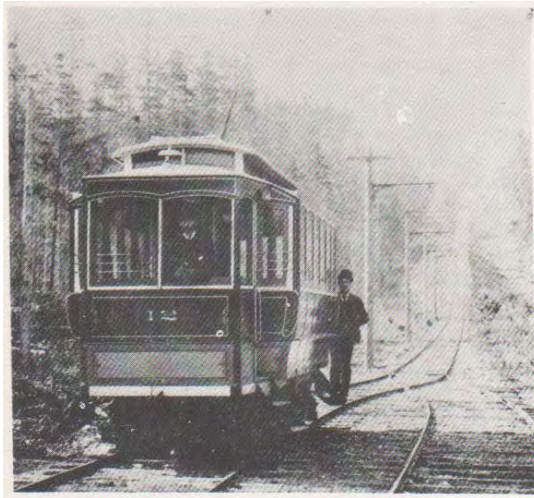


The fare on the Port Townsend Construction and Street Railway, and also on the new electric streetcars—the Port Townsend Electric Street Railway, Light & Power Company, and the Belt Line—cost 5¢, or one of these Liberty “V” nickels. (Darrell Conder collection.)

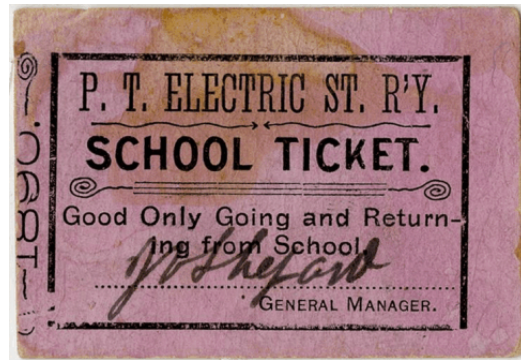


Above, a Port Townsend Electric Railway Company streetcar in Port Townsend ca. 1890. (Courtesy of the Jefferson Co. Historical Society.) Right, a copy of the Articles of Incorporation of The Port Townsend Construction & Street Railway Company from page 1 of the *Port Townsend Morning Leader*, October 17, 1889.

STREET RAILWAY SYSTEM.
Port Townsend to be Supplied with Steam, Motor and Horse Cars, Electricity and Gas Plants.—Verbatim Copy of Articles of Incorporation.
 A Act of incorporation of "The Port Townsend Construction and Street Railway company."
 Know all men by these presents: That we, the undersigned, have this day associated ourselves together for the purpose of forming a corporation under the laws of the territory of Washington. And we hereby certify and declare:
 First. That the name of said corporation is "The Port Townsend Construction and Street Railway company."
 Second: That the purposes for which it is formed are as follows: To conduct, manage and carry on the business of building, constructing, operating, equipping and managing a system of railroads, of which the motive power shall be electricity, and steam, and horse power, in the city of Port Townsend, and in the county of Jefferson, territory of Washington, and further, to conduct, manage and carry on the business of manufacturing and supplying gas, electricity, heat, fuel and light to the municipalities and citizens of Port Townsend, and Jefferson county, aforesaid; to contract for and acquire by purchase and otherwise, the proper plants and machinery, together with all necessary appurtenances for such purposes; to acquire and obtain by direct act of the municipalities and their officers, and by purchase or assignment, the franchises, rights and privileges of laying, maintaining and operating lines of tracks and railroads, and of laying gas and heat mains and pipes, electric wires, conductors and other gas, electricity, heat, fuel and light conduits, in, along, by, through and about money upon the trolleys, stocks, bonds and mortgages to be executed by said corporation, and generally to do all singular such other acts and things as shall be or become necessary in the transaction of the business and affairs of said corporation.
 Third. That the place where its principal business is to be transacted is the city of Port Townsend, in the county of Jefferson, in the territory of Washington.
 Fourth. That the term for which it is to exist is fifty years from and after the date of its incorporation.
 Fifth. That the number of its trustees shall be four and that the names and residences of those who are appointed for the first term of six months are as follows: Robert C. Hill, Henry Landes, Herbert L. Burkett and B. S. Miller, all of Port Townsend, Washington.
 Sixth. That the amount of the capital stock of this corporation shall be one hundred thousand dollars, divided into one thousand shares of the par value of one hundred dollars each.
 Seventh. That the amount of said capital stock which has been actually subscribed is one hundred thousand dollars.
 In witness whereof we have hereunto set our hands and seals, in triplicate, this 16th day of October, A. D., 1889.
 ROBERT C. HILL,
 HENRY LANDES,
 HERBERT L. BURKETT,
 B. S. MILLER.
 In presence of M. B. Sachs and Jas. G. McCurdy.
 Following are the officers of the Port Townsend Street Railway incorporation: R. C. Hill, president; B. S. Miller, vice-president; H. L. Burkett, secretary; Henry Landes, treasurer.



Above, Port Townsend Belt Railway electric car No. 12 on Cook Avenue in the Fowler Park Addition ca. 1892. George Chope. (Homer Benton collection.)



Above, an original ticket for the Port Townsend Electric Street Railway Company, dated 1890. (Courtesy of the Jefferson County Historical Society.)

Right: the former Port Townsend Belt Railway freight motor is decorated on the occasion of its hauling the first output of the Capital Brewing Co. in Olympia, Washington. On the front is Charles Helm, owner of a saloon in Tacoma; Henry Schupp, Leopold F. Schmidt, founder of the brewery and A. M. Wolf. The motor is sitting at the corner of Fourth and Capital Way in Olympia. (Homer Benton collection.)



ARTICLES OF INCORPORATION
of the
PORT TOWNSEND ELECTRIC STREET RAILWAY,
LIGHT AND POWER
COMPANY.

STATE OF WASHINGTON.
... S.S.
COUNTY OF JEFFERSON .

KNOW ALL MEN BY THESE PRESENTS: That we, J.V. Shepard, Chas. P. Swigert and W.I. Hastings, all citizens of the United States and residents of Port Townsend, Jefferson County, State of Washington, do hereby associate ourselves together for the purpose of forming a Corporation under the general incorporation laws of the State of Washington, and do hereby certify and adopt the following as our articles of incorporation:

Article I.

The corporate name of this corporation shall be and is The Port Townsend Electric Street Railway, Light and Power Company.

Article II.

That the purposes and objects for which this corporation is formed are:

1. To construct, manage and carry on the business of building, constructing, operating and managing a system or systems of street railroad of which the motive power shall be electricity in the city of Port Townsend and in the County of Jefferson, State of Washington;
2. To construct, manage and carry on the business of manufacturing and supplying electric lighting and electric power to the

Above left, the Articles of Incorporation of the Port Townsend Electric Street Railway, Light & Power Company. Right, the August 22, 1890 edition of *The Port Townsend Morning Leader* announced the success of Port Townsend Electric Street Railway's first day in operation. (Courtesy of the Jefferson County Historical Society and the *Port Townsend & Jefferson County Leader*.)

LOTS OF PEOPLE RIDE ON IT.

The New Electric Roads Being Well Patronized.

Nearly Thirteen Hundred People Rode Over the Line the First Day--Building a Branch to the Depot.

The new electric street railway promises to be a success in every way. The public is delighted with the service that is being rendered, and the managers of the road are more than satisfied with the result so far.

Said Major Swigert, one of the directors of the road, to a LEADER reporter last evening: "So far the new venture might be called a success in every respect. We certainly did not expect to have things move off more smoothly than they have. Not a hitch or jar has been encountered since the first car started, and the track seems to be as smooth as though it had been in operation for years.

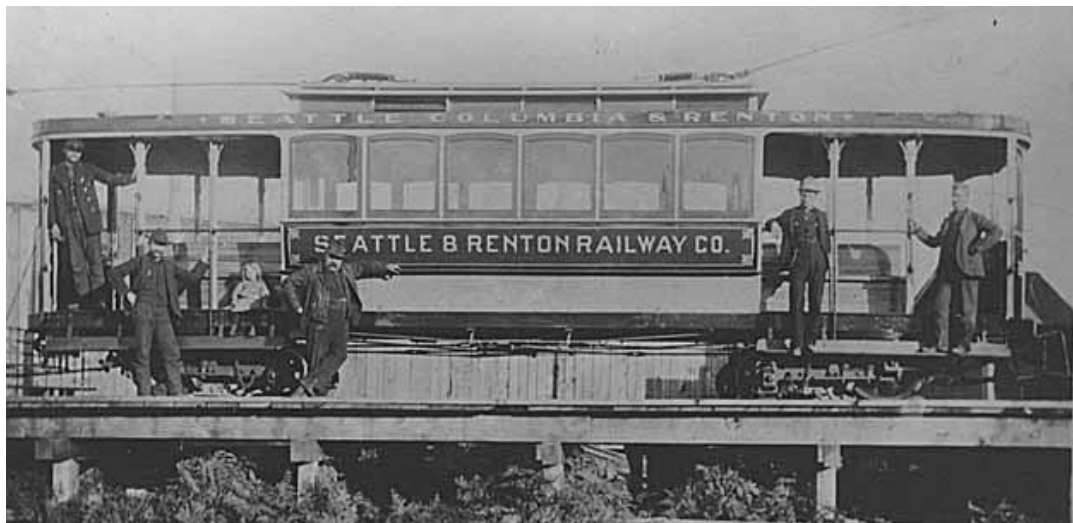
"The cars began running regularly Tuesday afternoon, and during that half-day we carried 1,144 passengers. On Wednesday we carried 1,274 passengers, and I think fully as many to-day. You may say that the managers of the road are agreeably surprised at the start the road has made."

Only two cars have been running so far, but the third will be put on the road this morning. Regular fifteen-minute cars will run in the city, from the west end of Water street to Frank Hastings place, just at the city limits, and the third car that will be put on this morning, will connect with every alternate car from downtown for Dundee place. This, however, will be only a temporary arrangement. A "frog" is already on the way from the East, and as soon as it arrives it will be put in place and all three cars will then make the down-town trip, the switches having been put in with that understanding, so that there will be no tedious waiting for the car coming in the opposite direction. Everything is being done that can be for the convenience of the public, and it is the intention of the directors to look after the people's wishes as well as their own. The employees of the company will be found to be perfect gentlemen, and it will be the endeavor of the officials of the road to employ none but this class.

A track is now being constructed from the present line at the corner of Lincoln and Kearney streets where the turn is made to go through the Hastings tract across the railroad lot and the terminal



Above, one of the Port Townsend Electric Street Railway, Light & Power Company's cars is stopped on its way to Dundee Place long enough for this photograph to be taken in ca. 1890. (Courtesy of the Jefferson County Historical Society.) Below, one of the Port Townsend Street Railway Light & Power Company street cars after it was sold to Rainier Valley Line and rebuilt. By 1896 the name of the line was Seattle & Renton Railway Co. The former name, Seattle Columbia & Renton, is still on the top of the car in this photo. (Courtesy of the Rainier Valley Historical Society Photograph Collection.)





The fare box was invented to help eliminate fare theft by streetcar and bus conductors and drivers. Above left, a fare box from the turn of the twentieth century. This hand-held model was carried by the conductor when he collected fares. As the years passed, more elaborate fare boxes were developed, such as the 1914 Johnson Fare Box Company of Chicago model above right. Coins and tokens were dropped into the box, registered and then returned to the conductor, who could then use the coins to make change. At the end of the day his money had to tally with the register amount. After this innovation, fare theft was almost eliminated. (Darrell Conder collection.)

CHAPTER THREE



At Last, Here Comes A Dad-Blamed Bus! (Thank You Sam McGee and Johnny Lafferty!)

Back in the Stone Age, when a visitor sailed into Port Townsend, they either slogged along downtown streets in the mud and horse droppings or they headed for Key City Transfer to rent something with four feet so they could add more droppings to the muck. This rent-a-horse enterprise was the dream of George B. Cole, Matty Hardy and Charles Stall, who started up the business in 1894. But this bunch seems to have been the money boys because they left the physical side of things to a colorful character named Sam McGee, who worked as KCT's manager.¹¹⁴ Well, Sam had the knack and it wasn't too long before he and his brother-in-law, Joseph Pollard, owned the place lock, stock and barrel. Of course, we all know the mistake of going into business with in-laws, which is to say that one day Sam was the sole owner while Joe Pollard fell off the radar. It was sometime after this when McGee changed the name of the business to City Transfer Co., a.k.a., McGee's City Transfer.

Doing the rent-a-horse thing brought in the dollars, but Sam McGee quickly discovered that hauling people brought in even more. Soon Sam had a thriving horse-drawn taxi service running about town.¹¹⁵ To be sure, there were the occasional downers, such as the one reported in the newspaper on August 9, 1905: "On Monday evening three soldiers rented a rig from the City Transfer Co., to take them to [Fort Worden], but when the driver got out to open the gate, they cut the strap and skipped, leaving him to come to town without his fare." Of course McGee swore out a warrant for the soldiers and they were shortly in the custody of the county sheriff, but generally

¹¹⁴ Hermanson, *op. cit.*, p. 143. When I note that McGee was a colorful character, I can illustrate my opinion by this headline and story in the *Port Townsend Daily Leader*. "Sam McGee Arrested." "Sam McGee was placed under arrest yesterday on a warrant sworn out by Henry Olson, charging him with assault and battery. The case will come up in Justice Anderson's court today. The trouble is the result of a little altercation between the two brought about it is said, over a difference of opinion in regard to a cord of wood. Just what the difference was will probably come out at the sessions today." December 7, 1905, page 4. Samuel McGee was born on October 31, 1867 in Perth County, Ontario, Canada and came to Port Townsend in 1888, or one year before the advent of T. J. Dooley's streetcar line. In 1906 McGee was one of the founders of Key City Electric, which was bought out by Washington Coast Utility in 1919. (The latter business was purchased by Puget Power in 1923.) Hermanson, *op. cit.*, pp. 144-145. In Sam McGee's obituary it was noted that he had been a contractor for Forts Worden, Casey and Flagler, where he built roads and sidewalks; additionally, he was said to have built a "number of lighthouses for the government." At the time of his death in 1938, McGee was a former Port Townsend City Council member. He was also a member of the B. P. O. Elks and Odd Fellows lodges. "Samuel McGee, Resident Here 50 Years, Dies WELL-KNOWN CITIZEN STARTED CITY TRANSFER CO. IN ABOUT 1898." *Port Townsend Leader*, June 30, 1938, p. 1-A.

¹¹⁵ Incredibly, one of those taxis survived and is currently on display at the Jefferson County Museum!

things went well for City Transfer's taxi service.¹¹⁶ Indeed, they went so well, that when those confounded newfangled horseless carriage things came sputtering along, Sam bought one and started hauling people in style—treating downtown Port Townsend to its first taste of hydrocarbon haze.

With business booming, by June 22, 1910 the *Port Townsend Daily Leader* was reporting that McGee had added to his fleet by purchasing a new 30-horse power 1910 Chalmers-Detroit automobile, which was his second vehicle of this make.

Whether he traded up, or added a third car to his fleet isn't clear, but on April 10, 1912 the *Port Townsend Daily Leader* reported to its readers that Sam McGee had purchased a brand new red 1912 Reo touring car: "One of the best features of the car is the gear-shifting device, which is declared by those who have handled the machine to be one of the simplest and best-working of any seen in the market."

So what do you buy when you already own some flashy dial-a-ride automobiles and you want to haul even more people and make even more money? Well, a bus, naturally!

In late 1914 Sam McGee began working on the formation of a bus line that would connect downtown Port Townsend to Fort Worden.¹¹⁷ By the first of the year everything was set to go, as this Sunday, January 17, 1915 edition of the *Port Townsend Daily Leader* announced:

JITNEY SERVICE TOMORROW MANAGER MCGEE HAS PERFECTED THE NECESSARY ARRANGEMENTS

The auto-bus service from Water street to Fort Worden through the residential section of the city, will begin tomorrow morning at 8 o'clock, according to an announcement made by Manager McGee, of the City Transfer company ... at 8 o'clock the machines will start from city hall, picking up passengers along Water street to Taylor. They will then proceed up Washington street to the postoffice [sic], and from that point to Fort Worden. The fare will be 5 cents to Roosevelt street and 10 cents to Worden [sic]. Mr. McGee says he will give the system a thorough tryout and if expenses can be made, the service will be continued, as he is of the opinion that when the people become familiar with the transportation the patronage will increase.¹¹⁸

¹¹⁶ "Cut Gurney Strap To Avoid Paying Fare." *Port Townsend Daily Leader*, Wednesday, August 9, 1905, p. 1.

¹¹⁷ At that time Fort Worden was outside the city limits of Port Townsend. That would mean applying for, and being approved by the state for a franchise before starting a public transit service.

¹¹⁸ "Jitney Service Tomorrow Manager McGee Has Perfected the Necessary Arrangements." *Port Townsend Daily Leader*, Sunday, January 17, 1915, p. 1. It is of interest to note that Samuel McGee's obituary recorded that he started a bus service from Port Townsend to Quilcene in 1915, and a Fort Worden "jitney" in 1917. I could find no record of a 1915 PT-Quilcene bus route. It's likely that the writer confused McGee's 1921 franchise to run a bus from Port Townsend to Quilcene with his 1915 Fort Worden service. "Samuel McGee, Resident Here 50 Years, Dies WELL-KNOWN CITIZEN STARTED CITY TRANSFER CO. IN ABOUT 1898," *op. cit.* "Jitney" is an archaic term for a five-cent US coin, or nickel. In the late 1800s it was applied to taxis and buses due to these services originally charging five-cent fares.

At 8 o'clock on Monday morning, January 18, 1915 Sam McGee gained the distinction of launching Jefferson County's first public bus service. Although McGee did eventually operate two buses, judging by the references to "auto-bus," "machines" and "they" in the above article, it would seem that McGee's first "buses" were his automobile fleet. This is a reasonable deduction since McGee would be unlikely to invest in a costly full-size bus until he was assured of a profit.¹¹⁹

Obviously, sufficient dollars came in because Sam McGee eventually procured a bus for his Port Townsend-Fort Worden service. We know this because a surviving photograph shows Sam McGee standing in front of this bus, which was loaded with soldiers from Fort Worden. (The vehicle was one of the typical bus/truck marriages of that era, meaning it was a bus body mounted on a heavy-duty truck chassis.)¹²⁰

In 1918-1919, Sam McGee added a new bus to his fleet. This one is easy to identify, since an enlargement of the surviving photo clearly shows it to be a 1918, 1919 or 1920 Kelly-Springfield, which means a bus body was fitted onto a Kelly-Springfield truck chassis.¹²¹ Indeed, by examining the photograph of McGee's first bus and carefully comparing it to the Kelly-Springfield bus photo, it seems that McGee removed the bus body from his first bus, enlarged it by adding one row of seats, and placed it on the Kelly-Springfield chassis. (This practice was commonplace among transit companies of that era.)

All seems to have been wine and roses for City Transfer's bus service until the Port Townsend City Council decided to take a slice of the pie.

On July 20, 1917 the *Port Townsend Leader* printed this headline and story:

FINED \$20 AND COSTS SAM MCGEE FOUND GUILTY OF OPERATING JITNEY WITHOUT LICENSE.

Sam McGee, manager and owner of the City Transfer company was fined \$20 and costs totaling \$23.50 for operating a jitney stage [i.e., bus] without a license. Heard by Police Magistrate Hart, McGee said he'd appeal to Superior Court. The case was brought from passage of an automobile licensing ordinance by the city council. This changed the rate paid by commercial cars on a basis of their carrying capacity, instead of making a straight rate of \$12 for such machines. Mr. McGee claimed that this was discriminatory against the auto stage operated by him between this city and Fort Worden and refused to pay the license fee.

¹¹⁹ In the early days of automobile travel, there was no real safety restrictions when it came to hauling people. "Buses" were more often than not an automobile crammed beyond capacity—including passengers riding on the running boards.

¹²⁰ Although the Mack brothers opened a bus manufacturing plant in 1900, within the year they had turned to building heavy-duty trucks and it wasn't until the Fageol brothers went into the bus building business in 1921 that a company again started building buses from the ground up. Before that time buses were the product of a marriage between a heavy-duty truck chassis and a bus body, which would have been supplied by one of the numerous bus body companies then in business.

¹²¹ A copy of this photo is reproduced in this work. It is not possible to date the bus exactly, since the 1918, 1919 and 1920 Kelly-Springfield models were almost indistinguishable. Kelly Motor Truck Company was founded in Springfield, Ohio in 1910-1912. After this date it became the Kelly-Springfield Motor Truck Company and specialized in making heavy-duty trucks. While some lists carried Kelly-Springfield trucks into 1929, it is likely that production actually came to an end two years before. Information from Coachbuilt.com, posted on the Internet at: www.coachbuilt.com/bui/k/kelly_springfield/kelly_springfield.htm.

When I located the original city records, I quickly discovered why McGee was so steamed: in one fell swoop the city council had upped his fee from \$12 to \$24, or one hundred percent!¹²² In my opinion, there seemed to be little doubt that the Port Townsend City Council was trying to gouge McGee because he was making money. But then, what else is new? I mean, creative, eagle-eyed politicians always have been and always will be on the lookout for something to tax. Take for instance the time back in 1968 when the Port Townsend City Council created something they called an “entertainment” tax, affecting only two local businesses: the Uptown Theater and the skating rink. When the city council refused to listen to reason, Richard Wiley, the outraged owner of the Uptown, shut down in protest and concentrated on his drive-in theater out in the county—outside the city’s jurisdiction. The town’s only theater remained closed until 1969 when the city council, swamped by continual protests, rescinded their ill-considered “entertainment” tax gouge.¹²³

Getting back to Sam McGee, I could find no newspaper account telling how his battle with the city turned out, but there is a receipt from the city to McGee that tells the story: “No. 3946 Official Receipt of the City of Port Townsend” dated August 1, 1918, amount \$10.65 for “Auto Stage from Aug 1/18 to April 1/19.” As this pro-rated receipt spells out, Sam McGee won his fight and his auto-bus fee remained the same.¹²⁴

Johnny Lafferty Catches the Bus

The next chapter in Port Townsend’s public transportation history is told in the following headline and story in the January 4, 1919 edition of the *Port Townsend Leader*:

A BUSINESS CHANGE—JOHN J. LAFFERTY HAS PURCHASED PASSENGER BUSINESS OF SAM MCGEE.

A business change occurred in the city very recently, when John J. Lafferty purchased from Sam McGee, owner of the City Transfer company, the passenger and bus business formerly operated by the company. Mr. McGee will devote his attention to supplying wood and coal and attending to the freighting business offering, while Mr. Lafferty will operate the passenger cars and Fort Worden jitney. Both concerns will maintain the present office of the transfer company, on Water Street, phone 45, as in the past, supplying a means of communication, although the departments are under entirely different management.

John Lafferty is well known to the public, having been engaged in the automobile business, as a driver of cars and as owner of the Townsend Transfer company. He sold

¹²² “Feb. 20, 1917, Report of the City Council’s Committee on Police, Revenue and License.” Jefferson County Historical Society report number 1996.127.90, 3V, folder 6. (Jefferson County, WA: Jefferson County Historical Society, n.d.) The committee recommended that “That the fiscal [sic] commence on May 1st. That for autos capable of carrying [sic] 4 passengers be taxed \$12.00 those capable of carrying [sic] 7 passengers be taxed \$15.00 and those cars capable of carrying [sic] more be taxed \$24.00 per year. Also express autos be taxed. F. A. Meeker.”

¹²³ Conder, Darrell W. Telephone interview with Rick Wiley, son of Richard Wiley and the current owner of the Uptown Theater, Monday December 16, 2013, Port Townsend.

¹²⁴ Jefferson County Historical Society, City of Port Townsend receipts folder, no. 3946.

the latter concern at the time he went into the army. After three months in attendance at an army automobile school in Los Angeles, to fit him for that branch of service, he was discharged about two weeks ago, and headed for home, with the intention of renewing the business career interrupted by the country's demand for fighting men.¹²⁵

Although it's impossible to now know what the business arrangement between McGee and Lafferty entailed, there are indications that it wasn't as cut-and-dry as the newspaper article spells out. For one thing, about the time he was said to have owned and operated Townsend Transfer Company, the 18-year-old John J. Lafferty was driving for Sam McGee's City Transfer.¹²⁶ Moreover, after his brief stint in the army, Lafferty returned to Port Townsend and immediately resumed a business relationship with his mentor, Sam McGee.

Port Townsend's first bus company may have had a new owner, but as a surviving photograph reveals, when Lafferty took over he never bothered to paint over the sign "City Transfer Co. Sam McGee" on each side of his bus—indeed, he was still driving the bus, sign and all, in 1925.¹²⁷ That fact, coupled with Lafferty working out of McGee's office, strongly indicates that McGee may have retained some interest in his former bus line. Actually, such an arrangement would have suited John Lafferty quite well, if we go by a business pattern that continued until the end of his life. (Over the coming decades John J. Lafferty would join in various business partnerships. One of the most enduring partnerships was with William J. Buhler and included real estate investments, an interest in Buhler's Buick dealership, and a partnership in the Rainier beer distributorship. After the death of William Buhler, Lafferty continued in

¹²⁵ "A Business Change—John J. Lafferty Has Purchased Passenger Business Of Sam McGee." *Port Townsend Leader*, January 4, 1919, p. 1. In John Lafferty's 1966 obituary, Lafferty is said to have "purchased the Townsend Transfer Co., which had been operated by Henry V. Bayley. He operated that business under the name City Garage, providing automobiles for hire ..." "Death Takes John Lafferty Suddenly at Age of 69." *Port Townsend Leader*, Wednesday, May 11, 1966, p. 1. The 1915-1916 *Port Townsend City Directory* does not list a "City Garage," although it does list a Townsend Transfer Company. Whereas, the 1920-1921 *Port Townsend City Directory* lists John J. Lafferty working at "City Garage." *Port Townsend and Jefferson County Directory Volume 1915-1916*. (Seattle, Washington: R. L. Polk & Co., October 1915), and *Polk's Port Townsend and Jefferson County Directory Volume 1920-1921*. (Seattle, Washington: R. L. Polk & Co., Inc., 1920), Lafferty, John J. Indexes to Jefferson County Genealogical Society Databases, Directories (1872-1956), entry "Townsend Transfer Co." These early sources contradict the information in Lafferty's obituary. John Joseph Lafferty joined the U.S. Army on September 5, 1918, or a little over two months before the end of World War One (November 11, 1918). Joining the army two months before the end of WW I explains why Lafferty served for a little over three months before being discharged. However, as the *Leader* article makes clear, it was long enough for him to gain some valuable auto mechanic training. For information about John J. Lafferty's WW I service, see "World War I Selective Service System Draft Registration Cards" Affiliate Publication Number: M1509, GS Film number: 001991648, Digital Folder Number: 005243513, Image Number: 04595.

¹²⁶ *Port Townsend and Jefferson County Directory Volume 1915-1916*, *op. cit.*, p. 26.

¹²⁷ Photograph, Jefferson County Historical Society, Transportation Photos, Catalog Date 2012-02-06, Title: City Transfer Co. Sam McGee. Townsend - Ft. Worden, Photo Number 16.244. Richard and Esther Hausmann became friends with John and Lottie Lafferty in 1951. In 1956 they bought a house from John Lafferty and became their next door neighbors until the Laffertys passed away. After the death of Lottie Lafferty, Jean Lafferty Mosley and her husband, Al Mosley lived in the Lafferty house. Jean Mosley lived there until she passed away in June 2005. Richard and Esther Hausmann identified the child in the bus photo of J. J. Lafferty as Lafferty's daughter (and only child) Jean, who was born in October 1920. (In fact Esther Hausmann remembers Lottie Lafferty once showing her this photograph.) Judging the age of Jean Lafferty to be around five years old, dates the photo to ca. 1925. Hausmann, Paul. Interview with Richard G. and Esther Hausmann, Friday, March 21, 2014, Port Townsend; and Conder, Darrell W. Interview with Richard G. Hausman, Saturday, March 22, 2014, Port Townsend.

partnership with Buhler's son, John. Lafferty was also in a partnership that held the Washington Motor Coach System's Port Townsend agency, and the later Greyhound Lines agency, which we shall cover a bit later.)

Whatever the business arrangement, with the advent of J. J. Lafferty Stage Lines, John J. Lafferty entered a business venture that would last until his death forty-seven years later. (Indeed, it is a venture that is still thriving as I write!)

Buses and More Buses, Everywhere Buses!

Elsewhere in Jefferson County transit history, August 13, 1921 saw the state of Washington issuing a certificate to Reuben LaForoe for passenger and express service between Port Townsend and Sequim-Port Angeles.¹²⁸ On October 14, 1921 a state franchise was issued by the state to W. J. Hutchison of Irondale to furnish passenger and express service between Chimacum, Hadlock, Irondale and Port Townsend. Since the certificate was later revoked, one may assume that the bus company died in its tracks.¹²⁹

On November 14, 1921 a state franchise was awarded to none other than Sam McGee to operate a passenger and freight service from Port Townsend to Quilcene.¹³⁰ A few years later McGee sold his City Transfer Company to an employee named William Nagle, who had been with him since 1921. As to the Port Townsend-Quilcene bus route, that didn't go along with the sale, although the *Port Townsend Weekly Leader* announced that the "... Townsend-Quilcene bus line will be operated as heretofore."¹³¹

¹²⁸ "Orders Granting Certificates 469 M. V. 178. Granting Certificate. APPLICATION OF REUBEN LAFOROE. Passenger and Express Service Between Port Townsend and Sequim and Port Angeles. Evidence of good faith operations filed and considered. Ordered, that a certificate for such operation as prayed for be granted, on the filing of liability and property damage insurance or surety bond, in accordance with Section 5, Chapter 111, Session Laws of 1921. This order is made in pursuance to an ex parte application and is based on the finding that the applicant was operating over the above-named route in good faith on January 15, 1921, within the meaning of Section 4, Chapter 111, Session Laws of 1921, and that public convenience and necessity require such operation. Dated August 13, 1921. Pending." *State of Washington First Annual Report of the Department of Public Works of Washington Divisions of Transportation and Public Utilities and Final (Eleventh) Report of the Public Service Commission to The Governor Covering the Period From December 1, 1920, to November 30, 1921.* (Olympia: Frank M. Lamborn Public Printer, 1921), p. 469.

¹²⁹ Unless otherwise noted, information on bus franchises have been extracted from Jefferson County Historical Society, Vertical File, Subjects: Jefferson County Government-Transportation, *op. cit.*

¹³⁰ "Order M. V. 268. Granting Certificate No. 262. APPLICATION OF SAM MCGEE, OPERATING AS CITY TRANSFER COMPANY. Passenger and Freight Service Between Port Townsend and Quilcene. Evidence of good faith operations filed and considered. Ordered, that a certificate for such operation as prayed for be granted, on the filing of liability and property damage insurance or surety bond, in accordance with Section 5, Chapter 111, Session Laws of 1921. This order is made in pursuance to an ex parte application and is based on the finding that the applicant was operating over the above-named route in good faith on January 15, 1921, within the meaning of Section 4, Chapter 111, Session Laws of 1921, and that public convenience and necessity require such operation. Dated September 19, 1921. Policy filed. *State of Washington First Annual Report of the Department of Public Works of Washington Divisions of Transportation and Public Utilities and Final (Eleventh) Report of the Public Service Commission to The Governor Covering the Period From December 1, 1920, to November 30, 1921.* (Olympia: Frank M. Lamborn Public Printer), 1921 p. 527.

¹³¹ "Nagel Buys Business—Made Purchase of City Transfer Company This Week." *Port Townsend Weekly Leader*. January 5, 1923, p. 1. Sam McGee would return to Port Townsend by 1929 and build a two-story auto garage at the corners of Water and Polk Streets in downtown Port Townsend. For years the building was the home of N. L. Short Motors. Hermanson, *op. cit.*, p. 144.

Since McGee moved his family over to Everett after the sale of his business, where he had already established a sand and gravel business, it seems reasonable to speculate that either William Nagle or John Lafferty, or both, were left to run the Port Townsend-Quilcene bus route.

The date August 3, 1922 saw the state issuing a certificate to brothers Frank S. and Kenneth D. Hart of Quilcene to operate Hart Brothers Stage for passenger and express service between Quilcene and Port Townsend.¹³² As an interesting aside, Frank Hart was married to the former Ivy Terry, the daughter of Fred M. Terry, who obtained a Port Townsend streetcar franchise back in 1889. He was also the same Fred Terry who used a steam locomotive to haul fill dirt from the bluff to enlarge downtown Port Townsend, and the same Fred Terry who was hired as superintendent of the PTESR, L&PC. (Ivy Terry Hart was also the granddaughter of Alfred A. Plummer, the first settler in Port Townsend.)¹³³

The Hart brothers' competition may have inspired Sam McGee's decision to transfer his certificate on Nov 7, 1923 to Mike Deleo and Sons.¹³⁴ Three years later, on August 15, 1926, the Hart brothers transferred their certificate to Oliver E. White. Apparently that one didn't go so well since the White certificate was cancelled the following month on September 7, 1926.¹³⁵

On February 13, 1923 a certificate was issued to R. E. Ammeter to furnish passenger and express service between Port Townsend and Port Ludlow. Ammeter would carry both passengers and the mail at "7 a.m. and 2 p.m. returning here at 10 a.m. and 6 p.m. each day."¹³⁶ Ammeter's certificate was cancelled on February 14, 1928. (As one can see by these early cancellations, back then competition in the public transit business was tough!)

In March 1924 Wolverton Auto Bus Company bought out rival Blue Star Company, and in May 1926 the Deleos, father and sons, sold out to Wolverton, although the two Deleo brothers would continue

¹³² Jefferson County Historical Society, Vertical File, Subjects: Jefferson County Government-Transportation, *op. cit.* Frank S. Hart was born on April 6, 1888 and died on May 25, 1984; his brother, Kenneth D. Hart, was born in 1886 and died in 1966. Both are buried in Quilcene, Washington as is their father, William Hart. See the *Port Angeles Evening News*, obituaries, December 7, 1966, p. 12: "A funeral service for Kenneth D. Hart, 80, Quilcene, was held Monday at the Quilcene Presbyterian Church. Mr. Hart died Thursday, Dec. 1 ... Hart came west and settled in Quilcene in 1900, where he attended school. He operated a bus line from Quilcene to Port Townsend, which he later sold to Washington Motor Coach [System] before going to work in the woods. He later operated a theater and worked in the Green Shingle Mill and for the CCC. Hart also worked for the Jefferson County Road District, for whom he was a foreman. He operated the Wayside Café until his retirement in 1950. Survivors include ... a brother, Frank S., Quilcene ..."

¹³³ *Port Angeles Evening News*, Ivy Terry Hart obituary, April 4, 1967, p 10: "Mrs. Hart died in St. John Hospital on Thursday, March 30. Born in Port Townsend in the late 1800's, Mrs. Hart was the daughter of Mr. and Mrs. Fred M Terry and the granddaughter of Alfred A. Plummer, one of Port Townsend's first pioneers. She is survived by her widower, Frank S. Hart; two sons, Robert and Frank, Jr..."

¹³⁴ "Stage to Run Daily." *Port Townsend Leader*. March 13, 1925, p. 4.

¹³⁵ Jefferson County Historical Society, Vertical File, Subjects: Jefferson County Government-Transportation, *op. cit.* This information conflicts with Kenneth Hart's 1966 obituary, where he is said to have sold his bus business to Washington Motor Coach System.

¹³⁶ "Brinnon Route Discussed." *Port Townsend Weekly Leader*, Friday, January 5, 1923, p. 1. Also see, Jefferson County Historical Society, Vertical File, Subjects: Jefferson County Government-Transportation, *op. cit.*, and "Bus Line Hearings. Ammeter's Townsend-Ludlow Application Will Be Heard at Sequim." *Port Townsend Weekly Leader*, December 22, 1922, p. 8.

running Wolverton's buses from Port Townsend to Leland Valley and the Hood Canal.¹³⁷ Wolverton ran two trips daily from Port Townsend's Union Wharf "in direct conjunction with the Seattle steamer service each morning, [and] will use larger passenger cars and handle express." Buses left Port Townsend southbound at 10:30 a.m. and 3:15 p.m. Northbound buses left Brinnon at 12:33 p.m. and Lake Crocker at 4:10 p.m., arriving in Port Townsend at 5 p.m.¹³⁸

In July 1925 Puget Sound Navigation Company applied to the Washington State Department of Public Works for a permit to run a bus line between Port Angeles and Port Townsend. It never came off and in October 1926 the application was dismissed.¹³⁹

Nineteen-hundred-twenty-five seems to have been a good year for John J. Lafferty, because by that time he was driving a pricey late model Mack bus. Lafferty was still running his Port Townsend–Fort Worden route and had secured a contract with Port Townsend city schools to transport school children over a seventeen-mile route.¹⁴⁰

The next we hear of Johnny Lafferty was a certificate granted on November 12, 1927 to furnish passenger and express service between Port Townsend and Fort Worden and Port Townsend to Zellerbach Paper Mill.¹⁴¹ Because Lafferty had been running the Port Townsend–Fort Worden route since 1919, one might conclude that he had never bothered to get a state franchise, which would have been required since Fort Worden was then located outside Port Townsend city limits. Whatever the reason for the application, both certificates were granted and in the case of the Zellerbach Paper Mill run, it was a run that Lafferty Stage Lines continued to operate well into the 1960s.

The August 2, 1928 edition of the *Port Townsend Leader* carried an article about one of Wolverton Auto Bus Company's "big Fageol busses" being completely destroyed by fire in Jefferson County.¹⁴² The

¹³⁷ "Deleo Brothers Sell Service Out of Port Townsend To Leland Valley and Hood Canal." *Port Townsend Weekly Leader*, May 7, 1926, p. 2. Also see, "Wolverton Bus Line Now, Deleo Brothers Sell — New Schedule Effective." *Port Townsend Weekly Leader*, May 7, 1926, p. 2, and "Wolverton Buys Auto Stage Line." *Port Townsend Weekly Leader*, March 14, 1923, p. 3. The brothers were Mike and Frank Deleo. They were the sons of Michael Deleo, who was born in Italy in ca. 1863 and immigrated to the U. S. in 1878.

¹³⁸ "Wolverton Bus Line Now, Deleo Brothers Sell — New Schedule Effective." *Port Townsend Weekly Leader*, *op. cit.*

¹³⁹ "Permit For Townsend—Angeles—Bus Line Asked For." *Port Townsend Leader*, July 3, 1925, p. 1. "Peninsula Bus Line Favored." *Port Townsend Weekly Leader*, July 24, 1925, p. 1, and "Bus Hearing Completed Puget Sound Navigation Co. Application Dismissed." *Port Townsend Weekly Leader*, October 15, 1926, p. 1.

¹⁴⁰ Sometime in the 1920s Lafferty was granted a transportation contract with the Port Townsend city schools, which continued for a number of years. This information is from an original photograph in the collection of University of Washington Libraries Special Collection, dated 1925: "On verso of image: Mack School Bus—operated by J. J. Lafferty, Port Townsend, Wash. This bus operates between Fort Worden and Port Townsend, and Mr. Lafferty also has a contract to haul school children to Port Townsend over a route seventeen miles long." The University of Washington Libraries Special Collections, number UW21249. Also see, "Death Takes John Lafferty Suddenly at Age of 69." *Port Townsend Leader*, *op. cit.* In 1925 a Mack bus would have been priced between \$7,000 and \$10,000, or some \$131,000 in today's money. Such a costly vehicle would indicate that John Lafferty's business dealings were very profitable.

¹⁴¹ "Bus Line Application to Zellerbach Mill Sought." *Port Townsend Weekly Leader*, July 22, 1927, p. 1.

¹⁴² Fageol Motors was a U.S. manufacturer of buses, trucks and farm tractors. It was founded by two brothers, Frank and William Fageol, in 1916 in Oakland, California. In 1921, Fageol became the first company to build a bus from the ground up and named it the "Safety Bus." The Fageol brothers left the company in 1927 to form the Twin Coach Company in Kent, Ohio. Prior to the Fageol buses, buses bodies were manufactured by numerous small companies and then mounted on various makes of truck chassis, most notably White and Mack.

article reports that driver L. E. Mock, who was alone on the bus, was unable to get the fire under control, which seems to have originated under a seat in the mid section of the coach.

By 1929, Olympic Peninsula Motor Coach Company had taken over Wolverton Auto Bus Company, establishing a new depot at Olberg Drugs on Water Street. This location soon changed to the Central Hotel (now the Admiralty Apartments) on the corner of Water and Taylor Streets.¹⁴³

In March 1930, Nordline Stage Company, owned by A. L. Nordby and J. E. Crow, made twice-a-week trips from Nordland to Port Townsend offering passenger and freight service.¹⁴⁴ By 1936, their depot was in the McCurdy Building located at the corner of Water and Taylor Streets, wherein the Delmonico Hotel, Restaurant & Tavern were located.

Speaking of the Delmonico, while browsing through old newspapers, I found a January 4, 1951 *Port Townsend Leader* ad somewhat amusing since it advertised the place with the dubious distinction as “A Good Place to Eat . . . Drink . . . Sleep.” To me the ad seems to be saying that the Delmonico was “a good place to stuff your face, get soused and sleep it off!” Anyway, for the next forty years the McCurdy Building/Delmonico Hotel and Tavern would serve as a bus depot for most of Port Townsend’s bus lines. This distinction is ironic considering that Thomas J. Dooley—the founder of Port Townsend’s first public transit system back in 1889—was one of the first owners of the Delmonico!

On January 5, 1938 Olympic Peninsula Motor Coach Company was absorbed by Washington Motor Coach System (WMCS).¹⁴⁵ Thereafter, WMCS’s bright orange, blue and white-trimmed buses began daily runs into downtown Port Townsend where they stopped at Marr Drug Company on Water Street.¹⁴⁶ Presumably it was at this time that John J. Lafferty, who had opened a car dealership in downtown, became Port Townsend’s new WMCS agent.¹⁴⁷ On October 27, 1938 it was announced that Marr Drug Company had gone out of business and that Houser Drug Store would be the new WMCS depot.¹⁴⁸ It was after this move that John J. Lafferty teamed with Jack J. Houser as joint WMCS agents.¹⁴⁹

¹⁴³ “Terminal of Stage Line is Changed.” *Port Townsend Leader*, October 3, 1929, p. 10. Also see, “Stages Given Two Outlets on Peninsula.” *Port Townsend Leader*, March 9, 1931, p. 1, and “Motor Coach Line’s New Bus Schedule is Effective Here.” *Port Townsend Leader*, September 24, 1936, p. 9.

¹⁴⁴ “Stage Line Makes First Trip Friday.” *Port Townsend Leader*, March 10, 1930, p. 5.

¹⁴⁵ January 5, 1938 “Motor Bus Concerns Merged In Big Unit.” *The Spokesman-Review* Thursday Morning, January 6, 1938. Spokane, Washington. “January 5, 1938 (AP) The interstate commerce commission authorized today [sic] merger of the Yakima Motor Coach Company, Inc., the Olympic Motor Coach Company, Inc., and the Spokane-Butte Motor Coach Company, Inc., into the Washington Motor Coach Company, Inc.” The Washington Motor Coach System was a bus line formed in 1925 by combining the certificates of a number of smaller companies. From 1933-1945 the company employed young women, called conductorettes, who rode the buses to assist the drivers taking tickets, making out trip reports and performed necessary bookkeeping. Along the route they made passengers comfortable, answered questions and pointed out sites of interest.

¹⁴⁶ “New Coaches On Bus Line Run.” *Port Townsend Leader*, January 1, 1939, p. 7. Also see, “Stage Line Has New Depot Here.” *Port Townsend Leader*, October 27, 1938, p. 1. Marr Drug Company was owned by James Roy Marr, and was located at 75 Water Street. A later address lists the business at Washington and Taylor Streets.

¹⁴⁷ “John J. Lafferty dies in Port Townsend.” *Evening News*, Port Angeles, *op. cit.*

¹⁴⁸ “Stage Line Has New Depot Here.” *Port Townsend Leader*, October 27, 1938, p. 1. Houser Drug Store was called “Howser Drug Company” in the above article. Also see, WMCS advertisements in the *Port Townsend Leader* for January 8, 1942, p. 5, and January 4, 1945, p. 2.

¹⁴⁹ “Death Takes John Lafferty Suddenly at Age of 69,” *op. cit.* and the WMCS advertisement in the January 8, 1942 *Port Townsend Leader*, p. 5.

Located on the ground floor of the McCurdy Building, Houser Drug Store maintained a Washington Motor Coach System kiosk inside its front door.¹⁵⁰ When a bus was expected, the kiosk would be manned by either John Lafferty or one of his car dealership employees. This arrangement was not an inconvenience for Lafferty since his dealership was just around the corner on Washington Street—indeed, almost directly behind the McCurdy Building.¹⁵¹

On the 27th of June 1938 seventy-year-old Sam McGee died at St. John Hospital in Port Townsend.¹⁵² Although McGee left his mark on several Port Townsend business enterprises, we shall see a bit later that there is one that still survives along the streets and roads of Jefferson County.

In 1945 druggist Harry O’Neill bought out Jack Houser’s business and changed the name to O’Neill’s Pharmacy, or O’Neill’s Drug Store, or Harry O’Neill’s Drug Store, depending on whether one went by newspaper ads or the sign over the door. With this purchase O’Neill found himself partnered with John J. Lafferty as the agent for Washington Motor Coach System. WMCS’s schedule ran thus: leaving daily for Seattle: 6:40 a.m., 9:45 a.m., 1 p.m., 2:45 p.m., 4:15 p.m., and 7:30 p.m.; leaving for Port Angeles at 9:45 a.m., 1 p.m., 4:15 p.m., and 7:30 p.m.¹⁵³

During my interview with William “Bill” Matheson, he recalled buying a WMCS ticket in the mid-1940s from John Lafferty at “the drug store in the Delmonico” and riding into Seattle to the Greyhound Depot on 8th and Stewart Streets.¹⁵⁴ He specifically remembered the WMCS bus’s bright orange and blue and white-trimmed livery, and said they resembled the double-deck PD-4501 Scenicruiser buses produced by Greyhound in 1954-56—information that identifies the WMCS coaches as 1935-40 Kenworth buses.¹⁵⁵

“Sure, I knew John Lafferty. I remember when I was in high school—that was back in the early 40s—I would go down on a Saturday to the Delmonico and buy a ticket from him and ride one of his big orange and blue double-deck buses to Seattle. Those were good days!—William “Bill” Matheson, Sunday, December 8, 2013

On September 6, 1946 Washington State Department of Transportation issued a certificate to Frank L. Hart and Arthur Garrett to operate Port Townsend Southern Stages (also known as Port Townsend

¹⁵⁰ Conder, Darrell W. Interview with Ruth Doris Benson Short, *op. cit.* Conder, Darrell W. Interview with William E. Matheson, *op. cit.*

¹⁵¹ Conder, Darrell W. Interview with Ruth Doris Benson Short, *op. cit.* Lafferty owned an interest in the town’s Buick dealership with partner John Buhler. Located at 809 Washington Street, it is now the home of Bergstrom’s Antique & Classic Autos.

¹⁵² McGee was buried in the Acacia Cemetery in Seattle.

¹⁵³ “Death Takes John Lafferty Suddenly at Age of 69,” *op. cit.* See the advertisement in the January 4, 1945 *Port Townsend Leader*, p. 2, and subsequent ads throughout the early 1950s.

¹⁵⁴ At that time WMCS used the Greyhound Depot in Seattle. Although one could enter either O’Neill’s Drug Store or the Delmonico from the street, (the original “Delmonico” stained glass sign still survives over the door of Delmonico Tavern’s street entrance), they were connected inside via an open doorway/entrance. At some point John Lafferty set up his Greyhound-Lafferty Stage Lines kiosk inside the Delmonico Tavern where it would continue until the late 1960s. Conder, Darrell W. Interview with Ruth Doris Benson Short, *op. cit.* Conder, Darrell W. Interview with William E. Matheson, *op. cit.*

¹⁵⁵ Conder, Darrell W. Interview with William E. Matheson, *op. cit.* In 1925 the Kenworth Motor Truck Corporation added bus manufacturing to their line of vehicles. During the 1930s the company produced double-decked buses, which was a design obviously copied and modified by Greyhound Lines, Inc. in the 1950s. The result was Greyhound’s famous PD-4501 double-decked Scenicruisers.

Southern Bus Line) and furnish passenger and express service between Port Townsend and Quilcene.¹⁵⁶ (This Frank L. Hart was the son of the Frank S. Hart who ran the same route back in 1922.)

Port Townsend Southern Bus Line was successful for several years and operated out of Port Townsend's Central Hotel and later from Baker's Drug Store on Water and Tyler Streets (on the opposite corner from O'Neill's Drug Store where the WMCS buses stopped) and ran daily, except for Sunday and holidays.¹⁵⁷

In March 1947 it was announced that Northwest Greyhound Lines, Inc. had bought Washington Motor Coach System, keeping the same drivers and managers on staff.¹⁵⁸ The new buses would continue to run into Port Townsend to O'Neill's Drug Store, with Harry O'Neill and John J. Lafferty becoming the new Greyhound agents.¹⁵⁹ Greyhound's schedule would more or less remain the same as that of the now-absorbed WMCS.¹⁶⁰

On May 12, 1948 Hart and Garrett's Port Townsend Southern Stages added service to Dabob Bay between Quilcene and to the end of the road in Olympic National Park, via US 101; the Summit of Mount Walker, via county Highway 36; and added service between Maynard and Bremerton Junction on August 28, 1950. Port Townsend Southern Stages advertised routes Port Townsend-Maynard-Quilcene, and Port Townsend - Center - Quilcene - Brinnon - Hoodspport - Bremerton Junction. Later, Port Townsend Southern Stages would advertise routes from Port Townsend south to Quilcene, Brinnon, Hoodspport, Shelton, Olympia, Aberdeen, Chehalis, Kelso, Portland, San Francisco and finally into Los Angeles some 36 hours later. Obviously Port Townsend Southern Bus Line didn't run all the way down to Los Angeles. The fact that they were agents for Olympic Trailways/Olympic Trails seems to provide an answer to the long distance schedule.¹⁶¹

Okay, the above brief outline brings us to 1949, which was the year a unique experiment occurred in Port Townsend involving a leading citizen of the time and two antiquated buses from Everett.

¹⁵⁶ Frank L. Hart was born in 1916 and died in 2003. He is buried in Quilcene, Washington. See *Port Angeles Evening News*, Ivy Terry Hart obituary, April 4, 1967, p 10, for the family relationship.

¹⁵⁷ "Port Townsend To Quilcene Bus Proposed." *Port Townsend Leader*. April 25, 1946, p. 3. "Central Hotel To Be Bus Terminal" *Port Townsend Leader*, Thursday, September 12, 1946, p. 1. Also see "Peninsula Bus Service Underway." *Port Townsend Leader*, September 19, 1946, p. 1.

¹⁵⁸ Washington Motor Coach System had been partnered with Greyhound Lines, Inc. for a number of years prior to the buyout. Indeed, the two companies issued joint schedules and shared major depots, such as the Greyhound Depot at 8th and Stewart Streets in Seattle.

¹⁵⁹ "Death Takes John Lafferty Suddenly at Age of 69," *op. cit.* See the O'Neill Drug Store/Greyhound bus advertisement in the *Port Townsend Leader* from the late 1940s throughout the early 1950s.

¹⁶⁰ "Washington Motor Coach System becomes Northwest Greyhound Lines." *Ellensburg Daily Record*, March 19, 1947, p. 3.

¹⁶¹ Jefferson County Historical Society, Vertical File, Subjects: Jefferson County Government-Transportation, *op. cit.* After 1952, Port Townsend Southern Stages, Inc. wasn't mentioned in the Port Townsend city directory, so one might assume it closed after this date.



Top, Sam McGee's City Transfer, ca. 1907. McGee is believed to be the man standing on the left. Below, in 1915 Sam McGee started Jefferson County's first bus line. McGee stands in the middle with the money changer on his belt. On his left is Rene Heath and to his right is brother George McGee. The child is unidentified. The bus, marked "City Transfer Co. Sam McGee" and "Port Townsend Ft. Worden" is in downtown Port Townsend and is loaded with soldiers on their way back to the fort. (Courtesy of the Jefferson County Historical Society.)



JITNEY SERVICE TOMORROW.

Manager McGee Has Perfected the Necessary Arrangements.

The auto-bus service from Water street to Fort Worden, through the residence section of the city, will begin tomorrow morning at 8 o'clock, according to announcement made by Manager McGee, of the City Transfer company. While all plans has not been completed in detail, and are subject to change, at 8 o'clock the machines will start from the city hall, picking up passengers along Water street to Taylor. They will then proceed up Washington street to the postoffice, and from that point to Fort Worden. The fare will be 5 cents to Rosevelt street and 10 cents to Worden. Mr. McGee says he will give the system a thorough try-out and if expenses can be made, the service will be continued, as he is of the opinion that when the people become familiar with the new transportation the patronage will increase.

Above left, a January 17, 1915 newspaper article announcing the beginning of Jefferson County's first bus line. Right, a part of Sam McGee's 1938 obituary. (Courtesy of the *Port Townsend & Jefferson County Leader*.)

Samuel McGee, Resident Here 50 Years, Dies

WELL-KNOWN CITIZEN STARTED CITY TRANSFER CO. IN ABOUT 1898

Port Townsend and Jefferson County lost one of their best-known citizens with the sudden death Monday morning of Sam McGee, resident here for 50 years, with the exception of six years spent in Everett. He was one of the founders of the City Transfer Company and later engaged in general contracting and the garage business here.

Though his health had been failing for some time, Mr. McGee's condition did not become serious until last week. He was taken to Seattle for an examination and was then returned to St. John's Hospital here, where his death occurred.

Funeral services were held yesterday afternoon at the Port Townsend Mortuary Chapel and interment followed in Acacia Cemetery, Seattle.

Born in Ontario

Mr. McGee was 70 years of age at the time of his death, having been born October 31, 1867 in Perth County, Ontario. He was one of a family of 10 children, of whom two brothers and five sisters survive.

As a young man, Mr. McGee worked for the Canadian Pacific Railway Company first in Ontario and later in Vancouver, B. C. In 1888 he came to Port Townsend, where he started the City Transfer Company. Among those associated with him in the business were M. D. Hardy and the late Joseph Pollard, who was a brother of Mrs. McGee.

At first, of course, Mr. McGee's transfer and livery business was conducted with horses, and with the advent of the automobile he started the first motorbus express and freight service to Quilcene in 1915. In 1917 he started the first "jitney" service in Port Townsend, and as a general contractor he did much of the road and sidewalk work at Forts Casey and Flagler, and built a number of lighthouses for the government.

Had Profitable Business



Above, l-r: John J. Lafferty and Sam McGee posing by McGee's 1910 Chalmer-Detroit taxi on Water Street. Below, a ca. 1925 photograph of John J. Lafferty, wearing leather driver's gloves and a money changer on his belt, standing beside Lafferty Stage Lines' 1918-1920 Kelly-Springfield bus, which still bears the name of "City Transfer Co. Sam McGee" along the top. (Notice that the bus still has its original hard-rubber tires mounted on the back wheels, while inflated tires have been mounted on the front wheels. Since hard-rubber tires made for a very rough ride, presumably the addition of two inflated tires made trips a bit more tolerable!) The child attempting to turn the crank and wearing Lafferty's hat, is Lafferty's daughter (and only child) Jean Lafferty. (Photos courtesy of the Jefferson County Historical Society.)





John J. Lafferty sits behind the wheel of his 1923 Mack school bus in this May 25, 1926 photograph taken outside Port Townsend's Lincoln Elementary School. Lafferty had a contract to transport school children to Port Townsend over a seventeen mile route. This route was in addition to his regular runs out to Fort Worden. (Courtesy of the University of Washington Libraries Special Collections UW21249.) Below left, John Lafferty's 1966 obituary from the *Port Townsend Leader*; right, John J. Lafferty and his wife, Charlotte "Lottie" Lafferty, in the backyard of their home on 615 Lawrence Street in Port Townsend, ca. 1960. (Courtesy of Paul Houseman.)

Death Takes John Lafferty Suddenly at Age of 69

John Joseph Lafferty, lifetime Port Townsend resident long associated with the transportation business, and more recently active in automotive and beverage



JOHN J. LAFFERTY

distributing firms, died suddenly Monday morning at the age of 69.

Mr. Lafferty became ill while at work and was taken to his home, 615 Lawrence street, from where he was soon afterwards transferred to St. John Hospital. He lapsed into unconsciousness while being driven to the hospital and was pronounced dead of a heart attack a few minutes after arriving there.

He also operated Port Townsend school bus service many years on a contract basis before the school purchased its own buses, and also held mail contracts.

He and the late William J. Buhler became Hainler beer distributors here a number of years ago, operating under the name of Buhler & Lafferty, and he further extended his activities by opening the Lafferty Motor Company, Buick agency. Since the death of William J. Buhler he was associated with John Buhler in these firms.

Mr. Lafferty served about 25 years as Port Townsend fire chief, having held that position during the modernization program that included construction of the present fire station and the addition of the ladder truck and other modern equipment.

He also served a term as first ward city councilman.

He was long a member of Port Townsend Lodge No. 4, Free & Accepted Masons; Port Townsend Lodge 317, B.P.O. Elks; and Port St. American Legion.

Survivors include his wife, Charlotte; a daughter, Mrs. Al Mosley, grandson, Joe Mosley, and a sister, Miss Lovetta Lafferty, all of Port Townsend; a nephew, John Ratterbush, Seattle, and niece, F. Isella Hughes, Vancouver, Wash.

The Rev. Gordon M. Alford of the First United Presbyterian Church conducted the funeral service. The B. F. O. Elks also participated in the rites.

Funeral services were held Wednesday afternoon at the Masonic Temple, followed by cremation. His ashes are to be taken to Washelli, Seattle, for interment.

Mr. Lafferty was born here April 24, 1897, son of Mr. and Mrs. William S. Lafferty. The parents had seven boys in 1901 and the elder Mr. Lafferty, who was street superintendent here many years, died at the age of 67 in 1964, being recognized as this area's oldest resident.

After receiving his early schooling here, John Lafferty began driving for the old City Transfer Co., then operated by Sam McGee. After serving in the Army in the first world war he purchased the Townsend Transfer Co., which had been operated by Henry V. Bayley. He operated that business under the name of the City Garage, providing automobiles for hire and including a bus line which ran between Port Townsend and Fort Worden.

Later he joined the Washington Motor Coach Company, and after that firm was bought out by Greyhound, he operated the Greyhound service out of Port Townsend under contract.





Top, an orange and blue liveried Washington Motor Coach System 1935 Kenworth double decker bus leaving Seattle to Butte, Montana in 1935 . These buses made daily runs into Port Townsend and stopped at Jack Houser’s Drug Store and later at O’Neil’s Drug Store. (Courtesy of the University of Washington Libraries Special Collections UW1703.) Below an original Washington Motor Coach System enamel-on-sterling-silver driver’s hat badge, ca. 1930-1935. (Darrell Conder collection.)





Above, an original 1938 Washington Motor Coach System brochure advertising a tour of the Olympic Nat'l Park. Jefferson County was included in the route of this tour. This brochure and other WMCS schedules were available at the company's Port Townsend agent, Hauser's Drug Store. (Darrell Conder collection.) Below, a 1932-34 double-deck Kenworth Washington Motor Coach System bus stopped somewhere in Jefferson County, Washington, date unknown. These buses were painted bright orange and trimmed in blue and white. (Darrell Conder collection.)



Large Print

ANNOUNCING



CHANGE OF SCHEDULE

Effective July 1, the Washington Motor Coach System will inaugurate the following schedule between Port Townsend and Seattle via Ludlow: Buses will leave Port Townsend at 9:45 a. m., 1:40 p. m., and 7:30 p. m., arriving Seattle at 12:30 p. m., 4:15 p. m., and 10:15 p. m. Buses will leave Seattle at 8 a. m., 12:15 p. m., and 6:15 p. m., arriving Port Townsend at 10:45 a. m., 3:05 p. m., and 8:55 p. m.

The Port Townsend-Port Angeles schedule will be as follows: Buses will leave Port Townsend at 9:45 a. m., 1:40 p. m., and 7:30 p. m., arriving Port Angeles 11:55 a. m., 4:05 p. m., and 9:50 p. m. Buses will leave Port Angeles at 8:30 a. m., 12:45 p. m., and 6:30 p. m., arriving Port Townsend at 10:45 a. m., 3:05 p. m., and 8:55 p. m.

Ask your local bus agent for details on changes to be made July 1 in the service from Port Angeles to Forks and Neah Bay.



MARR DRUG CO.
Telephone 385 Port Townsend

WASHINGTON MOTOR COACH SYSTEM

Top left, an ad from the *Port Townsend Leader* showing a schedule change for Washington Motor Coach System. At this date, Marr Drug Co. was the depot. Top right, another ad for WMCS at O'Neill's Pharmacy. Below left, a June 23, 1938 *Port Townsend Leader* ad for WMCS's new tour service featuring a "new ultra-modern cruiser". (Courtesy of the *Port Townsend & Jefferson County Leader*.)

ADDITIONAL AND IMPROVED BUS SERVICE

(Effective April 1)



DAILY DEPARTURES

Buses Will Leave Port Townsend:
For Seattle at 6:30 a.m., 9:45 a. m., 1 p.m., 2:45 p.m., 4:15 p.m., and 7:30 p.m.
For Port Angeles at 9:45 a.m., 1 p.m., and 7:30 p.m.

Buses Will Leave Seattle:
For Port Townsend at 5:15 a. m., 11:30 a.m., 1:15 p.m., 2:45 p.m., 6:10 p.m., and 9:15 p.m.

Buses Will Leave Port Angeles:
For Port Townsend at 5:09 a.m., 12 noon, 3:15 p.m., and 6:28 p.m.

In line with its policy of building a constantly better transportation service, the Washington Motor Coach System will offer six trips daily to and from Port Townsend and Seattle, and four daily bus schedules to Port Angeles, starting April 1. As America's reconversion steels into high gear and more buses and equipment become available, you can look to the Washington Motor Coach system for even greater traveling convenience, comfort and service.

PORT TOWNSEND BUS DEPOT
O'NEILL'S PHARMACY WATER & TAYLOR PHONE 666

WASHINGTON MOTOR COACH SYSTEM

Ultra-Modern Cruiser Coach



Above is shown a new ultra-modern cruiser coach traveling the scenic northern short route of the Washington Motor Coach System. The coaches are roomy and smooth-riding and are equipped with luxurious new-type chairs, baggage compartment underneath, motor in the rear. The system, through its local agent, Roy Marr, has announced plans for a series of all-expense tours which will bring thousands of vacationing visitors to the Olympic Peninsula this summer. These loop tours will leave Seattle every Thursday between July and August 25.



Top left, a 1945 Washington Motor Coach System route map showing the side trip WMCS coaches made into Port Townsend. Below left, the time table for Port Townsend. Bottom right, the cover of the same schedule. These schedules were available from O'Neill's Drug Store in downtown Port Townsend. (Darrell Conder collection.)

*Eastbound trips will operate from Sekiu Jct. into "Sekiu proper", a distance of approximately 3/10 of a mile.
 †Westbound trips will not operate into "Sekiu proper" unless a coach of 25-passenger capacity or less is being used and then only when there are passengers aboard destined to "Sekiu proper".

PORT TOWNSEND - SEATTLE

| Read Down | | | | TABLE No. 34 | | | | Read Up | | | |
|-----------|------|------|-------|------------------------|-----|-------|-------|---------|-------|-------|-----|
| Dly | Dly | Dly | Dly | Dly | Dly | Dly | Dly | Dly | Dly | Dly | Dly |
| PM | PM | PM | AM | 7:10 Lv. Port Townsend | Ar | AM | PM | PM | PM | PM | PM |
| 7:30 | 4:15 | 1:30 | 9:15 | 7:10 Lv. Port Townsend | Ar | 11:00 | 3:10 | 5:35 | 9:00 | 11:55 | |
| 7:40 | ▼ | 1:40 | 9:25 | 7:20 Lv. Highway Jct. | Lv | 10:45 | 3:00 | 5:27 | 8:50 | ▲ | |
| ▼ | 4:20 | ▼ | ▼ | 7:15 Lv. Irondale | Lv | ▲ | 6:20 | ▲ | 11:48 | | |
| 7:50 | 4:35 | 1:50 | 9:35 | 7:30 Lv. Port Ludlow | Lv | 10:15 | 2:30 | 4:45 | 8:15 | 11:15 | |
| 8:20 | 5:15 | 2:30 | 10:15 | 7:45 Lv. Edmonds | Lv | 8:45 | 1:00 | 3:30 | 7:00 | 10:00 | |
| 9:45 | 6:30 | 3:45 | 11:30 | 9:50 Ar. Seattle | Lv | 8:00 | 12:15 | 2:45 | 6:15 | 9:15 | |
| 10:20 | 7:05 | 4:20 | 12:05 | | | | | | | | |
| PM | PM | PM | AM | | | | | | | | |

PORT ANGELES - PORT TOWNSEND

| Read Down | | | TABLE No. 35 | | | Read Up | | |
|-----------|-------|-------|-------------------|----|-------|---------|-------|----|
| PM | PM | AM | PM | PM | AM | PM | PM | AM |
| 6:30 | 12:40 | 8:00 | Lv. Port Angeles | Ar | 12:10 | 4:15 | 10:00 | |
| 7:15 | 1:24 | 9:00 | SEQUIUM | | 11:32 | 3:43 | 9:30 | |
| 9:00 | 3:10 | 11:00 | Ar. Port Townsend | Lv | 9:15 | 1:30 | 7:30 | |
| PM | PM | AM | | | AM | PM | PM | |

SEATTLE-PORT LUDLOW-Via Edmonds

Lv. Seattle for Port Ludlow at 8:00 and 9:45 AM, 12:15, 2:45, 6:15 and 9:15 PM
 Lv. Port Ludlow for Seattle at 8:00 and 10:15 AM, 12:15, 2:30, 5:15 and 8:30 PM

Crosstate WASHINGTON MOTOR COACH System

Transcontinental WASHINGTON MOTOR COACH System

BUS TIME TABLE

SEATTLE SEATTLE
 SPOKANE SPOKANE
 BUTTE BUTTE
 HELENA HELENA
 BILLINGS BILLINGS
 CALGARY CALGARY
 MINNEAPOLIS MINNEAPOLIS
 CHICAGO CHICAGO
 NEW YORK NEW YORK
 All the EAST All the EAST

WALLA WALLA WALLA WALLA
 WENATCHEE WENATCHEE
 ELLENSBURG ELLENSBURG
 YAKIMA YAKIMA
 PORT ANGELES PORT ANGELES

THE SCENIC CROSSTATE ROUTE

NORTHERN SHORT ROUTE

RESPECTIVE NOVEMBER 16, 1945



On August 3, 1922 the state issued a certificate to brothers Frank S. and Kenneth D. Hart of Quilcene to operate Hart Brothers Stage for passenger service between Quilcene and Port Townsend. Above, l-r, Frank S. Hart, Henry Clements and Bill McGee, brother of Sam McGee. ca. 1910. (Courtesy of the Jefferson County Historical Society.)

CHAPTER FOUR



Townsend Transit-A Roll of the Dice

To tell the story of Townsend Transit, one must first know something about Horace John “Jack” Carroll—H. J. Carroll. I know that sounds trite, but if you read on you’ll understand.

Let’s first start with the stats: H. J. Carroll was born in Seattle in 1911. When he was six months old, Jack’s family settled in Port Ludlow. The decision to move over to Jefferson County wasn’t by accident as Carroll’s maternal family had solid ties to the Olympic Peninsula, *i.e.*, his great grandfather, Joseph Priest, was the founder of Sequim, Washington. Jack Carroll’s father, John Carroll, tried his hand at a number of enterprises (including undertaking) and, in 1928, was elected Jefferson County Sheriff.¹⁶² The latter occupation was certainly beneficial to Jack Carroll’s future prospects since the office of county sheriff was a powerful political position.

Carroll graduated from Port Townsend High School in 1931 and from there moved over to Seattle to attend Wilson Business School. With his formal education behind him, Jack went to work at Crown Zellerbach’s National Paper Products mill in Port Townsend where he remained for the next six years. When he left the paper mill to pursue a career in real estate, Jack had found his life’s calling. But Jack Carroll wasn’t the kind of man to limit his business prospects to one venture.

In 1943 the Puget Sound Navigation Company essentially abandoned its Black Ball Line ferry route from Port Townsend to Keystone. Four years later, Jack Carroll, Judge A. Clemens Grady and Captain Oscar Lee formed Olympic Ferries, Inc. and purchased the Port Townsend-Keystone route. With considerable effort on Carroll’s part, including some creative financing involving a second mortgage on his house, Port Townsend again had an operational ferry.¹⁶³

In the realty business, Jack Carroll’s generosity made him into something of a local legend.¹⁶⁴ *Port Townsend & Jefferson County Leader* Publisher Scott Wilson writes:

In 1995, Carroll was asked what he was proudest of in his life. ‘Well, being able to sell 1,600 homes without a down payment,’ he said. ‘If I look back on my life, that was one thing. Some of the things you do turn out good and some of them don’t.’ The Carroll technique was to buy homes that had an empty lot next door. He would turn around and sell the home to someone, obtaining the empty lot for free. He found the best lumber deal possible with a Marysville mill that pre-cut all its housing lumber, and he would put up modest new homes. Then he would put a family in the home and stretch out the payments as long as it took to make it work.

¹⁶² The *1950 Port Townsend City Directory* lists John Carroll’s Mortuary at 607 Water St. in the Cotton Building.

¹⁶³ See Appendix C for additional information on H. J. Carroll’s Olympic Ferries, Inc.

¹⁶⁴ “Park namesake H.J. Carroll remembered.” *Peninsula Daily News*, September 6, 2009. Also see “H.J. Carroll, longtime Jefferson County businessman.” *Peninsula Daily News*, August 26, 2002.

Carroll was also the original landowner of the Kah Tai Lagoon property that eventually became home to Safeway, and he was involved in the extensive lawsuits and deep rancor that accompanied that development in the late 1960s. At the same time, he took care of his land. When all the poplar trees along Sims Way died because of the dumping of polluted trailings from the port's 1960s boat haven expansion dredging project, Carroll personally planted the replacement trees and tended to their health in the early morning hours of each day. Those are the trees that line Sims Way today, said [Carroll's niece] Cathi White. 'Jack would get up at dawn and plant so many trees a day, and bring water down to them,' she said. 'He did that all by himself. Not many people knew he did that.'¹⁶⁵

On August 25, 2002 Horace John Carroll died at age ninety-one and was buried in Port Townsend's Laurel Grove Cemetery.¹⁶⁶ The love he felt for his community is still in evidence by the \$300,000 he had donated to build a sports field and park in Chimacum, which a grateful county named "H. J. Carroll Park."

Okay, why this 50¢-tour of Jack Carroll's life? Well, it's so you can understand why on earth the man invested money in something which, he had been warned, would be a losing proposition: a rag-tag public transit system. Simply stated, Jack Carroll loved his community and he believed that its people needed public transportation.¹⁶⁷ After all, Carroll's ferry operation was profitable so why couldn't he run a successful city transit?

On March 21, 1995 Jack Carroll participated in a oral history project, a transcript of which resides at the Jefferson County Historical Society.¹⁶⁸ In that interview he talked with someone we've already met: William E. "Bill" Matheson, the man who discovered the missing "dinky" at Fort Worden. Part way through the interview, Carroll briefly talked about his Townsend Transit venture:

Carroll: I did start a bus line in town. Everybody told me that I'd go broke—Johnny Lafferty [who owned Lafferty Stage Lines]. And he was right.

Matheson: What was the name of your bus line?

Carroll: Townsend Transit Company.

Matheson: And what was the reason for going out of the bus business?

¹⁶⁵ Wilson, Scott. "Jack Carroll." *Jefferson County Port Townsend Leader*, Wednesday, August 28, 2002. Reprinted by permission. Posted on the Internet at http://www.ptleader.com/jack-carroll/article_f88fe840-d04f-55a4-a304-282231e0702a.html?mode=jqm.

¹⁶⁶ "H. J. Carroll, longtime Jefferson County businessman." Carroll H J "Jack" 8/25/2002 8/28/2002 Obit C-172 obit-Jefferson County Historical Society. (Jefferson County, WA: Jefferson County Historical Society, n.d.)

¹⁶⁷ Conder, Darrell W. Interview with Ruth Doris Benson Short, *op. cit.* Mrs. Short, who was age ninety-eight at the time of this interview, knew Jack Carroll from her teens and would later work for him as a real estate broker. Ruth Short was born in North Dakota to P. D. and Marie Benson on August 29, 1915 and traveled with her parents to Port Townsend in 1927. She was married to William Lawrence Short of Port Townsend, and died on February 8, 2014 in Sequim, Washington.

¹⁶⁸ "Oral History Vol 47: Horace John 'Jack' Carroll." (Jefferson County Historical Society: Two tapes, March 21, 1995.)

Carroll: I wasn't making any money; I was losing money. I was running it as reasonable as anybody could run a bus [company]. I thought I was smart. To begin with, I bought these two twenty-one passenger buses in Everett. They were nice little buses; you got in on the side. They must have abandoned them, and I put new Chevy motors in them and new tires, as I remember that's all I ever did [to them]. Cleaned 'em up and washed inside and out before they ever went on a trip ... I ran a route to Fort Worden and around back to town. I ran the operation on the cost of 17¢ a mile. At that time bus lines were going about 35¢ cents a mile. I paid the help driving the buses \$2 an hour. Actually, for the soldiers it was 10¢ for going to Fort Worden—otherwise 15¢. The elderly people on welfare and things like that, they liked it, but it didn't generate [money].

Matheson: Jack, tell me more about the bus routes. What other routes did the buses take besides the Fort Worden one?

Carroll: Fort Worden—and they went around the fairgrounds and back to the uptown district, Aldrich's grocery store and that, and down through town. There was no way that anyone could make those things pay. It's just like the present [Jefferson Transit] routes they have in town. The first two years they did not take in enough to pay the manager, let alone buying the gas for 'em or the people running the operations

Matheson: You're talking about the Jefferson Transit system.

Carroll: Yes.

Matheson: How many buses did you have?

Carroll: I had two, but I'd have one in the shop and one runnin' [sic]. I'd only run one at a time.

Matheson: For how long a period of time did you operate the buses?

Carroll: Eighteen months. I had plenty of time that if there was any way I could have run them [and] made money I would have ... With Fort Worden I thought I could take and create a little [bus] business for the town, but it didn't work out.

As we shall soon see, there was a lot more to the Townsend Transit story than came out in the Matheson interview.

Yes Jack, You Can Fight City Hall!

From the moment Jack Carroll launched Townsend Transit Company¹⁶⁹ he seems to have been at odds with the Port Townsend City Council over its operation. Indeed, after reading through the available history my personal impression is that some members of the City Council, despite their

¹⁶⁹ At the beginning the company was advertised as "Port Townsend Transit."

outward praise for Carroll's efforts, didn't want city buses running the streets of Port Townsend. Carroll made this point in the Matheson interview when he complained, "Actually, Port Townsend is run with the idea of killing any business." Why was Jack Carroll voicing this complaint forty-five years after the demise of his bus company? My guess is that he still harbored some bitterness towards the city council of that time and held it partly responsible for the failure of his venture. This begs the question of whether or not Jack Carroll had a legitimate grievance?

To get some perspective, let's go back to the beginning—to Thursday October 13, 1949 when the *Port Townsend Leader* reported that Carroll, supported by several downtown merchants, asked the Port Townsend City Council for permission to have a separate bus stop where his Townsend Transit bus could take a break between runs. Carroll's request was immediately opposed by council member W. A. Paddock who said that Townsend Transit should use an existing stop on Water and Taylor Streets.¹⁷⁰

At first glance Paddock's refusal seems reasonable, until one considers that the existing stop on Water and Taylor Streets was blocked ten times per day by a Greyhound bus. Paddock, backed by the city council, got his way and Townsend Transit had to use the Greyhound stop for an end-of-the-line bus stop—a situation that very likely became a source of continual problems when either the Greyhound bus or the Townsend Transit bus was blocking the other!

This same spirit of non-cooperation was evident during the process of granting a business license to Townsend Transit. At the very time the Port Townsend City Council unanimously declared Carroll's bus company to be a "value to the community," it set a \$100 fee for a ninety-day permit, for which Townsend Transit was allowed passenger loading zones twenty-four feet in length on the right side of the street at each intersection: "The zones may be established at the discretion of the city, and the transit firm must reimburse the city for any expense in marking the curbside areas."¹⁷¹

Even though the city council had agreed to draw up a permanent franchise after the ninety-day permit expired, the end of that period found Carroll having to again request a permit and the council charging another \$100 fee for another ninety days "... pending granting of a franchise with the \$100 to be applied on the license fee beyond the 90 days."¹⁷²

One can easily figure that Jack Carroll was ... well, shall we say that he was "less than pleased" by the run-around and \$200 in accumulated fees for nothing more than a temporary business license.¹⁷³ This is especially so since Carroll knew from the start that his company was on shaky financial ground. Obviously he felt that the Port Townsend City Council should be doing everything possible to help a public transit system succeed, including forgoing a permit fee in its first year of operation.¹⁷⁴ The outcome was that Jack Carroll didn't swallow the exorbitant "temporary" fees without a fight.

When you hear that old saying that you "can't fight city hall," remember Jack Carroll and Townsend Transit, because he did just that and he won—but not without consequences!

¹⁷⁰ "Bus Line Asks Street Space." *Port Townsend Leader*, September 13, 1949, p. 1.

¹⁷¹ "Transit Franchise Discussion Heads Council Business." *Port Townsend Leader*, January 19, 1950, pp. 1, 6.

¹⁷² *ibid.*

¹⁷³ "New Bus Line Starts Service Here Saturday." *Port Townsend Leader*, Thursday, September 29, 1949, p. 1.

¹⁷⁴ "Chamber Requests Low Permit Fee For New Bus Line." *Port Townsend Leader*, January 19, 1950, p. 3.

To understand the consequences of Carroll’s fight with the city council, we go back to January 1, 1950 when the battle over temporary fees was at its height. On one side was council members Horace E. Gleason, George F. Mueller, Tony Eronimo and W. A. Paddock; on the other was Councilman Ralph Steele and H. J. Carroll, who were backed by the Port Townsend Chamber of Commerce. By the time the conflict reached a head, some council members were charging Carroll with trying to manipulate the city council for his own ends. The basis for their charge was the rumors circulating around town that the city council was considering a \$400 license fee for Townsend Transit—a rumor that Councilman Horace E. Gleason stoutly denied at the Tuesday, January 17th city council meeting: “Attempts are being made to put the council on the spot, when all we want is a request from Carroll for a franchise’ ...” The *Port Townsend Leader* reported “Members of the council said Carroll and others had misrepresented the facts in spreading reports that the \$100 fee for a temporary 90-day permit amounts to \$400 per year as the fee the council wishes to charge him for a license to operate his transit business here.”¹⁷⁵

The council member’s remarks make the city council appear as victims of an underhanded scheme by Carroll to obtain a franchise without paying a fee. But let’s recap here: when Carroll had first applied, the city council agreed to grant a franchise at the end of the ninety-day temporary license. When the ninety days expired, they didn’t give Carroll his franchise but charged another \$100 for another temporary license. Indeed, one can clearly see the city council’s intent when, during the second hearing, Carroll was informed that once his license was granted the second \$100 would “... be applied on the license fee beyond the 90 days.”¹⁷⁶ This proviso makes it clear that the Port Townsend City Council was looking to stick H. J. Carroll with a lot more than the \$200 he had already paid! When Carroll publicly called the council on this, the members fired back by essentially charging him with scheming to avoid paying a licensing fee. The kicker here is that \$100 per ninety days amounts to an annual license fee of \$400! So the \$400-dollar-per-year “rumor” had a solid foundation in the actions of the Port Townsend City Council itself!

“If someone was in need of a meal, bed or a roof over their head, he did his best to provide these things—even for complete strangers! He was the best man God ever put on earth! He was fair, square dealing and gave it to you straight.”—Ruth Short, age 98, November 5, 2013, speaking about H. J. Carroll, her long-time employer and friend.

Okay, why was the city council playing hardball on this after having declared that Townsend Transit was an asset to the town? Who can say for sure; but there were surely some who didn’t want buses running the streets of Port Townsend. Let’s take the local taxi companies for an example.

Since they were all paying a \$100 annual fee, it’s reasonable to assume that taxi owners were anything but happy at Carroll’s inroads into their profits.¹⁷⁷ I mean, how many people would pay 35¢-50¢ for a taxi ride when they could take a bus for 10¢-15¢? Indeed, at the very time Carroll was doing

¹⁷⁵ See article “Transit Franchise Discussion Heads Council Business.” *Port Townsend Leader*, January 19, 1950, pp. 1, 6.

¹⁷⁶ “Transit Franchise Discussion Heads Council Business.” *Port Townsend Leader*, *op. cit.*

¹⁷⁷ In addition to Yellow Cab, the 1950 Port Townsend telephone directory shows three other cab companies in town: Black & White Cab located on Taylor and Water Streets, owned by Vern Jones (who would one day sit on the Authority Board of Jefferson Transit); Red Top Cab also located on Water and Taylor, owned by J. H. Purdy; and Jim’s Cab located on 839 Water Street. *Port Townsend and Vicinity Telephone Directory September 1950*. (The Pacific Telephone and Telegraph Company, August 28, 1950). Yellow Pages, “Taxis.”

battle with the city over his franchise, Yellow Cab owner R. D. Benson sold his two-cab company to his drivers, James R. Martin and Reginald Eke, who were army retirees from Fort Worden.¹⁷⁸ Can anyone imagine that two old ex-military men, who had invested their military pensions in a cab company the very week that Carroll applied for a bus franchise, sat quietly on the sidelines while their financial future was in the balance? It would seem likely that they met privately with city council members demanding that Townsend Transit pay a much larger fee than they were paying.

In other words, if Yellow Cab and the other taxi companies were paying \$100, then why shouldn't Townsend Transit pay a much larger fee for running a bus—say \$400—which, up to this point, was exactly the fee H. J. Carroll was being forced to pay?

The basis to suggest that the local cab companies were involved in the Townsend Transit matter is a council member's proposal that Carroll at least pay a \$100 annual fee because that was "the amount paid by the local taxi companies."¹⁷⁹ H. J. Carroll who, ironically, was that very week named "Citizen of the Year" for 1949 by the Port Townsend Chamber of Commerce,¹⁸⁰ was not at that meeting, but it was well-attended by his influential supporters—men like Wilbur Kendall, president of Port Townsend Chamber of Commerce, and E. J. Grady, a trustee of the Chamber of Commerce. Now, here one can clearly see Jack Carroll fighting back by mustering some big guns to face the city council. In point of fact a *Port Townsend Leader* article for January 19, 1950 reported that the trustees of Port Townsend Chamber of Commerce voted to act on behalf of Townsend Transit by requesting that the city council grant the company a permit "free of charge if possible, or at a cost not to exceed \$10 per bus per year."¹⁸¹

In the meantime Carroll was busy pointing out to anyone who'd listen that the \$100 fee proposal was forty times the amount paid by Shelton's transit company, implying that the Port Townsend City Council's proposal was tantamount to highway robbery. To drive home his point, Carroll upped the stakes when he issued a public threat declaring "... that if he is forced to pay what he considers an exorbitant price for a permit to operate, he will sell his vehicles and go out of the transportation business."¹⁸²

In the wake of this publicity, the community started to rally behind Carroll. Fort Worden's Major Carl W. Young explained to the Port Townsend City Council how Townsend Transit was benefitting military personnel and their dependents: "We are interested on behalf of the enlisted men and their families in seeing it continued, and ask that consideration be given to what you consider a fair amount as an operating fee." Major Young went on to tell the council that he had heard reports that a "\$500 license fee" might be charged, indicating how far things had gotten out of hand.¹⁸³

Things were heating up and the city council found itself backed into a corner of their making.

¹⁷⁸ "Martin and Eke Buy Yellow Cab." *Port Townsend Leader*, January 19, 1950, p. 3.

¹⁷⁹ "Transit Franchise Discussion Heads Council Business," *op. cit.*

¹⁸⁰ "H. J. Carroll Named 'Citizen of Year' At Chamber's Installation Banquet." *Port Townsend Leader*, Thursday, January 19, 1950, p. 1.

¹⁸¹ "Chamber Requests Low Permit Fee For New Bus Line," *op. cit.*

¹⁸² *ibid.*

¹⁸³ "Transit Franchise Discussion Heads Council Business," *op. cit.*

Okay, to sum up we have the Port Townsend City Council publicly declaring that Jack Carroll's transit system was a "value to the community"¹⁸⁴ while trying to extract a \$400 annual fee from a company that, likely as not, would never make a nickel. One can imagine their shock when their game propelled them into the center of a negative publicity blitz. Indeed, this position must have been especially bad for Councilman Horace Gleason, who was up for reelection. Even worse, Gleason and his fellow council members found themselves squaring off with the very influential Port Townsend Chamber of Commerce, of which Carroll and most others of import were members. For goodness sakes, these were the boys who could clean house at the next election! Apparently the combination of all this did the trick.

One can just imagine the scene at city hall when Jack Carroll walked into the next meeting: the whole city council grinning ear-to-ear, taking turns slapping Carroll on the back and assuring him it had all been a big misunderstanding while imparting the good news that he had been granted a twenty-year permit at a meager \$10 per bus per year.¹⁸⁵ However, as we shall now see, in the long run even a low permit fee wouldn't save Townsend Transit. To tell that part of the story, we shall return to day one, October 1, 1949.

With some ten Greyhound buses running daily through the county, Carroll must have decided that in the beginning a new transit system should be concentrated in Port Townsend, which is exactly where he started. One of his first moves was to order bus tokens.

With an optimistic view of the future, Carroll placed an order for 5,000 Townsend Transit tokens to be struck by Meyer & Wenthe of Chicago, the largest supplier of transit tokens in the world.¹⁸⁶ The order was for 2,500 15¢ full-fare brass tokens, and 2,500 10¢ reduced-fare nickel-plated tokens for military personnel and their dependents out at Fort Worden. The tokens were struck on January 1, 1950 in Chicago and shipped the same week.¹⁸⁷

Did Carroll's optimism pay off? The short answer is no! Even those tokens tell a story of a company traveling downhill from day one.

Long after Townsend Transit's demise, Jonathan Dudley found the original bags of Meyer & Wenthe Townsend Transit tokens in an office safe within the Hasting's Building and donated them to the Jefferson County Historical Society (JCHS). Since the JCHS had no idea how many tokens were in those bags, on Wednesday, October 30, 2013 I drove out to 13692 Airport Cutoff Road to view and count the things at the Historical Society Research Center. My reasoning was that a count of the surviving tokens might give an inkling of Townsend Transit's overall ridership numbers.

¹⁸⁴ *ibid.*

¹⁸⁵ "Council Grants 20-Year Permit To Transit Firm." *Port Townsend Leader* Thursday, March 29, 1950, p. 1.

¹⁸⁶ Coffee, John M., Jr., *op. cit.*, pp. 15, 153. As an interesting aside, during the 1920s and 1930s dime and nickel-sized tokens were struck by the tens of millions for transit use throughout the country. However, in the hard times of the Depression years, tokens weren't used just for bus and streetcar fare, but were almost routinely accepted by merchants at their face value, *i.e.*, the value of the fare: "They were the closest thing to circulating money, that was not money, that we have had in this country since the Civil War." During the height of the Great Depression, the Beech Grove Traction Company in Indiana was short of funds and could not pay its drivers. The company solved their problem by paying their drivers with the company's own brass tokens, which the drivers eagerly accepted since they were just as good as cash! Coffee, John M., Jr., *ibid.*

¹⁸⁷ Coffee, John M., Jr., *op. cit.*, p. 578.

When they were brought out, I immediately noticed that each bag, stamped with the words “2500 in this bag,” contained many hundreds of tokens. Moreover, when I opened the bags I saw that the tokens were in mint (uncirculated) condition. They had never been used! Because of the large numbers, I decided the easiest method of counting was to place 100 tokens in a pile and then match an approximate number in individual piles. Using this method, give or take a hundred, the count of full-fare brass tokens came to some 1,100, and the nickel-plated reduced fare tokens came to some 1,300, revealing that Townsend Transit had sold approximately 2,600 tokens in its short existence.

For me this count painted a picture. Bus companies sold tokens as a convenience to patrons, and usually in rolls of twenty. So, in 1950 a roll of full-fare Townsend Transit tokens would cost \$3 while a roll of reduced-fare tokens would sell for \$2. Since there are some 2,400 remaining unused tokens, we can figure that approximately sixty-five people bought a roll of full fare tokens and fifty-five people bought the reduced fare tokens during Townsend Transit’s fifteen months of existence.¹⁸⁸

Although most people would’ve simply dropped coins in the fare box and not bothered with buying tokens, such a small number of tokens sold in a fifteen-month period certainly “betokens” dismal ridership numbers!

Save Those Rags—You’ll Never Know When You’ll Want to Start a Bus Company!

So, what kind of system was Townsend Transit? Was it the money-losing rag-tag little company Jack Carroll painted it to be?

To answer that question, let’s begin by looking at the buses. Since there are no surviving records or photos revealing their make or model, I had to employ Sherlock Holmes-type methods to find my answers: **1.)** In an article announcing Townsend Transit’s formation, the *Port Townsend Leader* reported that Carroll had purchased two buses from Everett City Lines.¹⁸⁹ **2.)** The Ohio Museum of Transportation Yellow Coach (GM) TD3609 U.S. Production List shows that Everett City Lines used mostly Yellow Coach/General Motors buses. **3.)** Noting that Jack Carroll installed Chevy engines in his old buses, definitely marks them as General Motors products. **4.)** Jack Carroll remarked that when he bought two buses from Everett City Lines, the company “must have abandoned them.” Bus companies didn’t then, nor do they now, “abandon” vehicles until they had pretty much reached the end of their service life. So, we might rightly deduce that Carroll’s buses were *old buses* when he bought them. **5.)** Jack Carroll bought his buses in 1949, meaning that it would be reasonable to deduce an age of ten to fifteen years, dating Carroll’s buses between 1934-1939. With a capacity of 24-passengers, it is reasonable to assume that Townsend Transit’s buses were mid-1930s 24-passenger Yellow Coaches, since in that time period Yellow Coach was producing buses for General Motors. **6.)** I’ve asked those who remember these buses running in Port Townsend if they looked like school buses, *i.e.*, with the engines mounted out front, or had a flat-

¹⁸⁸ It may be of some interest to note that I occasionally find Townsend Transit tokens listed on Internet auction sites. Over the last several years I have purchased about a dozen of these and for the most part, these “used” tokens are essentially uncirculated. That means the tokens, although sold and obviously used, saw little circulation during their brief career. These tokens, although rare, sell for very little when they come up for auction. The reason for this is that there is virtually no demand for them. The average selling price is between one and two dollars apiece.

¹⁸⁹ “New Bus Line Starts Service Here Saturday.” *Port Townsend Leader*, Thursday, September 29, 1949, p. 1.

faced front? In every case the answer was the latter type of bus, which dates Carroll's buses to ca. 1935 or after.¹⁹⁰

After Carroll brought his two little broken-down Yellow Coaches back to Port Townsend, he enthusiastically threw every minute of his spare time getting his bus company up and running. Carroll personally crawled under the things and replaced their worn out engines with used Chevrolet engines, and he put a set of new tires on each bus.¹⁹¹ When they were ready for service, Carroll left one bus in a garage as a backup and personally drove the other along a fixed route. At the end of each day he would sweep out his bus and park it at Lafferty Motors, located on Washington and Adams Streets—around the corner from where his buses began and ended their routes in downtown Port Townsend.¹⁹² Finally, at the end of each week, Carroll would give the in-service bus a thorough hand washing. This routine continued until he hired John Robert “Bob” Temple as Townsend Transit's manager in April 1950,¹⁹³ and full time driver Martin Haugen, who actually was a part-time driver for Lafferty Stage Lines. Notably, Carroll paid Haugen \$2 per hour, which was considered a decent wage back in 1950.¹⁹⁴

And so Jack Carroll ran a cute little 24-passenger dark yellow and white liveried¹⁹⁵ Yellow Coach bus around Port Townsend charging 10¢-15¢ per ride. It operated along two routes running in two half hour slots in one continual route, which was done to save money: one continuous route = one driver.¹⁹⁶ These two routes would be covered in forty minutes with a five minute layover in

¹⁹⁰ During my interview with Port Townsend resident Pauline Wolfe, she was adamant that Carroll's buses looked exactly like the bus symbol found on Townsend Transit tokens, which resembled 24-passenger Yellow Coaches. She explained her certainty because she rode the buses nearly day for the eighteen months Townsend Transit was in operation, and because she bought tokens for the fare. In fact, she informed me that she still had “several in a drawer at home.” Conder, Darrell. Interview with Rachel Wolfe, January 7, 2014, Port Townsend. Ruth Short also identified the flat-faced Yellow Coach as looking like Carroll's buses when I showed her photos of the two bus types during our interview. Conder, Darrell W. Interview with Ruth Doris Benson Short, *op. cit.* Another person who made a positive identification was Kay Harper, who immediately pointed to the flat-face bus model when I showed her photos of the two bus types. Conder, Darrell W. Interview with Kay Harper, Monday, Jan 13, 2014, Port Townsend. The description of Townsend Transit's buses fit a 1934 Yellow Coach Model 716.

¹⁹¹ Conder, Darrell W. Interview with William E. Matheson, *op. cit.* Conder, Darrell W. Interview with Ruth Doris Benson Short, *op. cit.*

¹⁹² Conder, Darrell W. Interview with Ruth Doris Benson Short, *op. cit.*

¹⁹³ “Temple Managing Townsend Transit” *Port Townsend Leader*, April 13, 1950, p. 8. Also see, “Can-do Man of Ferries & Real Estate. Horace John ‘Jack’ Carroll.” Oral History Collection Vol. 47. (Jefferson County, WA: Jefferson County Historical Society, 1995.)

¹⁹⁴ “Can-do Man of Ferries & Real Estate. Horace John ‘Jack’ Carroll.” Oral History Collection Vol. 47, *op. cit.*, and Conder, Darrell W. Interview with Ruth Doris Benson Short, *op. cit.* In 1950 the minimum wage was 75¢ per hour.

¹⁹⁵ Since yellow and white was the color scheme of Everett City Lines (ECL) in the 1940s, I am taking the liberty to assume that the ECL buses purchased by Jack Carroll were painted thus. Moreover, since Carroll was running his company on a shoestring, it's a given that he never repainted the old ECL buses.

¹⁹⁶ In his oral interview with Bill Matheson, H. J. Carroll stated his buses were 21-passenger buses, but the *Port Townsend Leader* article of September 29, 1949, mentions a “24-passenger” bus purchased from Everett City Lines. Note from the author: since Yellow Coach manufactured both twenty-one and twenty-four seat coaches in the 1930s, I had to choose which of the two accounts to cite. I opted for the account that was written at the time the coaches were in operation.

downtown Port Townsend—parked in Greyhound’s spot next to O’Neill’s Drug Store, which, let me write this again, must have been a source of endless conflict between Greyhound and Townsend Transit drivers when one or the other would be blocking the space—thank you very much Port Townsend City Council! The whole route took a total of forty-five minutes before being repeated.

Carroll’s friend John J. Lafferty, who had been struggling for years to keep his transit operation afloat, had warned that a city transit system was a losing proposition, and his warning proved correct. (To be fair, Lafferty’s bus line had an extra source of income, which Carroll’s line was lacking: he had a special arrangement with Greyhound Lines, Inc. whereby he was allowed to keep 100% of all package and freight revenue. Greyhound would often make this arrangement with small-time agents like Lafferty so that they could survive and Greyhound could continue serving out-of-the-way towns like Port Townsend.)¹⁹⁷

In May 1950 Townsend Transit announced that likely it would be raising fares, news that was reported in the May 18 edition of *Port Townsend Leader*: “[Townsend Transit] has been losing money in its operations here since last October and is faced with the necessity of raising fares, unless there is increased [sic] patronage, the management announced Monday. H. J. Carroll, owner, and J. R. Temple, manager, said that unless patronage increases the company must either raise its fares or go out of business.”¹⁹⁸

Carroll and Temple were proposing an increase from 15¢ to 20¢ per ride and, to cut costs, had recently reorganized their schedules: “The schedule was re-organized recently as an economy move, and any bus riders having questions are invited to ask the driver for particulars. They said they would appreciate suggestions for bettering the service or for raising revenue that would permit the line to continue operating in a manner satisfactory both to the public and the drivers.”¹⁹⁹

Carroll’s economy measure didn’t help. Try as he did, Jack Carroll couldn’t make Townsend Transit pay, or break even. Finally, out of desperation, he penned a letter to the Port Townsend City Council asking that the city take over what he had started. Reminding the “city fathers” that the community needed a public transit system, he sweetened the deal by offering to freely give away the company with only one condition: “. . . to operate the buses as they now are operated, or in a manner to give suitable service to the public for at least two years. If the city will do this, we will give to the city all buses of the Townsend Transit System for the sum of \$1.00.”²⁰⁰ Carroll’s letter declared “. . . it is an established fact that the Townsend Transit Company has operated at a loss ever since it has been in operation, despite the fact that we feel a public service has been rendered. We further feel that operations of the transit system for a period commencing October 1, 1949 to the present date has been evidence of our good faith and that it has been a fair trial period . . . it must also be recognized that a private individual cannot go on indefinitely losing money. On the other hand it is a known fact that municipalities rendering public service do not always make a profit.”

In commenting on the cessation of operations, a reporter for the *Port Townsend Leader* recorded Carroll’s thoughts: “. . . [in Carroll’s] opinion the lay-out of Port Townsend presents a definite need

¹⁹⁷ Conder, Darrell W. Interview with Franklin and Maxine McDowell, *op. cit.*

¹⁹⁸ “Local Bus Line May Be Forced To Raise Rates.” *Port Townsend Leader*, Thursday, March 23, 1950, p.1

¹⁹⁹ *ibid.*

²⁰⁰ “Bus Service to Cease Operating Here Saturday.” *Port Townsend Leader* Thursday, December 21, 1950, p. 1.

for a local transit system, but the public went without one for so many years that people had become accustomed to private transportation and not enough patronized the bus service to make it a paying venture for a private concern.”²⁰¹

After receiving Carroll’s proposal, the Port Townsend City Council didn’t tell him to take a hike—well, not right off the bat. I mean, these guys were politicians for Pete’s sake! Port Townsend Mayor Harry E. Anderson appointed the city council as a committee to study Carroll’s proposal—appointing some of the same men who had been publicly forced to back down from Carroll over the fee/permit issue. After a reverent lapse of time, the January 4, 1951 edition of the *Port Townsend Leader* reported that the Port Townsend City Council had rejected Carroll’s offer!

Many years later Carroll told interviewer William E. “Bill” Matheson “In a year and a half [of Townsend Transit operation] “Casty” [Lawrence Castellano]—[who] used to work for Black Ball [ferries and who] owns a house out on San Juan [Ave]; after eighteen months of me running the bus by there twenty minutes after the hour, because I’d run them to Fort Worden and the driver wasn’t to leave until a certain time, he would go past ‘Casty’s house, [and] ‘Casty’ said to me one day, ‘say Jack, you run a bus by my house; will you tell me what time? It was the excuse I was lookin’ for, because I wasn’t makin’ any money. So I closed the thing down—stopped the bus.”²⁰²

Presumably Jack Carroll, after talking to his friend, decided that all his efforts, expenditures and fights were for naught. People didn’t appreciate his city bus system, to which the low ridership numbers and his friend’s remarks testified, so why continue dumping his dollars into a money pit?

When Townsend Transit shut down, Jack Carroll’s friend John Lafferty kept one of the buses and sold the other through his car dealership.²⁰³ As for Carroll, he would often talk about his failed public transit enterprise to those who would listen and sometimes he would hand out the old tokens as souvenirs of a lesson he never forgot, or forgave.

It would take some thirty years before Port Townsend would see another city bus system.

Question: was there any connection between Townsend Transit and Jefferson Transit? Answer: yes and no, *i.e.* H. J. Carroll personally gave Jefferson Transit Manager Peter Badame one of his old Townsend Transit tokens, where it still resides in Jefferson Transit’s safe; one of Lafferty Stage Lines’ part-time drivers drove for Townsend Transit; and every evening Townsend Transit parked its bus at J. J. Lafferty’s downtown auto dealership, and, as we will see, Lafferty Stage Lines has an important connection to Jefferson Transit.

²⁰¹ *ibid.*

²⁰² Oral History Vol 47; *op. cit.*

²⁰³ Conder, Darrell W. Interview with Ruth Doris Benson Short, *op. cit.*



Top left, H. J. "Jack" Carroll ca. 1939 in Port Townsend. Carroll founded Townsend Transit in October 1949 and closed the company in December 1950. Middle, is a 1934 Yellow Coach Model 716 which is the model coaches likely used by Townsend Transit during its eighteen months of operation in Port Townsend. Bottom are silver reduced-fare and brass full fare Townsend Transit tokens. (Photos courtesy of Jefferson County Historical Society, Darrell Conder collection and the Library of Congress photo collection.)



Port Townsend Leader

PORT TOWNSEND, JEFFERSON COUNTY, WASHINGTON, TUESDAY, DECEMBER 31, 1949

New Bus Line Starts Service Here Saturday

H. J. Carroll, manager of the new local transportation firm known as Port Townsend Transit, announced bus service between the downtown business district and outlying sections of the community, including Fort Worden, will begin Saturday.

A 21-passenger bus recently purchased from the Everett City Lines will be put in service Saturday, and a second bus has been purchased and will be available when demand warrants it, Carroll said. Martin Hansen will be the driver.

The firm will operate on two separate routes. Routes and schedules are listed in detail in an advertisement in this newspaper.

The announced schedule is experimental, Carroll said, and will be subject to change each Friday until the final schedule is adopted.

Carroll was recently granted a temporary 90-day permit to operate the bus service in Port Townsend. When the permit was granted the city council agreed to draw up a franchise for operations after the temporary permit expires. The permit was given the operator a fee of \$100 for one bus and \$10 for each additional bus.

Carroll has been in the marine transportation business here the past two years as one of the incorporators of Olympic Ferries, Inc., which operates the ferry Fox Island on the Port Townsend-Keystone route.

Bus Service to Cease Operating Here Saturday

Insufficient public patronage and resulting financial losses will force Townsend Transit, city bus line, to cease operating following its final trip on Saturday. H. J. Carroll, owner of the service, announced.

The service through the main residential and business districts and outlying areas of Port Townsend has been operated here since October 1, 1949.

In a letter to the city council Friday, Carroll proposed that the city take over the operation of the service. He offered to give the city the buses owned by the transit for the sum of \$1, on condition that the city carries on the operation for at least two years.

"This offer," he said in the letter to the council, "is subject to one condition only . . . that the city definitely agree to operate the buses as they are now operated, or in a manner to give satisfactory service."

In commenting on the cessation of operations, Carroll said that in his opinion the lay-out of Port Townsend presents a definite need for a local transit system, but the public went without one for so many years that people had become accustomed to private transportation and not enough patronized the bus service to make it a paying venture for a private concern.

Carroll's letter declared "It is an established fact that the Townsend Transit Company has operated at a loss ever since it has been in operation, despite the fact that we feel a public service has been rendered. We further feel that operation of this transit system for a period commencing October 1, 1949 to the present date has been evidence of our good faith and that it has been a fair trial period."

"It must also be recognized that a private individual cannot go on indefinitely losing money. On the other hand it is a known fact that municipalities rendering public service do not always make a profit."

"Therefore we propose that the City of Port Townsend take over the operation of the Townsend Transit System and operate the same for a period of at least two years. If the city will do this, we will give to the city all buses of the Townsend Transit System for the sum of \$1.00."

"This offer to the City of Port Townsend . . . is subject to one condition and that condition is that the city definitely agree to operate the buses as they now are operated, or in a manner to give suitable service to the public for at least two years. In the event the city does not render such service as above stated, then the city shall reimburse the undersigned (Carroll) in the amount of \$5,000."

After Carroll's letter was read at the council meeting Tuesday night, Mayor Harry E. Anderson appointed the council as a committee to study the proposal.

Left, *Port Townsend Leader* articles reporting on the dispute between H. J. Carroll and the Port Townsend City Council over a license fee. Although Carroll won the dispute, in the end he shut down Port Townsend's first city bus company. Below, is the receipt from the City of Port Townsend for Townsend Transit's license fee. (Courtesy of the *Port Townsend & Jefferson County Leader* and the Jefferson County Historical Society.)

Official Receipt of the City of Port Townsend

To be made in triplicate and to be used by the City Treasurer's Office for Employees, excepting Water Department; No other blank form or receipt will be recognized by the City.

No. 3141

\$20.00

Port Townsend, Washington, April 18 1950

Received from Townsend Transit, H.J. Carroll the sum
of Twenty & 00/100 Dollars for said City
for Last Bus License for 1950

(To be countersigned by person paying the money)
THE FOREGOING RECEIPT IS CORRECT:

H.J. Carroll
C.F.C.

Alfred Baker
City Treasurer.

ORIGINAL



Above, another view of a 1934 Yellow Coach Model 716. Below, schedules for Townsend Transit effective October 1949. At first Carroll called his bus company “Port Townsend Transit” but later changed the name to “Townsend Transit.” (Courtesy of the Library of Congress and the *Port Townsend Leader*.)

BUS SCHEDULE
EFFECTIVE OCTOBER 1

| | |
|--|---|
| <p>ROUTE NO. 1--</p> <p>Along Water Street to Monroe, to Blaine, to Tyler, to Lawrence, to Benton, to Fir, to Fort Worden, to Tremont, to San Juan, to F, to Cherry, to Housing Project, to Lawrence, to Monroe, to downtown district.</p> <p>ROUTE 1 SCHEDULE</p> <p>Lv. Downtown 2, 3, 4, 5, 6, 7, 9, 10 and 11:15 p.m.</p> <p>Lv. Fort Worden 2:15, 3:15, 4:15, 5:15, 6:15, 7:15, 9:15, 10:15, and 11:30 p.m.</p> <p>Extra trips Saturday leaving downtown at 12 noon, and 1 p.m., leaving Fort Worden at 12:15 and 1:15.</p> | <p>ROUTE NO. 2--</p> <p>Water Street to Boat Haven, to Hilltop District, to Sheridan, to Hastings, to Discovery Road, to Holcomb, to 19th, to Housing Project, to Lawrence, to Monroe to downtown district.</p> <p>ROUTE 2 SCHEDULE</p> <p>Lv. Downtown at 2:30, 3:30, 4:30, 5:30, 6:30, 9:30, 10:30.</p> <p>Lv. Sheridan and Hastings at 2:45, 3:45, 4:45, 5:45, 6:45, 9:45, 10:45.</p> <p>Extra trips Saturday leaving downtown at 12:30 and 1:30, leaving Sheridan and Hastings at 12:35 and 1:45.</p> |
|--|---|

No Service Sundays

FARE 15c ANY PLACE IN TOWN

This Experimental Schedule Subject to Change Each Friday Until Final Schedule Adoption.

PORT TOWNSEND TRANSIT

BUS SCHEDULE
EFFECTIVE OCTOBER 1

| | |
|--|---|
| <p>ROUTE NO. 1--</p> <p>Along Water Street to Monroe, to Blaine, to Tyler, to Lawrence, to Benton, to Fir, to Fort Worden, to Tremont, to San Juan, to F, to Cherry, to Housing Project, to Lawrence, to Monroe, to downtown district.</p> <p>ROUTE 1 SCHEDULE</p> <p>Lv. Downtown 2, 3, 4, 5, 6, 7, 9, 10 and 11:15 p.m.</p> <p>Lv. Fort Worden 2:15, 3:15, 4:15, 5:15, 6:15, 7:15, 9:15, 10:15, and 11:30 p.m.</p> <p>Extra trips Saturday leaving downtown at 12 noon, and 1 p.m., leaving Fort Worden at 12:15 and 1:15.</p> | <p>ROUTE NO. 2--</p> <p>Water Street to Boat Haven, to Hilltop District, to Sheridan, to Hastings, to Discovery Road, to Holcomb, to 19th, to Housing Project, to Lawrence, to Monroe to downtown district.</p> <p>ROUTE 2 SCHEDULE</p> <p>Lv. Downtown at 2:30, 3:30, 4:30, 5:30, 6:30, 9:30, 10:30.</p> <p>Lv. Sheridan and Hastings at 2:45, 3:45, 4:45, 5:45, 6:45, 9:45, 10:45.</p> <p>Extra trips Saturday leaving downtown at 12:30 and 1:30, leaving Sheridan and Hastings at 12:35 and 1:45.</p> |
|--|---|

No Service Sundays

FARE 15c ANY PLACE IN TOWN

TOWNSEND TRANSIT

CHAPTER FIVE



Johnny, Frank & Sandra Keep the Buses Rolling!

By 1950 Greyhound Lines, Inc. was still running buses into Port Townsend and using the same depot on Water and Taylor Streets. If you needed information you could stop by O'Neill's Drug Store, or simply dial "666." Had you called that number in 1950 to inquire about the Greyhound schedule, Harry O'Neill or Johnny Lafferty would've told you that buses left Seattle to Port Townsend at 8:00 a.m., 12:00 p.m., 3:15 p.m., 6:40 p.m., 9:30 p.m., and left Port Townsend for Port Angeles at 8:45 a.m., 1:10 p.m., 3:40 p.m., 5:10 p.m., 7:45 p.m.²⁰⁴

At some point in the early 1950s, John J. Lafferty decided to open an actual Greyhound depot in the Tucker Building on the corner of Water and Adams Street in downtown Port Townsend. Since there is no one left to tell us why, we can only speculate that perhaps the Greyhound business was too much of a disruption for O'Neill's regular business. Whatever the reason, the distinctive neon Greyhound sign was removed from O'Neill's Drug Store and hung over the door of the new depot. However, the new location didn't survive long and soon the Greyhound depot was back—neon sign and all—at O'Neill's.²⁰⁵

As for Lafferty Stage Lines, by this date it was essentially running two routes.²⁰⁶ One was a school-bus-type route picking up Crown Zellerbach paper mill workers and delivering them to the mill at the beginning of their shift, and delivering them home at the end of their shift. (Bill Matheson recalled seeing Lafferty's bus in the late 1940s and 1950s picking up and later discharging mill workers in front of the Delmonico Tavern.)²⁰⁷ Lafferty's other route ran out to Fort Worden to bring servicemen to and from downtown. Since these two runs were Lafferty Stage Lines' only business (beside an occasional charter), John Lafferty never advertised. This rendered Lafferty Stage Lines all but invisible during the 1950s, except for one interesting news item in the January 25, 1951 edition of the *Port Townsend Leader*: "Police arrested Thomas Duane Scissons, who confessed he stole the paper mill bus and then abandoned it after running into a utility pole on Water Street. The

²⁰⁴ Advertisement for Greyhound Bus Lines. *Port Townsend Leader*, January 5, 1950, Second Section.

²⁰⁵ Jefferson County Historical Society Print Photograph: 2005.74.20 10.22, Business & Buildings Photographs.

²⁰⁶ As previously noted, in the early 1920s John J. Lafferty had a contact with Port Townsend schools to operate a bus route transporting students. He was still running this route at the time of the 1940 U.S. Census. It's unclear when the contract ended, but it did so when the Port Townsend School District bought its own buses and hired drivers. "Death Takes John Lafferty Suddenly at Age of 69." *Port Townsend Leader*, *op. cit.* Also see, "United States Census, 1940, Washington, Jefferson, Port Townsend, Ward 1." Digital Folder Number: 005460334. In this census Lafferty gave his occupation as a "m. mgr & driver-bus line private & school transportation." I assume "m. mgr" meant "motor company manager."

²⁰⁷ Conder, Darrell W. Interview with William E. Matheson, *op. cit.*

bus is owned by J. J. Lafferty and is operated in the carrying of employees to and from the Crown Zellerbach mill.²⁰⁸

In November 1954 Lafferty's business underwent a dramatic change when Northwest Greyhound's Olympic Peninsula from Seattle to Port Angeles run was altered to no longer directly serve Port Townsend. To accommodate the change, Lafferty added a new route to his schedule: traveling from Port Townsend out through Chimacum to South Point to meet Greyhound's Seattle-Port Angeles run and bring back passengers to Port Townsend. When the Hood Canal Floating Bridge was completed in 1961 the connection was changed to Port Townsend-Chimacum-Center. In the town of Center, Lafferty Stage Lines would meet the Greyhound bus at Gert & Mac's Grocery on Center Road.²⁰⁹

My parents owned a home next door John Lafferty, so I saw him almost every day when I was a boy. I remember how much he loved our dog and would play with him every chance he got. Mr. Lafferty also loved children and had a heart of gold. He had a wonderful smile and had a great sense of humor and everyone liked him. Mr. Lafferty knew how to make money and even though he was [financially] well off, he led a simple life, living in the same small house until he died. He was a real down-to-earth kind of guy!"—JT driver Paul Hausmann, Saturday, January 25, 2014, Port Townsend, speaking about family friend John J. Lafferty.

The late 1950s and early 1960s saw a lot of changes for Lafferty Stage Lines. For one thing, John Lafferty was the sole agent for Greyhound. For another, Lafferty had serious health problems, necessitating some different arrangements in his work load. These would involve his daughter Jean, her husband Alton Mosley, and their son, John Joseph Mosley.

Alton Clifford Mosley was born in Lewis County, Washington on May 16, 1913.²¹⁰ Already an accomplished pilot at the outbreak of World War Two, he joined the U. S. Army Air Corp, reaching the rank of captain by the War's end. Mosley married Elizabeth Jean Lafferty on February 27, 1947 in Mason County, Washington, and shortly thereafter the couple moved to Fairbanks, Alaska where Al started Far North Flying Service. In August 1965, mainly because of his father-in-law's failing health, Mosley sold his business and returned to Port Townsend with his family.²¹¹

²⁰⁸ "Man Arrested For Bus Theft." *Port Townsend Leader*, January 25, 1951, p. 9.

²⁰⁹ Named for owners Gertrude and Lloyd McMillan, Gert & Mac's Grocery was a landmark in the town of Center.

²¹⁰ Alton C. Mosley was born to James Harvey Mosley and Rebecca Tennessee Stevens, both from West Virginia. Alton Mosley died in Sequim, Washington on April 18, 1974 of an aneurysm. In an email, Elizabeth "Beth" Mosley offered the following information on the Mosley family: "They left Missouri and moved to WA between 1909 or early 1910. They showed up again in the 1920 Census in Lewis co, WA and in the 1930 Census in Port Townsend. Al's parents had nine children and Al was the 6th child. They had four girls and five boys. They owned a dance hall named The Rhododendron, better known as 'The Rhody.' I believe the dance hall was on their farm which was located on what is now Sunfield Farm School, behind the Mexican Restaurant in Port Hadlock. At that time the area was known as Chimacum. I understand the dance hall was in operation in the late 30s. Grandpa Mosley died in December of 1941. Family stories are that some of the family and in-laws provided the music for the dance hall along with local bands. Grandma Mosley and her children worked the kitchen and some of the kids also worked the coat check. All the Mosley kids, their spouses and the grandchildren would all go for Sunday dinner at what they called 'The Farm' and after dinner went over to the dance hall to wax the dance floor. All the grandchildren got to run and slide in their bare feet on the dance floor to polish it." e-mail from Elizabeth "Beth" Mosley to Darrell Conder. Subject: Mosley Info, date: Tuesday, December 31, 2013.

²¹¹ "Public Records." *Fairbanks Daily News-Miner*. August 10, 1965, p. 10. Elizabeth Jean Lafferty was born in Port Townsend on October 11, 1920 the only child of John J. and Charlotte Clare (Elgin) Lafferty. She died June 8, 2005 in Port Townsend, Washington of respiratory failure.

One of the first changes at Lafferty Stage Lines involved John Joseph Lafferty giving the business to his twenty-six-year-old grandson, John Joseph “Joe” Mosley, who, by this time, had been working for some months as one of his grandpa’s drivers. Those who knew Joe Mosley said this was a mistake: “Joe was a really nice guy, but he had grown up a rich kid who got anything he wanted. He drove a bus to please his grandpa, but running a bus company wasn’t something he wanted to do, and it didn’t last long.”²¹²

However you care to slice it, Joe Mosley soon lost interest in running a company that required him to work seven days a week. Even worse was that Lafferty Stage Lines was barely keeping its nose above the water line. All of this was why Joe Mosley bailed and his father, Alton “Al” Mosley took over the day-to-day operation of his son’s bus company.²¹³

Although he was well-qualified to run Lafferty Stage Line, Al Mosley was not in his element—running a bus company and driving a bus in Jefferson County was nothing like running a flying service and flying a plane in Alaska! Nevertheless, Al did what was needed to hold together Lafferty Stage Lines, receiving help from his wife, Jean, who took care of paperwork and bookings, and his father-in-law, John Lafferty.²¹⁴ Although Al Mosley drove most of Lafferty Stage Line’s routes, he employed two part-time drivers, one of whom was Bert Seeley, who worked as a cook at Parson’s Lighthouse Café on Water Street. Mechanics from J. J. Lafferty’s auto dealership kept his aging bus fleet running—two 1947 Greyhound Silversides (PD-3751) buses with GMC 671 diesel engines, and a 1957 Chevy school bus with 235 six cylinder gas engine.²¹⁵

Regarding those Greyhound Silversides, Lafferty’s former mechanic, Franklin McDowell, explained how John J. Lafferty came to buy them: “Lafferty was a man who knew how to make a dollar. Well, he owned a used car company, and was also in business with John Buhler, who owned the Buick dealership. Mr. Lafferty knew all the Greyhound bigwigs over in Seattle and would provide them with cars at cost. In turn, they helped him get those buses for almost nothing and they provided him with free bus parts and would ship them over to Port Townsend on the incoming Greyhound.”²¹⁶

The most dramatic change at Lafferty Stage Lines occurred on May 10, 1966 when John J. Lafferty suffered a fatal heart attack. For the details, let’s go first to the Port Angeles’ *Evening News*:

John Joseph Lafferty, 68-year-old Port Townsend businessman, died unexpectedly Monday morning at St. John Hospital. Funeral services will be at 2 p.m. Wednesday at the Port Townsend Masonic Temple, Rev. Gordon Alford officiating. Cremation

²¹² Conder, Darrell W. Interview with Franklin and Maxine McDowell, *op. cit.*

²¹³ The only record of Joe Mosley’s running Lafferty Stage Lines was a page 1, Thursday, May 19, 1966 notice in the *Port Townsend Leader*: “Bus Making Winslow Run.” “During the Greyhound driver’s strike, local bus service is being offered to and from Winslow twice daily, Joe Mosley of J. J. Lafferty Lines announced.” On page 1 of the May 12, 1966 edition of the *Port Townsend Leader*, was a small display ad that simply read: “Buses Depot at Delmonico 385-3808 From Port Townsend to Seattle.” Presumably this was placed by Joe Lafferty, since at this time his was the only bus service in Port Townsend, and he was the Greyhound agent and operated out of the Delmonico Tavern.

²¹⁴ John Lafferty, although ill, was by no means incapacitated at this time. He was still working most days at his auto dealership, and helped in very minor ways at his former bus company.

²¹⁵ *ibid.*

²¹⁶ *ibid.*

will follow. Mr. Lafferty was born April 24, 1897 in Port Townsend, the son of William and Jennie Sharp Lafferty. He attended schools here, and joined the U.S. Army during World War I, returning in 1918. He then worked for McGee Transfer Co. before purchasing the Bailey [sic] Transfer, starting his own bus line to Fort Worden. He later worked for Washington Motor Coach, and when that company was purchased by Greyhound, he retained the contract for service to Port Townsend which he held at the time of his death. He was also associated with John Buhler in a local automobile dealership and owned the beer distributorship for the area. He was a member of the Port Townsend F and AM, Lodge No. 6; B.P.O. Elks, Lodge No. 317, and the American Legion, Post 26. He is survived by his wife Charlotte, at home; a daughter, Mrs. Al Mosley [E. Jean Mosley] of Port Townsend; a grandson, Joe Mosley of Port Townsend; a sister, Loretta Lafferty of Port Townsend, a nephew, John Satterthwalte of Seattle, and a niece, Priscilla Hughes of Vancouver, Wash.²¹⁷

The *Port Townsend Leader's* obituary offers a little more information about Lafferty's final illness and more details of his business ventures:

John Joseph Lafferty, lifetime Port Townsend resident long associated with the transportation business, and active in automotive and beverage distributing firms, died suddenly Monday morning at the age of 69.

Mr. Lafferty became ill while at work and was taken to his home, 615 Lawrence Street, from where he was soon afterwards transferred to St. John Hospital. He lapsed into unconsciousness while being driven to the hospital and was pronounced dead of a heart attack a few minutes after arriving there.

He also operated Port Townsend school bus service many years on a contract basis before the school purchased its own buses, and also held mail contracts.

He and the late William J. Buhler became Rainier beer distributors here a number of years ago, operating under the name of Buhler & Lafferty, and he further extended his activities by opening the Lafferty Motor Company, Buick agency. Since the death of William J. Buhler he was associated with John Buhler in these firms.

Mr. Lafferty served about 25 years as Port Townsend fire chief, having held that position during the modernization program that included construction of the present fire station and the addition of the ladder truck and other modern equipment. He also served a term as first ward city councilman.

He was long a member of Port Townsend Lodge No. 6, Free & Accepted Masons; Port Townsend Lodge 317, B. P.O. Elks, and Post 26, American Legion.

Survivors included his wife Charlotte; a daughter, Mrs. Al Mosley, grandson, Joe Mosley, and a sister, Miss Loretta Lafferty, all of Port Townsend; a nephew, John Satterthwalte, Seattle, and niece, Priscilla Hughes, Vancouver, Washington.

²¹⁷ "John J. Lafferty dies in Port Townsend." *Evening News*, Port Angeles, Tuesday, May 10, 1966, pp. 5, 11. Additional information from Conder, Darrell W. Interview with Elizabeth "Beth" Mosley on Sunday November 3, 2013.

The Rev. Gordon M. Alford of the First United Presbyterian Church conducted the funeral service. The B. P. O. Elks also participated in the rites.

Funeral services were held Wednesday afternoon at the Masonic Temple, followed by cremation. His ashes are to be taken to Washelli, Seattle, for interment.

Mr. Lafferty was born here April 24, 1897, son of Mr. And Mrs. William S. Lafferty. The parents had come here in 1891 and the elder Mr. Lafferty, who was street superintendent here many years, died at the age of 97 in 1954, being recognized as this area's oldest resident.

After receiving his early schooling here, John Lafferty began driving for the old City Transfer Co., then operated by Sam McGee. After serving in the Army in the first world war he purchased the Townsend Transfer Co., which had been operated by Henry V. Bayley. He operated that business under the name City Garage, proving automobiles for hire and including a bus line which ran between Port Townsend and Fort Worden.

Later he joined the Washington Motor Coach Company, and, after that firm was bought out by Greyhound, he operated the Greyhound service out of Port Townsend under contract.²¹⁸

Some of the information in the above two obituaries conflicts with the January 4, 1919 *Port Townsend Leader* article "A Business Change—John J. Lafferty Has Purchased Passenger Business Of Sam McGee." Although John Lafferty did own the Townsend Transfer Company, according to that 1919 *Leader* story Lafferty sold this business before going into the U.S. Army, which he did in September 1918. It was after his discharge, some three months later, that he purchased Sam McGee's up-and-running bus business, which included a bus route to Fort Worden.²¹⁹ In the case of Lafferty and McGee's business transaction, the muddled information may be put down to the circumstances and the fact that details were being recalled some forty-seven years after the event.

By 1968 Al and Jean Mosley were spending seven days a week running Lafferty Stage Lines, while son Joe was working in Long Beach, California. Their reason for holding onto the company was the hope that son Joe would decide to come back to Port Townsend and take over. In the meantime they had to deal with the day-to-day problems, one being a request to the Port Townsend City Council asking for permission to move their bus zone from the Delmonico Hotel & Tavern to Parson's Light House Café at 955 Water Street. On August 22, 1968 Mayor Frank Smith granted Alton C. Mosley, d.b.a. J. J. Lafferty Stage Lines, permission to change "... its loading location from the Delmonico Hotel to the Parsons [sic] Café. The bus loading zone is temporarily located at the Admiralty Hotel, but will be moved to Parson's in the near future where it will be permanently established."²²⁰

²¹⁸ "Death Takes John Lafferty Suddenly at Age of 69." *Port Townsend Leader*, *op. cit.*

²¹⁹ "A Business Change—John J. Lafferty Has Purchased Passenger Business Of Sam McGee." *Port Townsend Leader*, *op. cit.*

²²⁰ "Mayor Smith announced that the J. J. Lafferty Stage Lines is changing its loading location from the Delmonico Hotel to the Parsons Café." *Port Angeles Evening News*, August 22, 1968, p. 12.

During my interview with Franklin and Maxine McDowell, I asked if they knew why Al Mosley decided to change locations, especially since the Delmonico/McCurdy Building had been home to Lafferty Stage Lines for decades? Frank McDowell told me it was because Al had discovered some \$20 was daily missing from the Greyhound receipts. Since the Delmonico Tavern's bartenders sold tickets and handled freight when the Lafferty Stage Lines' kiosk was unmanned, which it usually was, one didn't need to guess where the money was going.

Although the culprit was easily discovered, Al Mosley was through with the Delmonico Tavern and quickly negotiated a move to Parson's Lighthouse Café where his friend Bert Seeley was working as a cook. With the move accomplished, things returned to normal; but in an instant the future of Lafferty Stage Lines turned upside down.

On Thursday, July 31, 1969 Joe Mosley and a female passenger were riding his Harley-Davidson motorcycle on an "under-construction" California highway when he lost control of his bike and crashed. Both Mosley and the girl were critically injured and although the girl would later recover, Joe Mosley died three days later on Saturday morning, August 2, 1969.²²¹

Since Al and Jean Mosley were Joe's next of kin, they inherited Lafferty Stage Lines—something that neither wanted and certainly not under those circumstances. Indeed, Joe Mosley's death insured that Lafferty Stage Lines would be sold.

In a town the size of Port Townsend, if you tell someone something in the morning by evening everyone will know about it. In other words, when Al Mosley let it be known he wanted to sell his bus business, buyers were soon knocking at his door.

Bert Seeley, who had recently purchased Parson's Lighthouse Café and renamed it Seeley's Custom House Café, offered to buy the Greyhound agency.²²² The deal was struck and from that time on Greyhound passengers and shippers went to Bert's café to buy their tickets, ship freight and catch a connection to Greyhound at Center—and, without doubt, to consume one of Bert's famous burgers while waiting! As for the bus company, two of Seeley's friends stepped up to the plate (so-to-speak).

Not Everyone Can Brag About a Greyhound Bus Parked in Their Driveway!

When Franklin and Maxine McDowell first visited Port Townsend, they fell in love with the place and decided to call it home. After settling into a temporary rental, Frank went to work as a mechanic

²²¹ *Evening News*, Port Angeles, Washington, August 8, 1969, page 17. "PORT TOWNSEND — John Joseph Mosley, son of Mr. and Mrs. Al Mosley of Port Townsend, died Saturday morning in a California hospital from injuries received in a motorcycle accident on July 31. Born on Nov. 8, 1939, Mosley attended school in Port Townsend through the seventh grade before moving to Alaska with his parents. Mosley returned to Port Townsend following three years of service with the U. S. Army and began working for Lafferty Stage Lines. He had been living and working in Long Beach, Calif. Memorial services were held in California with cremation following. Interment is at Washell Cemetery in Seattle." (The Thursday, August 7, 1969 edition of the *Port Townsend Leader* printed Joe Mosley's obituary and mentions that he had served in a helicopter unit for thirteen months in Vietnam.) Some months after Joe Mosley's death, Frank McDowell and Al Mosley traveled down to Los Angeles to bring back Joe's Harley-Davidson motorcycle to Port Townsend. Conder, Darrell W. Interview with Frank and Maxine McDowell, *op. cit.*

²²² Seeley sold the café a few years later and the new owners changed the name back to Parson's Lighthouse Café. Today, it is still in business at the same location as the Lighthouse Café.

for John J. Lafferty's car dealership and soon thereafter he and Maxine went house hunting.²²³ Their dream house turned out to be an old fixer-upper Victorian place located at 1726 Franklin Street, about a half block up the street from the Jefferson County Courthouse.

After John J. Lafferty's death, Frank McDowell opened Point Hudson Marine Repair, located at Point Hudson Harbor in downtown Port Townsend. Of course Frank was well-acquainted with Lafferty's bus company, since he not only had worked for Johnny Lafferty, but had become good friends with Al Mosley and Bert Seeley. In fact, it was from Bert that Frank McDowell learned that Al Mosley wanted to sell Lafferty Stage Lines.

With some consideration, Frank and Maxine decided they could manage both their marine repair business and a bus company. Although neither Frank or Maxine McDowell can now recall the exact sum, they estimate they paid Alton Mosley somewhere in the neighborhood of \$8,000 to \$9,000 for Lafferty Stage Lines.²²⁴

Using their residence at 1726 Franklin Street as a business address, on January 1, 1969 the ownership of Lafferty Stage Lines passed to Frank and Maxine McDowell, who changed the company name to F. McDowell-Lafferty Stage Lines. For their money the McDowells received Al Mosley's help getting started, Lafferty's two former Greyhound PD-3751s, or "Silversides," and his blue 1957 17-passenger Chevy school bus. A week later they hired Grace North to paint the new company name along the sides of the buses: McDowell-Lafferty Stage Lines.²²⁵

Do you recall the famous Victorian novelist Thomas Hardy's book about life's little ironies?²²⁶ Well, the McDowell's little ironies involved both their new home and their new business.

A few months after they moved into their new home, Frank and Maxine McDowell discovered that the house had once belonged to none other than Sam McGee, the man who had sold John J.

²²³ Conder, Darrell W. Interview with Frank McDowell, *op. cit.* Frank McDowell's employment at Lafferty's auto dealership was fortuitous for me since it tied up a mystery involving peanuts! Each day Lafferty would walk around the corner from his dealership to the Delmonico Tavern because, technically, that was his bus company's office. However, what he really did there was to drink beer, play cards and pass the time of day with his numerous friends. Frank McDowell recalled that there was something sitting at the end of the bar, which, after he described it to me, I knew to be a trade stimulator. In other words, it was a miniature slot machine. When a penny was inserted into the thing and the handle pulled, wheels, painted with prizes, would spin. If it stopped with three of the same prize symbols on the same line, the player won that prize. John Lafferty was hooked on this thing and played it every day. When he won, it seemed the prize was usually a package of peanuts. Since he didn't like peanuts, Lafferty would bring them back to his dealership and offer them to one of the employees. He did this so often that it became a joke among his employees: "I wonder who will get the peanuts today?" I had heard a version of the peanut story from Ruth Short, but couldn't figure out why Lafferty, who didn't like peanuts, would often buy the things and bring them back to his employees. When Frank McDowell told me about Lafferty playing the trade stimulator in the Delmonico Tavern and winning peanuts, at last the tale made sense.

²²⁴ Conder, Darrell W. Interview with Frank McDowell, *op. cit.*

²²⁵ There are no surviving records of Lafferty Stage Lines' sale. The application for a business license, dated February 2, 1969, shows the trade name being registered as F. McDowell Lafferty Stage Lines and was signed by Franklin and Maxine D. McDowell, although the business was listed as an individual concern and not a partnership. Business license number 0158 dated February 4, 1969 lists the company name as F. McDowell Lafferty Stage Lines, as does the April 29, 1969 tax report and the July 18, 1969 tax report. The April tax report shows that McDowell earned \$6,097.85 and owed \$12.20 in tax, while the July tax report shows an earning of \$2,568.45 and owed \$5.14 in tax. McDowell, Franklin, Jefferson County Historical Society: "Port Townsend business license file."

²²⁶ "Life's Little Ironies" is a collection of tales written by Thomas Hardy and originally published in 1894.

Lafferty his bus line sixty some-odd years earlier.²²⁷ Ironically, with the purchase of Lafferty Stage Lines the McDowells now owned both McGee's home and his former bus company!

During those first months the McDowells ran McDowell-Lafferty Stage Lines from their Franklin Street home, parking their Silversides and school bus in the driveway and out front on the street. But, as they explained in their interview, Port Townsend was a different place then, which is a polite way of saying that by today's standards the neighborhood was a bit rundown. Put another way, no one cared about two old Greyhound buses parked around the place!

Eventually, the McDowell's decided to combine their bus company with their Point Hudson Marine Repair business at Point Hudson Harbor. The 1970 phone directory reflects the change: "Lafferty Stage Lines Depot Point Hudson Harbor Local Service & Charter Available 385-1172."²²⁸ (Another little irony was that McDowell-Lafferty Stage Lines' business location sat directly behind the building that would one day become Jefferson Transit's first real home!)

Because the McDowell's drove their buses, they only employed part-time drivers. These included Bert Seeley, Russ Smith, Boyd Rinderneck, Mac McQuillen and Marie McClendon.²²⁹ (Regarding that last driver, the McDowells told how she, being a short, petite woman, had to partly stand up from her seat when she steered her Silversides bus around a corner—no power steering back then!) As for the routes, these didn't change much from what J. J. Lafferty, Joe and Al Mosley had been running, although the McDowells did considerably more charter runs. The major route was still the daily runs from downtown Port Townsend out to Center Road to Gert & Mac's Grocery to meet the Greyhound bus.

When I asked the McDowells if they recalled any serious problems during those years, Frank recalled one incident during a charter run up to Snoqualmie during the ski season.

McDowell dispatched a new driver in one of the Silversides and gave him careful instructions: when he started down the mountain, he needed to pull the Silversides onto the shoulder, completely stop and shift to second gear before proceeding. This was because the bus' gears wouldn't downshift to second when the bus was traveling at higher speeds, and to keep the bus at a safe speed, it had to run in second gear down the mountain. The driver assured Frank that he understood and would do as instructed.

A week or so later, Frank met a friend who said, "say Frank, when I was up in Snoqualmie last week, one of your Silversides passed me like I was standing still!" A surprised McDowell responded: "Are you sure it was one of my buses? They barely have enough power to get up that mountain!" The friend explained that it wasn't on the uphill part of the trip, but coming down the mountain that the bus flew past him. When McDowell asked his driver about it, he confessed that he had waited too long on the downhill trip to pull over and downshift; when he finally tried to pull over, he was going

²²⁷ After Frank and Maxine McDowell bought their new home, they were browsing in a local antique store and discovered an old photograph of a man and his family standing outside of their home. They bought the photograph and later had it identified as Sam McGee and his family. They left the framed photograph with the new owners when they sold their home. Conder, Darrell W. Interview with Franklin and Maxine McDowell, *op. cit.*

²²⁸ "Pacific Northwest Bell Telephone Directory for Port Townsend Port Ludlow Area Code 206 January 1970." (Pacific Northwest Bell Telephone, 1970), Yellow Pages "Bus Lines."

²²⁹ Conder, Darrell W. Telephone interview with Franklin and Maxine McDowell on Wednesday, December 18, 2013, and Conder, Darrell W. Interview with Franklin and Maxine McDowell, *op. cit.*

too fast and couldn't get the bus stopped. With the brakes nearly on fire, he had no choice but to take his foot off the brake and ride it out—reaching speeds up to 90 mph on icy roads. Luckily, there were few cars going down the mountain and the driver was able to weave in and out of traffic and get his terrified passengers safely delivered.

Living in Port Townsend meant that the run-away bus story quickly spread around town. When someone asked Frank McDowell why he hadn't fired the driver, he responded "why should I? He won't make that mistake again!"²³⁰

It was after their move to Point Hudson that Frank McDowell decided to sell off one of the Silversides and buy a 1950 Flxible bus with a Buick Roadmaster Straight-8 gas engine. Although the bus he wanted to sell needed some serious engine work, McDowell was nevertheless able to drive it down to a Los Angeles used bus dealer. Some months later McDowell's phone rang and the caller identified himself as the one who had bought his old Silversides from the LA dealer. Oddly enough the man was from Yakima, Washington and had driven the bus back into the state where he intended to remodel it into a motor home. Of course, he would have to replace the engine, which was the reason he was calling: did McDowell know where he could locate an original engine?

Although Frank McDowell's remaining Silversides was in decent shape, by then he had decided to replace the engine with something more powerful. Since he was going to change out the engine, he suggested to the caller that it would be the same to him if they simply exchanged buses, thereby saving the trouble locating and installing another engine. The man agreed and drove the bus over from Yakima to make the switch. And so, the Silversides bus that Frank McDowell drove to Los Angeles to sell, came back to Washington, and then to the same driveway where it had been parked before it was sold—another of life's little ironies!²³¹

Sometime in 1970 Bert Seeley joined with Frank McDowell in a partnership offering sightseeing tours around Port Townsend. One of the tours would originate at Seeley's café and run daily every 1-1½ hours. According to the brochure the cost was:

\$1.50 adults, children 12 and under 75¢ and children 5 and under were free. Schedule: leaves the café at 11 a.m., arrives back at 12:30 p.m.; leaves 1 p.m. arrives back at 2:30 p.m.; leaves 2:30 p.m. arrives back at 4 p.m. Reservations required. Covers fifteen miles of scenic, historic homes, buildings and points of interest. Special feature is an escorted tour by costumed hostess through the Fuge House, built before 1875—hostesses Sally and Betsy Frazee. Extended tours 3 hours, and 30 miles of scenic historic homes, buildings and points of interest. Special feature is an escorted tour through the Starrett House, Host and Hostess George and Lorraine Nichols. Also the Furlong House host and Hostess Joe and Ruby Ladley. Price \$3.50 for adults and \$1.50 for children 12 and under. Leaves 1 p.m. arrives 4 p.m. All tours by reservation and can be cancelled if there are not 10 or more passengers. Seeley's Custom House Restaurant & Greyhound Depot 955 Water Street, call 385-3225.²³²

²³⁰ Conder, Darrell W. Interview with Franklin and Maxine McDowell, *op. cit.*

²³¹ *ibid.*

²³² Brochure in the author's collection, courtesy of Franklin and Maxine McDowell.

It was sometime near the end of 1970 that Bert Seeley sold his café. As for the Greyhound agency, Seeley sold this to his friend and part-time employer, Frank McDowell.

By the time 1972 rolled around the McDowells were seriously considering selling both their marine repair business and Lafferty Stage Lines. Yes, both businesses were profitable, but, as the McDowells explained, for years they had been working seven days a week running two businesses and were simply exhausted. They needed a break! And so, they followed Al Mosley's example and put out the word: for sale: McDowell-Lafferty Stage Lines. Within a week, Port Townsend residents Elmer Stevens and his wife, Sandra, came inquiring. Shortly after their initial meeting with Frank McDowell, a deal was struck.

That's Not a Bus—It's an 8-Door Taxi Cab, For Pete's Sake!

In July 1972 Elmer Finis Stevens, Jr. and Sandra Mae Stevens bought McDowell-Lafferty Stage Lines and renamed it Stevens' Stage Line. The McDowell's remembered the purchase price being roughly the same amount they had paid Alton Mosley, or some \$8,000-\$9,000. For their money the Stevens' got the remaining Silversides bus, the blue 17-passenger Chevy school bus, the 1950 Flxible bus, one newer model van, the Greyhound agency and freight scale, and Lafferty Stage Lines' phone number: 385-1172.²³³ From that time on Stevens' Stage Line would be listed in the phone directory thus: "Stevens' Stage Line Agent for Greyhound 840 Water 385-1172."²³⁴

I should also point out that even though both Elmer and Sandra Stevens jointly purchased F. McDowell-Lafferty Stage Lines, Sandra Stevens was listed as the sole proprietor. Their son, William "Bill" Stevens, explained that this had to do with his father's position as a Greyhound bus driver, since Greyhound Lines, Inc. forbade employees from owning a Greyhound agency.²³⁵

Once the business changed hands, things went on pretty much as usual. Indeed, the only major change seems to have been Stevens' Stage Lines resuming operations from a kiosk inside the Delmonico Tavern, and that the kiosk was now manned most of the day.²³⁶ As for the schedule, it stayed the same as Lafferty Stage Lines' schedule: daily runs from downtown Port Townsend out to Center Road to Gert & Mac's Grocery to meet the Greyhound bus coming either from Seattle or Port Angeles.

After arriving at Gert & Mac's, the Stevens' Stage Line bus exchanged passengers and freight with the Greyhound bus and traveled back through Chimacum and Port Hadlock and then on into Port Townsend to the depot at the Delmonico Tavern. All went like clockwork *if the bus was headed from Port Angeles to Seattle*. However, if the schedule was Greyhound's Seattle to Port Angeles run, the bus was invariably late owing to the distance traveled and the many stops between Seattle and Jefferson

²³³ Information from the Stevens family and personal friends. Also, Conder, Darrell W. Telephone interview with Franklin and Maxine McDowell *op. cit.*, and Conder, Darrell W. Interview with Frank and Maxine McDowell, *op. cit.*

²³⁴ *Port Townsend Port Ludlow Area Code 206 Pacific Northwest Bell January 1977*. (Pacific Northwest Bell Telephone, 1976), Yellow Pages, p. 18.

²³⁵ Conder, Darrell W. Interview with William "Bill" Stevens, Thursday, October 17, 2013, Port Townsend, Washington.

²³⁶ Conder, Darrell W. Interview with Linda LaCrosse on Saturday, October 26, 2013, Port Townsend. There is no surviving record of the sale, but there is a small notice in the *Port Townsend Leader* that details a change in depot locations without mentioning Stevens' Stage Line: "Bus Depot Back At Delmonico." *Port Townsend Leader*, Thursday, July 6, 1972, p. 11: "Effective this week, depot [sic] for the local bus line moved from Hudson Point to its former location at the Delmonico on Water Street.. Arrival and departure times remain unchanged and are listed in the advertisement elsewhere in this issue." (The advertisement is located on page 4.)

County. Naturally, this caused the connecting Stevens coach to run late when heading back to Port Townsend. Although it was an annoying inconvenience, it was one that Sandra Stevens learned to live with. It would not be so for Stevens' Stage Line's successor, as we shall see in the next chapter.

Other Stevens' routes included a run to Discovery Bay Tavern on US 101, and tours around Port Townsend, with Sandra Stevens driving and Linda LaCosse acting as a tour guide.²³⁷ Stevens' drivers back then were William Smith (Sandra Stevens' father who worked part time when needed) Vern and Virginia Mullins, Jay Winters and Linda LaCosse with Jan Matthews helping as a dispatcher.

One of Stevens' Stage Line's first new "buses" was a 1966 Checker Aerobus Limousine, purchased by Elmer and Sandra Stevens in Kalamazoo, Michigan.²³⁸ Now those Checker limos weren't just unique in appearance (think an 8-door Checker Cab here), driving one was a different kind of experience. When I interviewed those who had driven the old limo, they had nothing but complaints. The most common of these was a weight distribution problem. When the limo was loaded with passengers, it put stress on the middle of the vehicle and the doors wouldn't properly close, which meant it leaked both cold air and rain inside. Virginia Mullins recounted that when she started driving for Sandra Stevens in 1974, she had to be talked into driving the Checker and recalled that the worst experience was trying to parallel park the thing in downtown Port Townsend. Moreover, the Checker always seemed to need mechanical help. Driver Linda LaCosse remembered two occasions pulling up to a stop sign and discovering that she had no brakes!

A notable date in Stevens' Stage Line history was September 11, 1973, which is when Elmer and Sandra Stevens purchased Gert & Mac's Grocery in Center.²³⁹ Although the purchase didn't greatly affect their transit business, it seemed a logical move since Stevens' Stage Lines was Jefferson County's Greyhound agent, Stevens' buses met Greyhound at this location, and the store was profitable.

The new owners continued operating the store as Gert & Mac's Grocery until 1977 when the name was changed to Center Valley Market. *The Daily News* explains the reason for the name change:

The Center Valley Market opened Saturday replacing Gert and Mac's Grocery, which was destroyed by fire Nov. 8. The new store is about twice as large as the former, which was a landmark of downtown Center, a town of approximately 250 in Jefferson County. It is a stop for the Port Angeles-to-Seattle Greyhound bus to pick up passengers from Port Townsend which are handled by Stevens' Stage Line. Self-service gas is now offered. Elmer and Sandra Stevens continue as owners. On Nov. 8 a blaze started by a tractor-trailer rig delivering gasoline spread to the store, two homes, a trailer house and an apartment building. Firemen pulled the burning rig away from the immediate fire scene and cooled it down with water, preventing the blaze from spreading further.²⁴⁰

²³⁷ *ibid.*

²³⁸ Conder, Darrell W. Interview with William "Bill" Stevens, *op. cit.* Bill Stevens said that his parents took a Greyhound bus back to Kalamazoo to purchase and then drive the Checker back to Port Townsend.

²³⁹ Grantee, Stevens, Elmer F. and Grantor, McMillan, Lloyd. Jefferson County Courthouse, County Clerk's Office, Deed Book 53, pp. 704-705.

²⁴⁰ "Center market opens." (Port Angeles), *The Daily News*, Monday, April 11, 1977, p. 5.

In the coming years Stevens' Stage Lines continued pretty much as it had since old Sam McGee had started the business back in 1915—that is until the night of February 12/13, 1979 when a windstorm, producing winds of up to 85mph and gusts estimated at some 120mph, hit the Hood Canal Bridge. At 7:00 a.m., give or take a few minutes, the western draw span and the pontoons of the western half of the bridge broke loose and sank—despite the draw span being opened to relieve lateral pressure. Although no one was injured, the Hood Canal Bridge was in ruins and would remain closed for nearly three years.²⁴¹

What all this meant was that a lot of people in Jefferson County were cut off from Kitsap County and, just as importantly, from Seattle. Even the ever-faithful Greyhound bus ceased making its daily trips into Jefferson County.²⁴² The seriousness of the situation was made clear to politicians by a questionnaire that revealed:

... a majority of trips were to and/or from communities near the bridge. On the weekend 48% of westbound trips originated on the north and central Kitsap Peninsula, with 88% of the destinations in areas near Port Ludlow, Port Townsend, Sequim, and Port Angeles. For weekday trips, nearly 55% of westbound trips originated in northern or central Kitsap County with 90% of the destinations in the Port Ludlow, Port Townsend, Sequim, and Port Angeles areas. A large number of eastbound weekday morning trips appeared to be for commuting purposes, with 92% originating in Port Ludlow, Port Townsend, Sequim, or Port Angeles, and 60% with central or northern Kitsap County as a destination, and 32% ending in the Seattle metropolitan area. The evening westbound trips seemed to mirror the morning patterns. When asked the purpose of their trips, respondents reported that for weekend trips 21% were for recreational, 21% for social, 19% for personal, 18% for work, 6% for business, and 4% for medical reasons. For weekday trips 33% were for work, 17% for personal, 14% for business, 11% for medical, 9% for social, and 8% for recreational reasons.²⁴³

Washington state's immediate response was to use the Washington State Ferries. First was the establishment of a Port Townsend-Edmunds ferry route, which had a dramatic effect on tiny Port Townsend, since it daily flooded downtown streets with countless hundreds of automobiles.²⁴⁴ The other remedy was a bit more involved, because it entailed the reestablishment of a Washington State ferry across the Hood Canal between Lofall and South Point south of the bridge. But these steps were far from an instant cure. Indeed, in the latter case the ferry route had been defunct for some eighteen years and the state would have to reacquire access to the land and restore operational conditions at both

²⁴¹ "Canal Bridge Disappears In a Puff of Wind." *Port Townsend Leader*, Wednesday, February 14, 1979, p. 1.

²⁴² Eventually, Greyhound would reconnect via the Port Townsend-Edmunds ferry. When this connection was made, Greyhound would again serve downtown Port Townsend—for the first time since 1954!

²⁴³ Wikipedia, article "Hood Canal Bridge."

²⁴⁴ "Port Townsend Becoming a Major Ferry Terminal." *Port Townsend Leader*, Wednesday, February 14, 1979, p. 1, and "Port Townsend-Edmonds Ferry Service Begins." Wednesday, February 14, 1979, p. 1. Also see, "Weekend Traffic 'Crazy' In P.T." *Port Townsend Leader*, Wednesday, March 28, 1979, p. 1. The article reported that the state ferry system turned away approximately five hundred vehicles on Sunday when they were attempting to return to the Seattle area via the Port Townsend-Edmunds ferry.

landings before launching a temporary ferry service; moreover, it was only a foot ferry, meaning no automobiles would be crossing the canal.

While working on these obstacles, the state needed to provide a means of mass transportation to meet the ferry at South Point, which is where Stevens' Stage Line came in.²⁴⁵

The transit problem was solved when the state signed a contract with Jefferson County's only bus service—Stevens' Stage Line—to perform the task. For her part, Sandra Stevens realized at once that she would need more equipment. She found what she needed at Seattle METRO and leased #4140, a Flxible 40-passenger diesel coach.²⁴⁶ Stevens put the bus into service with her new 1976 26-passenger Superior school bus and together they made daily runs down Center Road to Port Ludlow/Paradise Bay and on to South Point to meet the new foot ferry.

Stevens' drivers Vern and Virginia Mullins remembered that one bus would leave Port Townsend at 4:45 a.m. for the run to South Point—loaded with workers who needed to get across the Hood Canal—and would arrive at 6:35 a.m. This bus would remain at South Point all day making continual loops to the ferry and back to a park-and-ride lot. Another bus would leave Port Townsend at 6:15 a.m. for South Point, then make a return trip to Port Townsend. The South Point loop bus would finally return to Port Townsend at 6:15 p.m., again loaded with workers. For both drivers and passengers it was a long, long day!²⁴⁷

By 1980 Stevens' Stage Line was listing an address at 333 Benedict Street in Port Townsend and was still using McDowell-Lafferty Stage Lines' old phone number: 385-1172.²⁴⁸ By the following year their address had changed to 1030 Lawrence Street in uptown Port Townsend.

During all this Sandra Stevens, whom Linda LaCosse remembers as a cheerful woman with a great sense of humor, ran her little company with amazing efficiency.²⁴⁹ But a big change was coming for both Stevens' Stage Line and Jefferson County.

²⁴⁵ There were other solutions proposed, such as former Jefferson County planning director and streetcar buff David Cunningham's rubber-tired trolley. Trying to sell Port Townsend residents on the notion, Cunningham reasoned that his line "will reduce automobile traffic in the residential neighborhoods ..." Cunningham was doing more than just talking. A *Port Townsend Leader* newspaper article noted that he had purchased all licenses, franchises and insurance necessary to run his "Water Street Transit Co., Inc." An optimistic Cunningham explained that if he couldn't "get the trolley in time for use this season, we have access to one or two British-style double-decker buses." Although British double-decker buses running up and down Water Street certainly would have been a novelty, the whole thing fizzled and Cunningham dropped out of sight. "Former Jefferson County planning director David Cunningham considering starting a streetcar line." *Port Townsend Leader*, Wednesday, March 7, 1979, p. 12.

²⁴⁶ Conder, Darrell W. Interview with Vern and Virginia Mullins, Port Townsend, Tuesday, October 29, 2013.

²⁴⁷ *ibid.*

²⁴⁸ It should be noted that by this date Sandra and Elmer Stevens had been granted a divorce. As part of a divorce settlement, Elmer Stevens kept his Greyhound pension and Sandra M. Stevens retained ownership of Stevens' Stage Line, which included the following equipment: a 1966 Checker limousine, a 1976 Dodge van and a leased 1976 Superior passenger bus. They kept joint ownership of Center Valley Market, located at Center Road. Jefferson County, Washington Clerk's Office, April 20, 1979, Case No. 3233, Roll # 105, pg. 165. Elmer Stevens was born March 26, 1936 and died on November 27, 2002.

²⁴⁹ Conder, Darrell W. Interview with Linda LaCosse, *op. cit.*



BUSES

Port Townsend-Seattle

| Leave Port Townsend | Leave Seattle |
|---------------------|---------------|
| *8:45 am | *8:00 am |
| *1:10 pm | *12:00 pm |
| 3:40 pm | *3:15 pm |
| †5:10 pm | *6:40 pm |
| *7:45 pm | †9:30 pm |

*Buses also leave at these times for Port Angeles; in addition to a 5:20 trip from Port Townsend to Port Angeles.

†Sundays and holidays only. All other trips daily.

The 8:45 a. m. trip out of Port Townsend and the 12 noon and †9:30 p.m. trip out of Seattle operate through Irondale. The 3:40 p. m. trip out of Port Townsend and the 3:15 p. m. trip out of Seattle via Colman Dock, Winslow and Agate Pass Bridge.

Convenient connections in Seattle for all points.

Inquire for convenient bus schedules to other points.

GREYHOUND BUS DEPOT
 O'Neill Pharmacy Water and Taylor
 Phone 666
 Port Townsend
 Agents, Harry O'Neill

GREYHOUND

Above left, the Greyhound depot located at O'Neill's Drugs on Water & Taylor Streets inside the McCurdy Building, July 1951. Notice the neon Greyhound running dog sign over the door. Right, one of Greyhound's famous Silversides coaches loading at the side of O'Neill's. Middle left, a front view of a 1939 Greyhound Yellow Coach parked beside O'Neill's. Middle right, is an ad from the *Port Townsend Leader* showing the schedules for Greyhound. Below, the Greyhound Bus ad from the 1950 Port Townsend telephone directory. (Photos courtesy of the Jefferson County Historical Society. Ads courtesy of the *Port Townsend & Jefferson County Leader*.)

Bus Lines.

NORTHWEST GREYHOUND LINES

Frequent bus service to Olympic Peninsula Points, Seattle, Western, Central and Eastern Washington, and all the East via Scenic Northern Route.

Travel Greyhound to California and all points in the Nation

"FOR INFORMATION CALL"
BUS DEPOT
O'NEILL PHARMACY 844 Water.....666



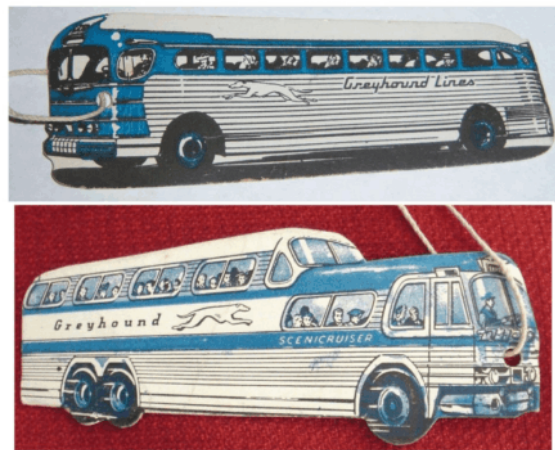
Top, the corner of Water and Taylor Streets in downtown Port Townsend, ca. 1953. A frontal view of O'Neill's Pharmacy where Washington Motor Coach System buses and later Greyhound buses stopped. Over the entrance is the distinctive Greyhound running dog sign. Across the street is Baker Drug Store, where Port Townsend Southern Stages maintained a depot. (Darrell Conder collection.) Bottom right a Greyhound driver loading his bus in the bus zone beside O'Neill's Drug Store in 1951 and a Greyhound ID check from the same year. (Courtesy of the Jefferson County Historical Society.)



| | | |
|---|----------------|------|
| FORM 14 | N ^o | 7613 |
| NORTHWEST GREYHOUND LINES, INC. SEATTLE, WASH. | | |
| IDENTIFICATION CHECK | | |
| NOT GOOD FOR PASSAGE OR REFUND | | |
| To be retained by passenger until trip is completed, subject to in- spection by driver at any time. | | |
| FROM STATION STAMPED ON BACK | | |
| To PORT TOWNSEND, W | | |



In the 1950s one would have found this Greyhound schedule and these luggage tags at O'Neill's Drug Store in downtown Port Townsend. The bus driver would have worn a hat and badge like the one below. (Darrell Conder collection.)



From the J. J. Lafferty Stage Lines - August 19, 1968 To wit:

Honorable Mayor & City Council

Gentlemen:

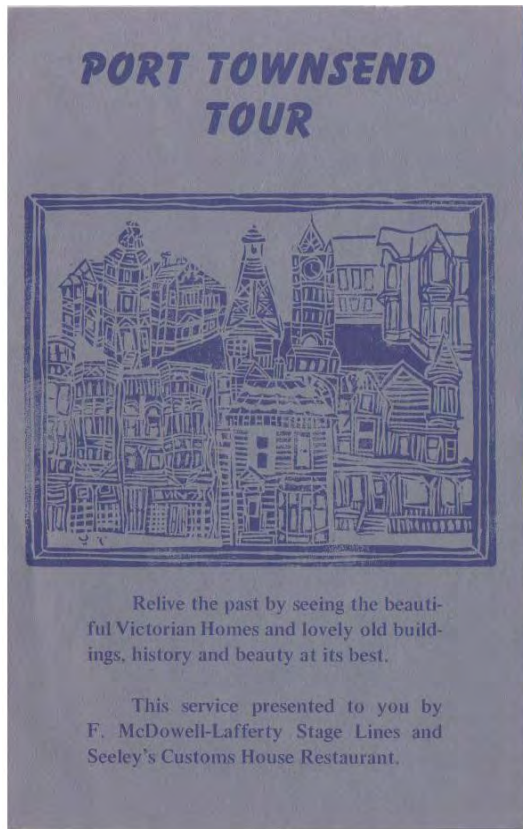
The J. J. Lafferty Stage Line would like permission to change location of parking from the Delmonico Hotel to the Parson's Light House Cafe.

Sincerely,
/s/ A. C. Mosley
J. J. Lafferty Stage Lines,
Port Townsend, Wash.

No action was taken as the Mayor suggested that the letter from the J. J. Lafferty Stage Lines be considered under new business.

Above, the August 1968 letter from Al Mosley to the Port Townsend City Council requesting that he be allowed to change the location of Lafferty Stage Line's parking in downtown Port Townsend. Middle left, one of Lafferty Stage Lines' former Greyhound PD-3751 Silversides parked across the street from the Uptown Theater ca. 1968. Middle right, Al Mosley in ca. 1945. Bottom left, the second PD-3751 Silversides owned by Lafferty Stage Lines. Bottom right Maxine and Franklin McDowell. (Document courtesy of the Jefferson County Historical Society. Bus photos courtesy of Frank and Maxine McDowell. Al Mosley photo courtesy of Elizabeth "Beth" Mosley.)





Top left, one of McDowell-Lafferty Stage Lines's touring brochures. Middle, J. J. Lafferty's two former Greyhound buses parked across the street from Port Townsend's Uptown Theater, ca. 1968. Below left, a February 1971 photo of McDowell-Lafferty Stage Lines' 1950 Flxable bus, taken at his Point Hudson depot; and right, Sam McGee's former home on 1726 Franklin Street, which Frank and Maxine McDowell's purchased in 1968. (Courtesy of Franklin and Maxine McDowell.)



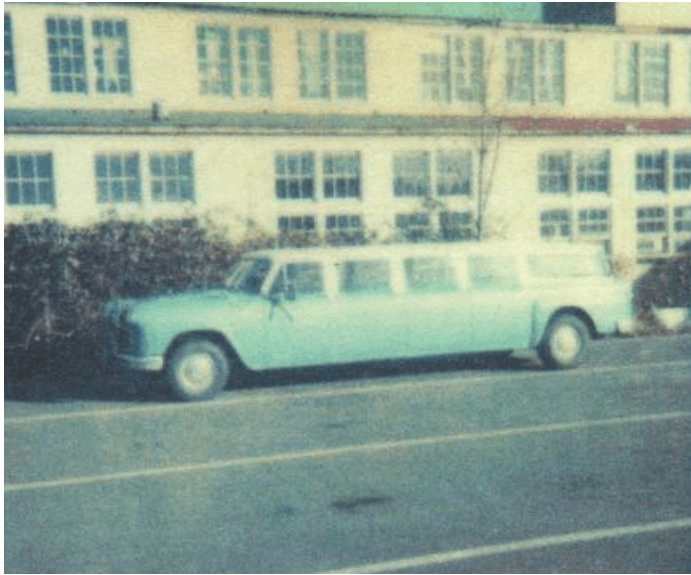


Above is a *Port Townsend Leader* newspaper clipping provided by Frank and Maxine McDowell. With Maxine watching, Frank is about to eat some of Bert Seeley's "Moon Snails" at Seeley's Custom House Café. At this time Bert Seeley was the Greyhound agent in Port Townsend. Date unknown, but ca. 1970. (Courtesy of Frank and Maxine McDowell and the *Port Townsend & Jefferson County Leader*.)



Top left, l-r, Virginia Mullins, Elmer and Sandra Stevens, owners of Stevens' Stage Line. Sandra Stevens and Virginia Mullins, who drove for Stevens' Stage Lines. Vern Mullins, husband of Virginia Mullins and a driver for Stevens' Stage Lines. (Photos courtesy of Vern and Virginia Mullins.) Below, a 1981 Jefferson Transit invoice showing the contract expenses with Stevens' Stage Line. (Courtesy of Jefferson Transit.)

| <u>Contracts</u> | <u>Miles Driven</u> | <u>Invoices</u> | <u>Cost/Mile</u> |
|--|----------------------|-----------------|------------------|
| Stevens Stage Lines (Rate: part hourly, part p/mi., w/o labor) | 70,041 | \$30,281.48 | 43.3¢/Mi. |
| P.T. Taxi (\$8.10/hr, w/o labor) | 34,025 | 25,335.68 | 74.5¢/Mi. |
| <u>Other Mileage</u> | 6,281 | | |
| TOTAL | 110,347 Miles | | |



Top: the 8-door Checker limousine purchased in Kalamazoo, Michigan by Elmer and Sandra Stevens after they bought McDowell-Lafferty Stage Lines. In this ca. 1981 photo it is still wearing the Stevens' Stage Line blue and white livery and is parked at Jefferson Transit new home on Washington and Monroe Streets. Middle, Lafferty Stage Lines two former Greyhound Silverside buses parked in uptown Port Townsend and below McDowell-Lafferty Stage Lines' 1950 Flxible bus. One of the Silversides and the Flxible bus were included in the sale of McDowell-Lafferty Stage Lines to Sandra Stevens in 1972. When Stevens' Stage Line was taken over by Jefferson Transit, only the Checker Limousine remained of this original Stevens fleet. (Photos courtesy of Jefferson Transit and Frank and Maxine McDowell.)





On February 13, 1979, at approximately 7:00 a.m., the western draw span and the pontoons of the western half of the Hood Canal Bridge broke loose and sank. This transportation disaster was the catalyst that gave birth to Jefferson County Transit the following year. (Above photo, courtesy of the *Peninsula Daily News*.) Below, five days after the February 1979 Hood Canal Bridge sinking, cars are backed up at the corner of Water and Quincey Streets in downtown Port Townsend waiting on the Port Townsend-Edmonds ferry. The wait time was between 3-4 hours, causing chaos in the streets of Port Townsend. (Photo by Greg Gilbert for the *Seattle Times*, February 18, 1979, title: "Cars waiting for a ferry crowded a narrow Port Townsend street." Original photo in the Darrell Conder collection.)



CHAPTER SIX



By Jove! That's A Jefferson Transit Bus I See Coming!

On a summer day in 2013 I met an Arizona couple on Jefferson Transit's #2 Fort Worden route. As we were passing the lighthouse in Fort Worden, they began praising Jefferson Transit: "You're very lucky to have such a wonderful bus system—it beats ours hands down!"

I can't say how many times I've heard visitors praise Jefferson Transit and, as someone who has been riding buses for a lot of years in a lot of places, I have to enthusiastically agree! In fact, most public transit systems don't come anywhere near the service we have here in Jefferson County, Washington.

The million dollar question is how did we wind up with such a jewel? Well, sit down and kick off your shoes 'cause I'm gonna tell ya!

Let Me Tell You About A Man Named Peter

On Tuesday afternoon, January 15, 2013 at the Port Townsend Fire Station training room, located at 701 Harrison Street, Jefferson Transit operator John W. Maiden received his thirty-year anniversary award from the Jefferson Transit Authority Board. When he was handed his plaque, instead of blowing his own horn, Maiden praised Peter Badame, Jefferson Transit's first manager. John stated that without Badame, the Jefferson Transit we now know would not have existed. Privately, John told me that "Peter literally built Jefferson Transit from the ground up!"

When I interviewed Peter Badame for this history and told him of John's praise, he modestly deferred to others, such as Jefferson County Commissioner and Authority Board member Basil G. "B. G." Brown and George L. Smith, who managed the Washington State Public Transportation Office.²⁵⁰ However, as I delved into the history of Jefferson Transit I found that John was spot on: the beginnings of Jefferson Transit were inextricably interwoven with Peter Badame and he did, quite literally, build the agency from the ground up.

Peter Badame arrived at my home at 10 a.m. on Monday morning, September 23, 2013 for a 3½-hour interview and began by giving me an overview of why and how Jefferson Transit came to be. It started, he said, with the sinking of the Hood Canal Bridge, the details of which were recounted in the history of Stevens' Stage Line. As we pick up the story here, keep in mind that it's three months into 1979 and it has been announced that the Hood Canal Bridge will be out of commission until October 25, 1982. Public officials from the state and surrounding counties all agreed that something must be done, and done quickly.

²⁵⁰ Badame remembers that Smith "... gave a lot of personalized attention and help to Jefferson Transit, and was a very enthusiastic supporter of public transit." Conder, Darrell W. Interview with Peter Badame, September 23, 2013, Port Townsend.

In a 1998 interview retired Greyhound bus driver and public transit advocate John Dean Parker recalled:

I was chairman of the four-county agency [Clallam, Jefferson, Pacific and Grays Harbor] with the Washington State Council on Aging. The Metro system was just starting up around the state for the cities; later, the law was abridged to go outside [the Seattle] city limits.

There's a very high excise tax applied when you buy a new car. Usually, for each car today it would be about six-hundred dollars you pay up front in addition to your license. Some of it was earmarked for public transportation. So, I had been going to Olympia and talking to different people. I said, 'Gee, we've got all that money sitting down there. They could use it over in Jefferson County. I contacted the Stevens' Bus Company (that was when Mrs. Stevens was running it by herself. She was a very wonderful little person), and I said, 'Would you agree to rent us some buses and run them on a trial basis and see if it'll work? I'm going to have the head of the State of Washington Department of Transportation come up from Olympia and see if it's feasible to get a bus system started here [in Jefferson County].'²⁵¹

By talking to Sandra Stevens, Parker was trying to formulate some kind of solution to a very complex problem. In that regard, he also met with Peter Badame and Gael R. Stuart, who by then were working on their own plans.²⁵² In an email, Badame remarked:

Yes, I had met John [Parker] by this time and we had talked about the change in the RCW (Revised Code of Washington) that was being proposed in the legislature. This was the information that I brought to the committee (post Hood Canal Bridge sinking) that Gael Stuart & I were on for the [Jefferson] county commissioners. The subsequent legislative action opened the door for counties (or parts thereof) to vote to tax themselves via a sales tax and acquire matching motor vehicle excise tax collected within the taxing area on a dollar for dollar basis.'²⁵³

²⁵¹ "John Dean Parker." *Jefferson County Historical Society Oral History Project*. (Jefferson County, WA: Jefferson County Historical Society, 1998), p. 57. Interviewed by Lois Twelves. John Dean Parker was born in Tacoma, Washington on January 9, 1909, and died of natural causes at his Port Ludlow, Washington home on February 20, 2005 at age 96. He retired from Greyhound Bus Lines after thirty-six years as a driver and went on to serve as a Jefferson County Fire District No. 3 commissioner from 1983 to 1995. He was a member of the Tri-Area Community Center board and Jefferson County Library board. Additionally, he organized the Greyhound employees' union and pension fund, and also served on the President's Council on Aging during President Ronald Reagan's term.

²⁵² Gael R. Stuart was born on March 9, 1919 and died in Port Townsend on Wednesday, May 16, 2001 at 82 years old. Gael Stuart was the executive director of the Clallam-Jefferson Community Action Council, and was also a former Port Townsend public school superintendent, and a former Port Townsend High School principal. His distinguished service to the Port Townsend School District is why the Port Townsend School District's office building at 1610 Blaine Street was named in his honor.

²⁵³ Email from Peter Badame to Darrell Conder, subject: question, date: Thursday, October 31, 2013. The legislative act referred to in the email was passed. Although intended to help Seattle METRO, it allowed for the creation of local transit systems by collecting a county sales tax augmented with matching dollar-for-dollar motor vehicle excise taxes raised in Jefferson County.

It was during this time that the state contracted with Stevens' Stage Lines to meet the newly-established foot ferry at South Point. That contract was a good start, but there were those visionaries who saw this as a temporary fix and realized the need for a permanent solution, *i.e.*, that Jefferson County needed a permanent public transit system. It was this solution that they determined to accomplish.

Working with the Urban Mass Transportation Administration (UMTA), in 1979 the Clallam-Jefferson Community Action Council received a \$100,000 grant to fund a one-year public transit pilot program in Jefferson County.²⁵⁴ It was intended to test whether or not citizens wanted to establish permanent mass transit through a voter-approved county and city-operated Public Transit Area, supported by local taxes and matching state funds.²⁵⁵

As we shall soon see, this is the point where Peter Badame began to shine above the rest, for it was he who started to put the whole public transit initiative together.

On May 5, 1980 Jefferson County Commissioners B. G. "Brownie" Brown, A. M. "Bud" O'Meara,²⁵⁶ Carroll Mercer and Port Townsend Mayor Barney McClure met and formed a Public Transportation Improvement Conference. The outcome of that meeting was planning three public hearings to consider forming a public transit system, or a Public Transit Benefit Area (PTBA). The *Port Townsend Leader* reported:

The conference Monday night discussed public hearings with Peter Badame, a local planner (who has been working on public transit planning on his own time after becoming involved with it through his job at Olympic Area Agency on Aging) and state Department of Transportation planners E. Paul Gamble and Ron Matthila. . . . Gamble said, any transit must be subsidized, pointing out that the only money-maker in the state is Greyhound's run from Seattle to Portland, a high-density, few-stops run.²⁵⁷

In addition to planning meetings, the Public Transportation Improvement Conference members decided to mail out some 4,239 surveys to determine if they were wasting their time: was the public on board, or not? The good news is that nearly half of these surveys were returned with 78% in favor of public transit. With this informal vote of confidence, McClure, Brown, Mercer and O'Meara continued forging ahead.

²⁵⁴ Urban Mass Transit Sec. 18 a. Regarding the beginnings of Clallam-Jefferson Community Action Council, the Economic Opportunity Act of 1964, which was a cornerstone of Lyndon Johnson's "war on poverty," established the community action concept. Two years later, in 1966, a group of local citizens organized the council: "These men and women recognized the unmistakable signs of poverty lurking in the shadows of the majestic Olympic mountains—poor health, hunger, high unemployment and homelessness."

²⁵⁵ This included matching monies from the Olympic Area Agency on Aging and Bayshore Enterprises, with help from the Clallam-Jefferson Community Action Council.

²⁵⁶ Alfred M. "Bud" O'Meara was born in 1915 and died in 2002. He is buried in St. Mary's Catholic Cemetery, Port Townsend, Washington.

²⁵⁷ "Public Hearings Planned City, County Officials Favor Public Transit." *Port Townsend Leader*, Wednesday, May 7, 1980, p. A-2. Also see "County Says Go Ahead Federal Public Transit Funding Approved." *Port Townsend Leader*, Wednesday, June 4, 1980, p. B-5.

The entire month of June 1980 was spent working on the boundaries of the proposed Public Transit Benefit Area. The outcome was that the entire county would be included in the PTBA. Although this decision sounds like a no-brainer, let me explain why this matter needed careful consideration.

For those who are unfamiliar with Jefferson County, the difficulty in providing transit service for the entire county is its geography, which is divided into three parts: Eastern Jefferson County along the Strait of Juan de Fuca, Admiralty Inlet, and the uninhabited Puget Sound Central Jefferson County in the Olympic Mountains within Olympic National Park and Olympic National Forest. Because of the mountainous barrier between east and west there is no road lying entirely within Jefferson County that connects the eastern and western parts. This means that the most direct land route between the two ends of the county involves a drive of approximately 100 miles along U.S. Route 101 through neighboring Clallam County. Thus it would be a very expensive undertaking for a transit agency to provide service to the entire county because it essentially involves two separate operations.

With some of the preliminaries out of the way, Brown, O'Meara and Mercer began considering options for a permanent system. They decided the best approach was to form a committee to explore the various problems and solutions. The result of this was to break down the overall situation into categories and then form individual committees to address these. One of those committees, which addressed the need of seniors, was chaired by Gael R. Stuart, who asked Peter Badame to join him.

When all aspects of the overall problem had been thoroughly examined, the various committees concluded that public transit was both feasible and was the answer to Jefferson County's needs. Their conclusions were then forwarded to Jefferson County Commissioner B. G. Brown, who, on June 23, 1980, proposed to the Board of County Commissioners something called the Order of Budget Establishment Public Transportation Feasibility Study:

Whereas the Board of County Commissioners, Jefferson County, Washington, did, Monday June 23, 1980 declare that an emergency existed to establish a budget for the Public Transportation Feasibility Study in the sum of \$13,482.00; and set a hearing on said emergency for Monday, June 23, 1980 at the hour of 2:30 p.m.

The proposal was unanimously passed and an order issued, signed by "A. M. O'Meara, Chairman, and B. G. Brown, Member."²⁵⁸ Shortly thereafter Peter Badame was hired to undertake the Public Transportation Feasibility Study.

If you're thinking that this all sounds like tail chasing, then you're not far off. Trying to establish public transportation in Jefferson County meant dealing with federal and state government agencies for available tax dollars that had to be accounted for down to the penny. We're talking about mountains of forms and tedious procedures, all of which translates into going the long way around the barn to arrive at what's staring you in the face to begin with! But everything was done by the book, and Peter Badame completed the study and forwarded his recommendation that the creation of a public transit system should be put to the voters on the November ballot. Simply stated, the

²⁵⁸ "Resolution No.68-80 Order of Budget Establishment Public Transportation Feasibility Study." June 23, 1980. Washington State Archives - Digital Archives, Minutes and Meeting Records, Jefferson County, Jefferson Transit Authority Board Minutes 1980-2007.

voters of Jefferson County would decide if they would impose a sales tax on themselves to fund a public transit system.

Naturally, there were those who immediately started beating war drums to decry the notion of a taxpayer-supported public transit system, but public transportation advocates were Johnny-on-the-spot to fire back with logic and reason—and the occasional blunt instrument, such as Peter Badame’s “True Connoisseur of Bologna” reply to Emugene Mattson in the June 18, 1980 *Port Townsend Leader*:

Editor, the Leader: Evidently, Emugene Mattson is a true connoisseur of bologna, as indicates the fat slices of misinformation that appeared in her column of June 11. She was informed at the public hearing of June 5 and again on June 10 that the sales tax to support public transit would be 3/10 of 1 percent or less than a third of a penny on each dollar spent in Jefferson County. This is not ‘adding three cents to the sales tax.’ In addition, the ‘money advanced by the state’ is motor vehicle excise tax paid by Jefferson County residents which presently leaves the county for state coffers. This is not in any way an advance to be paid back but will be a utilization of our local tax dollars in our county. I do agree with Emugene that people should acquaint themselves with the facts. The county commissioners have asked for citizens to sit on an advisory council for this project and anyone interested in doing so should contact them. PETER BADAME Port Townsend.²⁵⁹

The next step on the road to a permanent public transit system was taken on June 24, 1980 when, pursuant to RCW 36.57A, the Jefferson County Public Transportation Improvement Conference was convened: “... for the purpose of evaluating the need for and the desirability of the creation of a Public Transportation Benefit Area within incorporated and unincorporated portions of Jefferson County.” At the end of the meeting the members issued this declaration: “This body finds a need for and that it would be desirable for there to be created within Jefferson County a Public Transportation Benefit Area.”²⁶⁰ On July 1, 1980 the City Council of the City of Port Townsend followed suit: “There is here and hereby found and declared to be a need for public transportation in the City of Port Townsend and adjacent areas, and it is further found that the need can be effectively met by a Public Transportation Benefit Area, as provided by law.” This declaration was signed by Barney McClure, Mayor of Port Townsend.²⁶¹

And thus was officially formed the Public Transportation Benefit Authority (PTBA) of Jefferson County, consisting of six members: Jefferson County Commissioners A. M. O’Meara, who was Chairman, B.G. Brown and Carroll M. Mercer; Port Townsend City Council members Mike Kenna and Frieda Imislund, and Port Townsend Mayor Barney McClure.

²⁵⁹ “True Connoisseur of Bologna.” Letters to the Editor. *Port Townsend Leader* Wednesday, June 18, 1980, p. A-4.

²⁶⁰ “Resolution No. 71-80 Jefferson County Public Transportation Improvement Conference,” June 24, 1980, p. 30, Washington State Archives-Digital Archives, *op. cit.*

²⁶¹ Public Transportation Benefit Authority of Jefferson County, Minutes July 9, 1980, p. 7, Washington State Archives-Digital Archives, *op. cit.*

Before going further, it should be understood that the state required a new public transit agency to negotiate and contract with existing transit companies for services if those companies were interested. In part the regulation was intended to protect a private business from being killed off by a government-sanctioned rival business. At the time the only such privately-owned transit concerns in Jefferson County were Stevens' Stage Line and Port Townsend Airway Yellow Cab, both located in Port Townsend. This is why the Community Action Council reached out to Yellow Cab and Stevens' Stage Line to negotiate the use of their businesses in the public transit experiment. As an added incentive both companies would benefit by a \$30,000 DOT equipment grant, which they would match with \$7,000 each. (The two companies wouldn't own the equipment; that would be the property of the Community Action Council and leased to the contracting companies.)

The proposition may have meant a tangle of paperwork, but evidently both companies liked what they saw and signed a short-term contract: Yellow Cab would provide a taxi and driver, and Stevens' Stage Line would provide buses, drivers, office equipment and a brick-and-mortar business location. This patch-work-quilt marriage, under the supervision of the Clallam-Jefferson Community Action Council, was supposed to start up in January 1980, but we all know about target dates and government agencies... I think it has something to do with Murphy's Law! Anyway, when January came around it was a no-go because the usual bureaucratic snafus had delayed the project's approval. But someone must have gotten a boot in the right place because the next target date was met.

On June 30, 1980 Jefferson County Transit, Jefferson County's new public transit system, sent forth its first buses—well, they were sort of buses.

Essentially the system was a dial-a-ride taxi service to and from Cape George, running twice a week, and a round trip bus route from Port Townsend to South Point and Brinnon. Obviously, the dial-a-ride service was provided by Port Townsend Airway Yellow Cab and the bus portion provided by Stevens' Stage Line.

Once they arrived back in Port Townsend, the out-of-county Jefferson County Transit buses followed a route that is very similar to those used by the current Jefferson Transit system: coming in on State Route 20 (Sims Way), they turned north (left) on Sheridan St. then traveled to 19th Street, where they turned right and then to Discovery Rd., where they turned left; from Discovery Rd. they turned right onto San Juan Ave. The route followed San Juan Ave. back to 19th where they turned right and on to Kearney Street, where they again turned right. On Kearney they passed Kah Tai Care Center and Penny Saver Market; turning left on Sims Way, they turned up Washington St. after which they turned left onto Harrison, running past the post office up to Lawrence Street, where they turned right and traveled past the library down to Monroe Street and turned right down to Water Street where they turned right and then proceeded to the Safeway Plaza parking lot where all buses assembled for transfers.²⁶² Arrival times were 8:30 a.m., 8:45 a.m., 11:25 a.m., 12:20 p.m., 4:50 p.m., 5:30 p.m., and 6:20 p.m. The routes were then retraced back out of town.²⁶³

To inaugurate the new system, for the first four days there were free fares, with the \$1 fares kicking in on the first of July. The new system established three zones costing 50¢ per zone, but any one-way ride cost only a dollar total even if all three zones were crossed. With the \$1 fare a free

²⁶² In 1980 Safeway food store was located in what was then named Safeway Plaza, which was renamed "Port Townsend Plaza" after Safeway moved to its present location on 2611 Sims Way.

²⁶³ "Transit System Begins June 30." *Port Townsend Leader*, Wednesday, June 18, 1980, p. A1.

transfer from taxi to bus and bus to taxi was issued. Seniors and handicapped patrons weren't obliged to pay, but were asked to donate 25¢ per ride. There was no weekend service, although Stevens' Stage Line continued to send buses down to South Point to meet the foot ferry seven days a week and on all holidays.

On the first day it was reported that the new Jefferson County Transit carried 113 passengers, which seems to indicate a moderate success.²⁶⁴

The PTBA's board minutes for Friday, July 11, 1980 discussed a Request For Proposal (RFP) and putting together a Comprehensive Plan. The RFP was an outline, or business plan, to set up a transit system, *i.e.*, preparing a budget, contracting for equipment (the state required that all contracts be put out for bid), selecting a business location, drawing up a management structure, hiring drivers and office staff, etc. The result was that Peter Badame was authorized to write up a RFP and present it to the August 11, 1980 meeting.

During the August 11, 1980 PTBA board meeting Badame, acting under RCW 82.14.045, read Resolution No. 1-80 directing the County Auditor to place on the November ballot a 0.3% sales tax to provide funds for a public transportation system. The motion was unanimously carried and the Jefferson County Transportation Benefit Authority went on to put this question to the public:

Shall the Jefferson County Public Benefit Authority be authorized to fix and impose a sales and use tax not to exceed three-tenths of one percent (0.3%) within the Jefferson County Public Transportation Benefit Area (all of Jefferson County) for the sole purpose of providing funds for the operation, maintenance and capital needs of a public transportation system? [The state legislature had put a ceiling of 0.3% as the amount that could be imposed.]

At the same meeting, Badame presented the RFP along with a list of potential bidders:

Criteria for awarding the contract will be the cost of services; Ability to complete the plan within budget limitations; Assurance that the project will be performed by qualified professionals; Ability to complete the project within a scheduled time period. The three proposal parts were: Plan, Budget, Management.

Do you remember my observation that when I had read through all the early Transit records how it became clear that Peter Badame had literally built Jefferson Transit from the ground up? Well, I think by now you're seeing the reason for that conclusion. Sure, the Jefferson County Commissioners and Port Townsend council members were doing their part; and certainly men like Gael Stuart, George Smith and John Dean Parker were very supportive; but these men had many other interests demanding their time, whereas public transit consumed Peter Badame's every waking moment, forcing him to become virtually a one-man show. Indeed, Badame's utter 24/7 dedication to this project is illustrated by an event that occurred during the September 9, 1980 PTBA board meeting—he received a call to go to the hospital because his wife was in labor giving birth to their daughter!

²⁶⁴ "Jefferson Transit Enjoys Bus First Day." *Port Townsend Leader*, Wednesday July 2, 1980, p. A1. The breakdown of rides were 46 on the county-to-city buses; 62 on the in-town dial-a-ride taxi, and 5 on the Cape George route.

When Peter Badame, new father, attended the September 16, 1980 PTBA meeting on the third floor of Jefferson County Courthouse, he reminded the Board that his contract would expire on October 1. One need not guess why Board member Mike Kenna asked Badame to remain until after the election, and why the other Board members unanimously backed the request. Of course Badame agreed and thereafter spent the next few weeks working on Proposition #1, or Prop-1, which was the public transit initiative on the November ballot.

The pro-Prop-1 initiative was a grass-roots project encompassing things like finding and managing volunteers, endless phone calls, printing leaflets, advertising, addressing envelopes, licking stamps, and, of course, raising money for expenses. To get out the word, Badame placed ads in local newspapers and he and his volunteers distributed pro-Prop-1 leaflets at local markets and businesses and even door-to-door. Another stratagem was Badame's arrangement with Grays Harbor Transit for the loan of two of their buses, which were used as a subliminal billboard-type plea to voters for their support. In fact, Badame even persuaded the State of Washington to pay the expense of borrowing the two buses!²⁶⁵

Even the PTBA board members got caught up in the election frenzy and bought their own advertisement in the *Port Townsend Leader* featuring a group photo of themselves and this message: "Time To Choose ... Public Transportation Service in Jefferson County VOTE YES."

In the middle of this campaign, an optimistic Peter Badame came up with an ingenious plan to not only focus positive publicity on Prop-1, but to get a long-term benefit from the effort: he organized a contest to design a logo for Jefferson County Transit vehicles! For help, Badame turned to Linda Natali who in turn put together a county-wide logo contest. When the deadline came, Badame, Port Townsend Arts Commission members Mark Hamby and Georgia Richards, and contest coordinator Linda Natali, selected the winner from the numerous entries.

The results of the contest are found in this October 1, 1980 *Port Townsend Leader* headline and story:

AVERAGING 720 RIDERS PER WEEK TRANSIT USERS GET NEW SCHEDULE; NEW LOGO TOO.

An entry by David Mathieson of Port Townsend was chosen last Thursday over 19 other submissions as the winner of the Jefferson Transit logo contest. In addition to winning a year's free pass on the bus and a \$25 gift certificate from Sabo's, Mathieson will see his logo appearing on buses, schedules, bus stop signs, transit letterhead stationery, driver's jackets and other items associated with the transit. Mathieson, a 15-year resident of the city, is an illustrator and a free lance and technical writer. He said he welcomes the free pass because he now pedals a bicycle. He has been riding it for about 10 years as a means of transportation, putting at least 12,000 miles on it. He says the bus will be a nice change. Second place winner Diane Allen will receive a month's free pass on the bus.

At last November 4, 1980 arrived and Jefferson County voters went to the polls. (Yep! This was back when people actually made a trip to a polling booth to vote!) The final tally was 3,694 yes votes,

²⁶⁵ Public Transportation Benefit Authority Jefferson Transit Authority Minutes, October 2 and 17, 1980, Washington State Archives - Digital Archives, *op. cit.*

opposed to 3,256 no votes, or 53% of voters approving a public transit system by self-imposing a 0.3 % sales tax—almost exactly thirty years after H. J. Carroll’s ill-fated Townsend Transit had bit the dust!²⁶⁶ However, 438 votes on the plus side was by means a landslide. In fact, the small margin clearly demonstrates that without the utter dedication of the pro-Prop-1 volunteers, there would have been no public transit in Jefferson County.

Okay, voting for a public transit system and putting one on the streets are two different things; the real work was just beginning.

Certainly the Public Transportation Benefit Authority had a foot in the door with the services of Yellow Cab and Stevens’ Stage Line, but a foot in the door does not a transit agency make! Someone had to take things in hand and build a transit system from scratch.

To make this point, let’s look at Peter Badame’s things-to-do list, which he drew up and submitted to the PTBA on November 10, 1980:

Manager Activities: Select Operations Manager, Select Maintenance Superintendent/Mechanic, Develop Marketing Plan and Schedules, Recommend Final Route Structure and Bus Stops, Develop Maintenance Procedures, Develop Personnel Rules, Guidelines, (Extra board, overtime, appearance, hire and fire), Request Radio Frequency (FCC), Develop Training Programs, Drivers, Dispatching, Mechanics, Advertise for, Approve Bids for Radio Equipment and Base Station, Advertise and Select Mechanics, Advertise and Select Drivers, Locate Leased Buses, Put Bus Stop Signs in Place, Schedules in Distribution, Promotional Bus Usage for first two weeks, All actions required for Board approval, Develop List of Mechanics, Tools and Equipment and Order.

The best news stemming from that November 10th meeting was the announcement that beginning January 1, 1981, the Authority would start collecting taxes to fund their new bus system, Jefferson Transit.²⁶⁷ The newly-formed Citizens Transit Advisory Board also met at this time to discuss its role in the new transit system. That board consisted of Bob Harper as chairman, and members Dick Kint, Vernon W. Jones, Vernon Mullins, Gunner Scholer, Richard T. Holz, Sandra Stevens, Penny Jo Hubbard, Bruce Bowersox, Rob Schoenfeld, Patsy Cadero, Harry Paget, Leroy McCall and Steven Schauer.

The curious thing in all of this is that after Prop-1 passed, Jefferson County effectively had two transit systems. In other words, Jefferson County Transit, the federal grant-funded transit system headed by A. M. O’Meara, B.G. Brown, Carroll M. Mercer, Mike Kenna, Frieda Imislund and Barney McClure, and managed by Peter Badame, was independent of the new voter-created system, even though the same people were now running both. This is why Peter Badame offered his services to the Public Transportation Benefit Authority as interim manager of the new Jefferson Transit.

²⁶⁶ “Transit Authority To Take Over In April.” *Port Townsend Leader*, Wednesday, November 19, 1980, p. B-5. Also see “Election Results.” *Port Townsend Leader*, Wednesday, November 12, 1980, p. A-10.

²⁶⁷ While working under the federal grant, the temporary agency was called Jefferson County Transit, although it was often shorted to Jefferson Transit. When the voters established the present agency, the name was shortened to Jefferson Transit.

At the December 15, 1980, at 7:30 p.m. PTBA meeting, held in the Jefferson County Courthouse, the Board unanimously accepted Badame's offer and named him interim manager of Jefferson Transit with a ninety-day contract at \$2,000 per month and a temporary office in City Hall, courtesy of Mayor Barney McClure. Interestingly, the minutes note that Badame will work until a contract can be drafted under a "gentlemans [sic] agreement."²⁶⁸

The *Port Townsend Leader* reported:

Peter Badame, director of a different transportation system funded by a federal grant which is now in operation, has contracted with the Jefferson Transit Authority to provide administrative services for the first three months of the year. . . . Badame said he will recommend to the Jefferson Transit Authority that as of April 1 it assume control of Jefferson County Transit, the transit system now in operation on a federal grant though the Community Action Council.²⁶⁹

At that same December meeting the PTBA passed a resolution to hire a permanent Jefferson Transit manager:

Job Description for transit manager. The Advisory Board reviewed the job description. Discussion followed regarding salary range and benefits. The group debated, with no conclusion, the option of hiring the manager under a contract, memoranda of agreement, or employee of the P.T.B.A. with full benefits. Barney McClure recommended the salary range to be \$15,000.00 to \$20,000.00 annually and the closing date for applications February 15, 1981. After further discussion, Mike Kenna moved to approve the job description as submitted and the salary range to be \$15,000.00 to \$20,000.00 annually with the closing date of January 31, 1981. B. G. Brown seconded the motion. Unanimous. The Board directed Mr. Schauer and Mr. Kint to work up a newspaper add [sic] and submit it to the necessary papers.

From this point onward a synopsis of various Authority Board and Citizens Transit Advisory Board minutes, augmented with newspaper stories, personal interviews and my occasional editorializing, will tell the story of Jefferson Transit.

With a permanent transit system now a reality, the question of equipment was foremost on the agenda of the January 19, 1981 Authority Board meeting. Although the temporary contracts with the local taxi and bus companies were still in effect, Peter Badame recommended that the Board "seriously

²⁶⁸ "Badame offered these services at a rate of \$2,000 per month. B. G. Brown asked Peter if he would be willing to work on a contract basis providing his own staff. Badame agreed to do this arrangement but feels the P.T.B.A. must hire the needed attorney services. The B.P.B.A. will provide the office space, equipment, and supplies. Badame agreed to a 90 day contract beginning January 1, 1981 for \$9,000.00 . . . Barney McClure moved to offer Peter Badame the position of Interim Manager under the criteria established in his letter . . . beginning January 1, 1981. Carroll Mercer seconded the motion. Unanimous. Badame advised the Board that he will work for them until January 1st under a 'gentlemans agreement' [sic]. A contract will be drafted." Public Transportation Benefit Authority Jefferson County Minutes, December 15, 1980, p 2, Washington State Archives - Digital Archives, *op. cit.*

²⁶⁹ "Jefferson tax hike won't help bus at 1st." *Port Townsend Leader*, Wednesday, December 31, 1980, p. 1.

consider purchasing Stevens' Stage Line" instead of renewing the contract.²⁷⁰ On January 21, 1981 Port Townsend attorney Thomas J. Majhan contacted Jefferson Public Transit Benefit Authority as a representative of Virginia Browne, the owner of The Port Townsend Taxi Company, offering her services to the new Jefferson Transit. The Board decided to accept.

In a letter dated February 3, 1981 Sandra Stevens, owner of Stevens' Stage Line, asked the Authority Board for either a contract, or the outright purchase of her business. Attached to her letter was an estimate of Stevens' Stage Line's value from public accountant Joan P. Wright of Gig Harbor. The asking price was \$163,451 accompanied with Wright's appraisal. Dated January 23, 1981, the appraisal broke down the asking price thus:

I have taken the net income for the quarters in which you operated under the present contracts. It is usual to average the last five years earnings, however, the earning for Stevens' Stage Line had drastic changes due to transportation changes within your County. I feel that with your present contract, the averaging of the three quarters in which you operated under said contract will provide a stable earnings record. The calculation is based on a formula which is approved by the Internal Revenue Service. Valuation of the business is as follows: Average earnings under present contract per year \$29,950. Less average net tangible assets at 10% \$2,589. Average excess earnings applicable to intangibles \$27,361. Intangibles capitalized at 20% (Goodwill [i.e., name and reputation]) \$136,805.... equipment is as follows: Office Equipment \$747. Vehicles \$25,899. [total] \$26,646. Total value of Stevens' Stage Line \$163,451.²⁷¹

Stevens' February 3rd letter and appraisal was followed by a February 4, 1981 memorandum from Peter Badame to the Authority Board:

According to R.C.W. 36.57A.100 and A.G.O. 1980 No. 14 you are required to either contract with Stevens Stage Lines or purchase the business. Naturally we would have to put contracted service out to bid, so her offer of \$1.12/Mi. is premature. It is, however, a good insight into what she feels is just recompense, as is her evaluation of the purchase price for the business.

In regard to the letter from Joan P. Wright: although the process for business valuation is perhaps a proven formula, the average earning based upon the three quarters under contract to Jefferson County Transit, as well as the remainder of her business (Greyhound connection, Charter, Etc.) was indeed predicated on just that—the contract for public transportation services. In addition, the certificate of necessity held

²⁷⁰ Minutes, Public Transportation Benefit Authority Jefferson Transit Authority Minutes January 19, 1981, p. 3, Washington State Archives - Digital Archives, *op. cit.*

²⁷¹ Public Transportation Benefit Authority Jefferson Transit Authority Minutes February 9, 1981, p. 30, Washington State Archives - Digital Archives, *op. cit.* Joan P. Wright's address was 7116 Pioneer Way, Gig Harbor, Washington. Stevens had also worked out figures for a contract renewal and submitted both the appraisal and contract proposal to the Board: equipment would be leased @ \$1.12 per mile for 1981; Stevens would provide drivers, insurance coverage with the limits of \$500,000-\$300,000-\$100,000, gasoline/diesel and maintenance repairs to the equipment. She would maintain charter rights.

by Stevens Stage Lines between Port Townsend and Quilcene is contingent upon a contract with the public transportation Authority.²⁷²

When Badame said the Board would have to “put contracted service out to bid,” he was just blowing smoke to satisfy the law because there was no other local bus company around, meaning it was Stevens’ Stage Line or nothing. To look at it from another angle, at this juncture Jefferson Transit had nothing more than a mandate from Jefferson County voters whereas Sandra Stevens’ company—buses, drivers and location—was essentially operating as Jefferson County Transit.

This is not to downplay what lay ahead. Stevens’ Stage Line might have formed the nucleolus of Jefferson County Transit, but the new Jefferson Transit, which would be a much larger and more complex system, had to be constructed and it was up to Badame and the Authority Board to accomplish the feat!

In February a contract was signed with Virginia Browne’s Port Townsend Yellow Cab to provide limited taxi service for shuttle runs and “County Dial-A-Ride” service through June 1981. February also saw the first passenger numbers for the new transit agency: June 30, 1980 to January 23, 1981 for routes #1 Brinnon, #2 Shine #3 Cape George #4 Marrowstone and the taxi dial-a-ride, a total passenger count of 22,344 was recorded, and 110,347 miles were logged.²⁷³

At the February 9, 1981 Board meeting attorney Keith Harper (who is now a Jefferson County Superior Court judge) was recommended as legal council for Jefferson Transit. By this date over two dozen applications for the position of transit manager had been received, with six of these being seriously considered. Jefferson Transit executive secretary Wanda Slevin was instructed to set up interviews with the six applicants. In other business, Badame reported that he had started negotiations with Greyhound Lines, Inc. to carry freight and sell tickets, which was part of Stevens’ Stage Line’s business and one Jefferson Transit would want to assume if it purchased Stevens’ company.

Also discussed at the February 9, 1981 Board meeting was Peter Badame’s recommendation to paint Stevens’ Stage Lines buses prior to April 1, 1981. Badame recommended that he work with Board member Mike Kenna to recruit “design applications for any and all vehicles which the Authority will use”—in other words a color scheme (livery) for Jefferson Transit buses. Board member Frieda Imislund was not agreeable and “... stated that she felt the public did not necessarily desire that type of amenity and also stated her opposition to painting the buses until they are owned.” Board member B. G. Brown sided with Imislund “... believing that it was not necessary and an unwarranted expense.”²⁷⁴ JT Interim Manger Peter Badame took exception and outlined the reason why a repaint was necessary: that with a standardized paint scheme, Jefferson Transit buses would

²⁷²“Memorandum to Authority Members from Peter Badame February 4, 1981 subject Stevens’ Letter.” Public Transportation Benefit Authority Jefferson County, Minutes, February 9, 1981, p. 27, Washington State Archives-Digital Archives, *op. cit.*

²⁷³ Public Transportation Benefit Authority Jefferson County, Minutes, February 9, 1981, Washington State Archives - Digital Archives, *op. cit.*

²⁷⁴ Email from Peter Badame to Darrell Conder, subject: quick question, date: Wednesday, November 13, 2013. Lest one is left with the wrong impression here, during my initial interview with Peter Badame he expressed a great respect for B. G. “Brownie” Brown and credited him with being a “great politician and a driving force behind the formative years of Jefferson Transit.”

be easily recognizable as such.²⁷⁵ Barney McClure agreed with Badame and "... stated that he felt it is important that all the buses look alike." The majority of the Board agreed and ordered the repaint, if Sandra Stevens agreed.

In due course Peter Badame negotiated and then contracted with Sandra Stevens for the use of her vehicles, employees, miscellaneous equipment and uptown office. When the contract was signed, effectively Stevens employees Linda LaCosse, Jan Matthews, William Smith, Virginia Mullins and Jay Winters were working for Jefferson Transit (JT). The equipment under the Stevens contract was a leased 1976 Superior Pacemaker 25 foot coach; a 1979 Ford van; the 1966 8-door Checker Aerobus Limousine; a 1978 Dodge Van and office equipment.

Actually, this would be a good place to mention Peter Badame's policy for hiring JT drivers. At first his criteria was a good driving record combined with experience. However, as he explained in our initial meeting, he soon discovered that a good transit operator needed positive people skills as well as driving ability and experience. From that time on Badame considered applicants who had these qualifications and time proved him right.²⁷⁶ From all accounts, those early Jefferson Transit drivers included some of the friendliest, most helpful found in any transit system!

On February 23, 1981 the Authority Board hired Keith Harper as Jefferson Transit's attorney; his rates were \$40 per hour or a \$100-\$200 retainer. At the same meeting bus shelters were ordered built and Badame was instructed to contact Grays Harbor about bus service in West Jefferson County.

At the March 5, 1981 Citizens Advisory Board of the Jefferson Transit Authority meeting a letter was read from Sandra Stevens, owner of Stevens' Stage Line, bluntly stating that she wanted to sell her business. Under state law (R.C.W. 36.57A.100 and A.G.O. 1980 No. 14), if Stevens wanted to sell her business, Jefferson Transit was obligated to purchase it. Stevens' letter to the Citizens Advisory Board prompted the Authority Board to take action at their March 23, 1981 Board meeting: "... B. G. Brown moved to retain David Gooding's firm as consultants to develop a package to evaluate Stevens' past business record. Mike Kenna seconded the motion. Unanimous."

In other business, Badame reported that he had talked to the Chimacum School District Bus Maintenance Co-op to negotiate the use of their bus maintenance facilities. Badame was given the go-ahead to advertise for an operations supervisor/dispatcher and one of the first applicants was Sandra Stevens, meaning that Stevens wanted to sell her business and go to work for Jefferson Transit.

The big announcement at the March 9, 1981 Authority Board meeting was that Peter Badame had been chosen above the six applicants for Jefferson Transit's new manager, and was to be paid \$20,000 annually with a contract that included a thirty-day cancellation clause for each party. With a permanent manager in place, a much-needed sense of stability came to the fledgling Jefferson Transit.

During this time Jefferson Transit was operating out of Stevens' Stage Line's cramped business office located behind 1036 Lawrence Street in uptown Port Townsend. Even though the location had

²⁷⁵ Email from Peter Badame to Darrell Conder, subject: quick question, date: Sunday, November 24, 2013: "... [my] rationale ... was twofold; both to identify the buses for the passengers as well as to identify the buses for the community at large; that is to establish the recognition within the county that there was a transportation system that they owned ... to give identity to this new service."

²⁷⁶ Conder, Darrell W. Interview with Peter Badame, *op. cit.*

an extra wide driveway to accommodate buses and some parking in the rear, in most respects it was completely inadequate for Transit's needs. Therefore in March 1981 Peter Badame began negotiations with Leo White to lease his 900 square-foot building at 425 Washington Street (Monroe & Washington Streets) for use as a new transit facility.

By the time of the March 18, 1981 Citizens Advisory Board meeting, Sandra Stevens had agreed to have her equipment repainted and local artist David Vane had worked up a design and prices: vans at \$200 each, bus at \$300 and limo at \$220. The livery would be a forest green with white trim.²⁷⁷

It was during the March 23, 1981 Authority Board meeting that Peter Badame "presented David Vane's design for a new bus livery. Mike Kenna moved to accept Vane's design and that the Manager get estimates and time schedule for painting buses. Yea: Mercer, O'Meara, Kenna; Nay: Brown and Imislund."

Arriving at March 30, 1981 we find Jefferson Transit providing a very limited county-wide bus service in West Jefferson County. To be sure, it was a temporary service, but things were rolling in the right direction. (Funded by a federal grant, the service would operate from 1981 through 1983 at a cost of \$22 per ride.)

At the April 4, 1981 Board meeting it was announced that two much-needed 1981 23-passenger Flxette buses were purchased for a cost of \$64,493. As of this date JT was running the following routes: Brinnon-Port Townsend, South Point-Port Townsend, Fort Worden, Shuttle, City Dial-a-Ride, County Dail-a-Ride, West End.

On June 8, 1981 the Board authorized Chairman O'Meara to sign a six month agreement with Virginia Browne's taxi company for use of a 1977 Checker cab at 53¢ per mile as a dial-a-ride service.²⁷⁸ At that same meeting the Board approved Jefferson Transit to buy two new vehicles: a 1981 17-passenger lift-equipped GM Transette, which would be used on Port Townsend-South Point run, and a 1981 21-passenger GM Transette for the Brinnon-Port Townsend run. The total cost was \$69,638.35.

Meanwhile the parking situation behind the Lawrence Street location was becoming acute. The Public Transportation Benefit Authority decided to ask the Jefferson County Commissioners for permission to use the nearby county courthouse parking lot as a temporary solution. And so the Public Transportation Benefit Authority of Jefferson County, *i.e.*, members A. M. O'Meara, B.G. Brown and Carroll M. Mercer, presented a formal request to the Board of Jefferson County Commissioners, *i.e.*, A. M. O'Meara, B.G. Brown and Carroll M. Mercer, to use the courthouse parking lot. At their monthly meeting County Commissioners A. M. O'Meara, B.G. Brown and Carroll M. Mercer considered the request and gave permission, which was forwarded over to the Public Transportation Benefit Authority of Jefferson County, *i.e.*, A. M. O'Meara, B.G. Brown and Carroll M. Mercer.

At the June 8, 1981 Board meeting it was announced that the Transit Authority had "... received authorization from Jefferson County Commissioners to use the parking lot behind the Courthouse for parking Transit vehicles prior to 8 a.m. and after 5:30 p.m. Monday through Friday and with 24-hour use permitted on Saturday and Sunday." With the permission of County Commissioners A.

²⁷⁷ For the record, the livery used by Stevens' Stage Line, like Lafferty Stage Lines before, was a powder blue with white trim.

²⁷⁸ Virginia Browne's taxi business is mentioned in those early records under different names: Port Townsend Airways Taxi, Inc., Port Townsend Yellow Airways Taxi, Inc., and The Port Townsend Taxi Company.

M. O'Meara, B. G. Brown and Carroll M. Mercer, Authority Board members A. M. O'Meara, B.G. Brown and Carroll M. Mercer authorized Jefferson Transit Manager Peter Badame to begin using the lot behind the Jefferson County Courthouse to park JT buses. (You've just got to marvel at the wheels of government!)

The Manager's Report for June 1981 noted these accomplishments: signed a three-month lease with Stevens' Stage Line for use of her 1978 Dodge Van; signed a three-month service contract with Stevens' Stage Line; awarded a bid to Dorsey Transportation, Inc. for the purchase of two GM Transette XT's; and reached an agreement with the City of Port Townsend for use of the city lot at 425 Washington Street as a bus transfer point.

Perhaps the most disconcerting information from that June 1981 meeting was the obvious rift developing between the Authority Board and Sandra Stevens, owner of Stevens' Stage Line, over the sale of her business.

To recap, Stevens wanted to sell her business to Jefferson Transit and Jefferson Transit, by state law, was required to purchase it.²⁷⁹ To this end Stevens had hired Gig Harbor public accountant Joan P. Wright for an appraisal, who set a value of \$163,451 on Stevens' Stage Line. The Board then asked Port Townsend accountant David Gooding to appraise Stevens' business. Gooding came up with a value of \$29,000, or \$134,451 less than Stevens was asking. When the Board sent Sandra Stevens an offer for \$29,000, she took it as an insult.²⁸⁰

By the end of June 1981, the Authority Board, claiming that negotiations with Stevens had reached an impasse, directed Transit attorney Keith Harper to begin condemnation proceedings against Stevens' Stage Line in Jefferson County Superior Court.²⁸¹ Although Harper seems to have thought the action premature, he nevertheless filed papers on July 1, 1981.²⁸²

²⁷⁹ “[JT attorney Keith] Harper said the authority thinks her price is way too high. ‘We’re miles apart, and I think everyone was surprised that we remained that far apart,’ he said. By law, public transit benefit authorities cannot compete with private transit operations. They can either contract with them, purchase them or enter into the condemnation process.” “Transit Authority, Stevens ‘Miles Apart.’” *Port Townsend Leader*, Wednesday, June 6, 1981, p. 3.

²⁸⁰ Conder, Darrell W. Interviews with Stevens' family and friends.

²⁸¹ Public Transportation Benefit Authority, Jefferson Transit Authority minutes, June 15, 1981, Washington State Archives - Digital Archives, *op. cit.*: “Barney McClure reported that negotiations with Stevens' Stage Line has reached an impasse. The Negotiating Committee was unable to agree on a date to continue negotiations. McClure asked Keith Harper to make a recommendation, but he feels the condemnation proceedings should be taken. Sandra Stevens was present at this board meeting. Harper reminded the Board that it would be approximately two months before a trial date could be set and for both sides to prepare. The Authority can, however, continue to negotiate and if a settlement is reached the lawsuit can be dropped. The Board authorized Resolution No. 17-81 A Condemnation of Business Assets of Stevens' Stageline [sic].” July 13, 1981: “Keith Harper reported that a Condemnation Petition has been served on Stevens' Stage Line, who in return filed a Demand for a Jury Trial which will be set in court on Friday, July 17, 1981.” To those unfamiliar with the way public agencies conduct business, the long and short of it is that when any public agency desires to acquire private property for the “good of the public,” they make an offer that they feel is fair. If the offer is declined, the usual response is negotiations. If these fail, the next step is for the public agency to initiate condemnation proceedings under the law of eminent domain. If the seller fights this action in court and loses, they must accept the agency's price and sell their property, and pay the legal fees.

²⁸² “Second Appraisal Sought For Stevens Stage Line.” *Port Townsend Leader*, Wednesday, July 15, 1981—page A-11; “County Transit Authority Preparing ‘Final Offer’ For Stevens Stage Line,” Wednesday, July 22, 1981, p. 1. Also see, “Transit Authority, Stevens ‘Miles Apart’.” *Port Townsend Leader*, Saturday, June 6, 1981, p. 3.

The July 13, 1981 Board minutes report that after Jefferson Transit attorney Keith Harper had served a Condemnation Petition on Stevens' Stage Line, and Stevens' attorney Chuck Henry had responded by filing a Demand for a Jury Trial. A court date was set for Friday July 17, 1981. Of course all of this wrangling wasn't going unnoticed in the local media.

Newspaper headlines were doubtlessly behind the Board's decision to seek a second appraisal of Stevens' Stage Line. Indeed, that move prompted a headline in the Wednesday, July 15, 1981 edition of the *Port Townsend Leader*: "Second Appraisal Sought For Stevens Stage Line." In the article A. M. O'Meara was quoted as saying that although he didn't think the original offer of \$29,000 was too low, he wanted "to be fair." The new appraisal would be undertaken by an unnamed Portland, Oregon firm "experienced in transit operations."²⁸³

As a result of the second appraisal, the next round saw the Board offering \$45,000, meaning they were willing to pay \$18,354 above the value of the equipment, or \$18,354 for Stevens' Stage Line's name and reputation in the community and the time and effort invested by Sandra Stevens to build her business (*i.e.*, Goodwill). Stevens refused with a counter offer of \$105,000, which the Board did not accept. During her deposition, Stevens dropped her price by \$30,000 and offered to settle for \$75,000. The Authority Board wouldn't budge from its \$45,000 offer. In a final bid to settle, Stevens attorney Chuck Henry told a reporter that the \$75,000 price was "still open to negotiation."²⁸⁴

Amidst all the tension, transit business had to continue. In his manager's report for July 13, 1981 Peter Badame noted that there was a 51% increase in ridership between June 1980 and June 1981, with a total ridership of 40,984.

At the August 10, 1981 Authority Board meeting member B. G. Brown moved to authorize the chairman to sign an agreement with Leo White for the lease of his property at 425 Washington Street; Board member Frieda Imislund seconded the motion followed by a unanimous vote: Jefferson Transit had a new home for \$650 per month, plus an additional \$2,000 per year to the city for parking space on the corner of Washington and Monroe Streets, the site of the present city skate park.

In August 1981 Norm Dehnhoff was hired as a driver. August 14, 1981 saw Authority Board member Mike Kenna, who had served since before the public transit initiative was passed by voters, resign from the Board. It was also on this date that the Authority Board reached an agreement with Sandra Stevens and purchased Stevens' Stage Line for \$45,000, prompting a settlement of the court action.²⁸⁵

On September 17, 1981 Sandra Stevens officially sold her bus company to Jefferson Transit. Her only condition for the settlement was that she receive the money by October 1, and in cash. When asked by a reporter why she had settled for an amount that was less than a third of her

²⁸³ "Second Appraisal Sought For Stevens Stage Line." *op. cit.*

²⁸⁴ *ibid.*

²⁸⁵ Public Transportation Benefit Authority Minutes, September 14, 1981, p. 2, Washington State Archives - Digital Archives, *op. cit.*: "Keith Harper presented Resolution No. 21-81. This resolution authorizes the Transit attorney, Keith Harper, to settle and pay \$45,000 to Sandra Stevens, from the appropriate funds, for Stevens Stage Line. The condition is that the payment be made and transaction close by October 1, 1981, allocating \$45,000 to buses and good will. Barney McClure moved to adopt Resolution No. 21-81—Authorizing and Directing Settlement of Condemnation Suit against Stevens Stage Line. Carroll Mercer seconded. Unanimous."

original asking price, Sandra Stevens said it was for “personal reasons.”²⁸⁶ Although Stevens was angry with the Authority Board, she remained active on the Jefferson Transit Citizens Advisory Board and agreed to a reappointment on September 13, 1982.²⁸⁷ The question here is was Stevens’s anger justified?

First let’s put some things into perspective: Stevens’ equipment consisted of a leased 1976 Superior Pacemaker 25-foot coach, a 1979 Ford van, a 1978 Dodge Van, a 1966 Checker Aerobus Limousine, office equipment and a used freight scale. We can factor into this the original purchase price of the business, the time and effort expended by Stevens to build her business, its name and reputation (Goodwill), plus potential future earnings. However, Joan Wright based Stevens’ future earnings partly upon the three business quarters under contract to Jefferson Transit, which shouldn’t have been factored into the equation. Taking these things into consideration, was Stevens’ business worth the asking price of \$163,451, which in today’s value is roughly \$383,000? Was the Board’s ultimate purchase price of \$45,000 (roughly \$105,000 in today’s value) unfair?

If one were inclined to be generous and concede that her equipment was worth \$26,000 (as her appraiser claimed), then Stevens was effectively valuing the business at some \$137,000 — considerably more than the \$8,000-\$9,000 she paid Frank McDowell nine years before. In my opinion Stevens’ original asking price was greatly inflated, while the Board’s initial offer of \$29,000 seems rather low. Perhaps the answer lies somewhere in the middle. But alas, the answer shall never be known since many of the principle players are gone, including Sandra Stevens Reeves, who died on July 24, 1994 of pancreatic cancer at age fifty-three.

An Instant Pedigree!

When Stevens’ Stage Line officially became Jefferson Transit, something unique happened, although no one seems to have considered it at the time: Jefferson Transit inherited an instant pedigree!

To explain, let me recap some historical highlights: in Port Townsend’s post-streetcar transit history a man named **Sam McGee** acquired **City Transfer Company**; on Monday, January 18, 1915 he began providing bus service from Port Townsend to Fort Worden. In January 1919 McGee sold this operation to **John J. Lafferty**, who renamed it **Lafferty Stage Lines**. After Lafferty’s death in 1966, his grandson, **Joe Mosley** owned the business. After Joe Mosley’s death in 1969, his father, **Alton Mosley**, owned and managed the company. Mosley sold on January 1, 1969 to **Franklin McDowell**, who operated the service as **F. McDowell-Lafferty Stage Lines**. Franklin McDowell sold the business in July 1972 to **Sandra Stevens** who changed the name to **Stevens’ Stage Line**. When Stevens’ Stage Line was acquired by **Jefferson Transit** on September 17, 1981 the bus line started by Sam McGee, *i.e.*, **City Transfer Company**, in 1915, became **Jefferson Transit**.

²⁸⁶ “Jefferson Transit Buys Stevens Stage Line For \$45,000.” *Port Townsend Leader*, Wednesday, Sept. 23, 1981. When JT accountant Sara Crouch located the original entry in JT’s financial records, \$45,000 is entered on 9/17/1981 as being paid out to Sandra Stevens. However, in the next column is a “total” entry for \$52,019.39. Crouch has no explanation for the difference.

²⁸⁷ Conder, interviews with Stevens’ family and friends. Sandra Mae Stevens married Melvin T. Reeves on January 7, 1981 in Jefferson County, Washington. After her marriage she served on the Citizens Advisory Board as Sandra Reeves.

And so, Jefferson Transit's business pedigree runs thus:

City Transfer Company 1915-1919
Lafferty Stage Lines 1919-1969
F. McDowell-Lafferty Stage Lines 1969-1972
Stevens' Stage Line 1972-1981
Jefferson Transit 1981-2014 — 99 YEARS!

With the purchase of Stevens' Stage Line, RCW 36.57A required that Jefferson Transit hire Stevens' former drivers, who had, at any rate, been working for the agency from the beginning, although being paid by Stevens.²⁸⁸ With Stevens' Stage Line absorbed, Peter Badame continued the process of negotiating an agency contract with Greyhound Lines. A target date for this was set for October 1, 1981; in the meantime Jefferson Transit would continue selling Greyhound tickets and shipping freight without a contract.

Speaking of Greyhound, during my interview with Peter Badame he specifically mentioned the difficulty he encountered negotiating with Greyhound Lines, Inc. This is not a surprise to those who know the company's history.

From the time Swedish emigrant Carl Wickman founded Greyhound in 1914, its yearly growth was phenomenal—due to Wickman's policy of buying up his competition. After decades of buying up smaller bus lines, Greyhound reached a point that the only way to keep the company from imploding was to divide the bureaucratic tangle into regional entities under one corporate umbrella. Even then Greyhound was bureaucracy at its worst. To understand this, one merely has to note the many different operating companies, among them Dixie Greyhound Lines, Atlantic Greyhound Lines, Pacific Greyhound Lines, Northland Greyhound Lines, Pickwick Greyhound Lines, Florida Greyhound Lines, Great Lakes Greyhound Lines, Capital Greyhound Lines, Overland Greyhound Lines, Pennsylvania Greyhound Lines, Southeastern Greyhound Lines, Southwestern Greyhound Lines, Central Greyhound Lines, Northwestern Greyhound Lines, Ohio-Eastern Greyhound Lines, New England Greyhound Lines, Teche Greyhound Lines, Western Greyhound Lines, Eastern Canadian Greyhound Lines, Greyhound Canada ... well, you get the picture.

The point here is that Jefferson Transit's dealing with the hydra-headed Greyhound was not unlike dealing with bureaucrats in a federal government agency. A small example of the Greyhound headache is found in the Board minutes of October 12, 1981:

[JT attorney] Keith Harper reported that Corky Hargraves of Greyhound is going to check to see if Greyhound will make Jefferson Transit an agent, which is normally against their policy due to the personal liability factor. He reported that Greyhound was offended by the letter he wrote, which he said was as nice as he could do. They are offended by the deadline we have declared.

²⁸⁸ Public Transportation Benefit Authority of Jefferson County, Minutes April 23, 1981, Peter Badame citing RCW 36.57A, Washington State Archives - Digital Archives, *op. cit.*

Fortunately Jefferson Transit had retired Greyhound driver and avid public transit supporter John Dean Parker in their corner. Peter Badame recalled that Parker “greatly assisted us with his counsel and encouragement in acquiring the Greyhound agency.”²⁸⁹

As noted in chapter four, originally Greyhound buses came into town and stopped at O’Neill’s Pharmacy at the corner of Taylor and Water Streets. When Greyhound stopped running into Port Townsend, Lafferty Stage Lines sent a bus out to Center to meet Greyhound at Gert & Mac’s Grocery, which was an arrangement that continued under Stevens’ Stage Line. Also noted, this schedule was a major headache when the Greyhound bus was traveling from Seattle to Port Angeles because the service was invariably late. When Jefferson Transit took over this run from Stevens’ Stage Line, they inherited the problem of waiting on Greyhound at Center and the disruption that caused in their fixed route schedule.²⁹⁰ Nevertheless, becoming Jefferson County’s Greyhound agent was all about service to the community and is why Jefferson Transit patiently continued its quest.

On September 28, 1981 Jefferson Transit moved to its new home on Washington and Monroe Streets, which would also become Port Townsend’s Greyhound ticket and freight office.

When presenting the Manager’s Report for October 12, 1981, Peter Badame introduced Steve Iden as the new Jefferson Transit operations supervisor. He also reported that eighty bus stop signs were received and were being posted in Port Townsend and Jefferson County. Additionally, he reported that Jefferson Transit was now carrying an average of 720 passengers per week.

In November 1981 Mary J. “Hill” Hillard was hired as a driver.

After a lot of hair pulling and, without doubt, numerous four letter words, in December 1981 Jefferson Transit finally got the Greyhound contract secured.

Reflecting back on that accomplishment, former Jefferson Transit Manager Peter Badame wrote:

The award [of the agency] ... represents an accomplishment of significant import in my opinion. Establishing Jefferson Transit as a Greyhound agent with passenger and freight connections was a first for any public transit system in this country I believe. The importance of this, recognized by the award, was that we established the precedent for other rural public transit systems throughout this nation, faced with wholesale cutbacks in service by Greyhound, Trailways, etc., to enter into agreements with these private carriers. In San Antonio, where Vern Jones and I went to receive the award, I spent considerable time with other rural public transit operators and their national organization discussing our experience, results and frustrations in becoming a Greyhound agent. In my opinion this is another aspect of JT’s history which makes it unique.²⁹¹

²⁸⁹ Email from Peter Badame to Darrell Conder, October 16, 2013. I will also mention that several senior JT drivers have told me that for years there was a framed photo of Parker hanging on the wall of Jefferson Transit. It was also recalled that when JT was located on Washington and Monroe Streets, the break room was informally called “the John Dean Parker Lunch Room.”

²⁹⁰ By this date, Greyhound was again running into Jefferson County. This occurred when the foot ferry at South Point was replaced by a towed passenger barge, making it possible for all types of vehicles to again cross the Hood Canal while the Hood Canal Bridge was being rebuilt.

²⁹¹ Email from Peter Badame to Darrell W. Conder, subject: one more item, date: Friday, January 24, 2014.

From December forward, in Jefferson County Greyhound Lines, Inc. and Jefferson Transit were one and the same. In January 1982 Jefferson Transit checks were printed reflecting this fact and newspaper ads were placed advertising the new service. As they had been doing all along, Jefferson Transit continued sending buses to the Center Valley Market (formerly Gert & Mac's) to meet the Greyhound bus 365 days a year.²⁹²

Actually, when Jefferson Transit became part of Greyhound Lines, Inc., they added to their already-impressive pedigree by making another connection to Sam McGee's City Transfer:

1. November 14, 1921: **Sam McGee** was granted a certificate to operate a passenger and freight service between Port Townsend and Quilcene.
2. On November 7, 1923 McGee transferred this certificate to **Mike Deleo and Sons**.
3. In May 1926 the Deleos sold out to **Wolverton Auto Bus Company**.
4. By 1929, **Olympic Peninsula Motor Coach Company** had taken over Wolverton Auto Bus Company.
5. On January 5, 1938 Olympic Peninsula Motor Coach Company was absorbed by **Washington Motor Coach System**.
6. In March 1947 it was announced that **Northwest Greyhound Lines, Inc.** had bought Washington Motor Coach System.
7. December 1981, Greyhound Lines, Inc. joins with **Jefferson Transit**.

At the January 12, 1982 Authority Board meeting Janis Hunt was appointed by Mayor Barney McClure to replace Frieda Imislund, who resigned because of "... the non-observance of a no-smoking rule during meetings." In a newspaper interview Imislund stated that she "... had asked the smokers before about refraining from smoking, but it never caused them to quit."²⁹³

For Transit supporters the appointment of Hunt was not welcome news because she was an outspoken critic of Jefferson Transit.²⁹⁴ But sometimes things have a way of working out for the

²⁹² By this time, Sandra and Elmer Stevens had sold the market to Diana Post.

²⁹³ "Load, Smoky Room Causes Imislund to Quit Transit Board." *Port Townsend Leader*, January 20, 1982, p. A-1. Born Frieda Schauer in Ashley, N.D. on February 23, 1912, Frieda lived in Quilcene from ages 8 to 18, graduating from high school in Quilcene in 1928. She married Floyd Imislund in Mount Vernon on March 31, 1930. Mrs. Imislund, was a seven-year member of the Port Townsend City Council and 12-year food bank volunteer, also was a member of Eagles Lodge and Port Townsend Senior Association. In addition to volunteering for 30 years at Kah Tai Care Center, she was involved with Port Townsend City Parks, Port Townsend Community Center, Fort Worden Mendro Singers, Meals on Wheels, Senior Nutrition and Juvenile Diversion programs. She also tutored readers at Grant Street Elementary School. She died on April 16, 2008 at age 96 in Kah Tai Care Center after suffering a stroke. Obituary from the *Peninsula Daily News*, April 17, 2008.

²⁹⁴ For example, when Grays Harbor Transit offered to donate two buses to Jefferson Transit, which was in dire need of some backup vehicles, Janis Hunt opposed the offer because of what she said was a "mushrooming" system. A newspaper story at the time noted: "Hunt said she considers herself the maverick on the authority, because she is new this year, and because she will always question spending decisions. She believes there are many critics of the system, and says she is not just speaking for herself. She is one of only two Republicans on the authority ... Hunt says the transit system is the perfect example of government getting involved where perhaps things should have been left alone. She also describes any transportation issue as a 'sacred cow' that can't be touched. She believes schools and human services are more in need of funds right now than public transit." "Is Transit System Worthwhile?" *Port Townsend Leader*, Wednesday, March 17, 1982, pp. A9-10.

better, because in time Janis Hunt completely reversed her stand and became a champion of Jefferson Transit!²⁹⁵

In February 1982 Jefferson Transit workers voted to unionize. It was also in February that drivers finally got uniforms. Somewhat reminiscent of the classic military-type transit uniforms of bygone ages, the new uniform consisted of a pair of dark green pants and a light green dress shirt with a JT logo patch on the arm.

On January 4, 1982 the first connection between Jefferson Transit and Clallam Transit took place in Sequim. On February 11, 1982 an official, but brief, ceremony marked the occasion—brief because the buses involved had to get back on their scheduled routes. Officials from each transit board traded golden spikes in a symbolic gesture to recall the May 10, 1869 driving of the Golden Spike ceremony at Promontory Summit, Utah Territory when the Union Pacific and Central Pacific Railroads joined to form the Transcontinental Railroad. Although not quite an achievement on that grand scale, nevertheless buses from Jefferson and Clallam Transits briefly touched noses to symbolically form one transit system. A reporter at the scene seemed amused that Jefferson Transit's chiefs all arrived and departed on a Jefferson Transit bus, while the Clallam Transit bosses all arrived and left in their private cars.²⁹⁶

A bit of Transit history that caught my attention was a photo printed in the Wednesday, March 31, 1982 edition of the *Port Townsend Leader*. It featured Jefferson Transit Manager Peter Badame and Operation Manager Steve Iden kneeling on the ground in front of Delmonico's clothing store on Water Street affixing a stencil on the sidewalk in preparation to paint the words "bus zone." When I was told that Peter Badame had built Jefferson Transit "from the ground up," this photo would indicate the choice of words was inspired!

On May 10, 1982 Keith Harper reported to the Board that union negotiations were complete: now the drivers and dispatchers were part of the Amalgamated Transit Union, whereas Peter Badame, Steve Iden and Wanda Slevin (management) were excluded.

September 1982 Manager's Report: Nancy Fitch and Gary Steffan are hired as drivers. October 1982 saw Heidi Ruegg being hired as a driver.

A Pair of Recalls Bites the Dust!

By mid summer 1982 a certain Julie McClanahan of Quilcene had printed and was circulating fifty petitions calling for the dissolution of Jefferson Transit:

WE [sic], the electorate of Jefferson County and the City of Port Townsend, respectfully petition the County Auditor to put to the vote of the people the question: Shall the Jefferson County public transportation benefit authority area known as the Jefferson County Transit Authority be dissolved and its affairs be liquidated?

²⁹⁵ Badame, Peter. Speech given on the occasion of his receiving a commendation for his work establishing Jefferson Transit at the Jefferson Transit Authority Board Meeting, September 15, 2009, Washington State Archives - Digital Archives, *op. cit.*

²⁹⁶ "Transit systems connect." (Port Angeles) *Daily News*, Thursday, February 11, 1982, p. 1.

Of course McClanahan's petition drive received press coverage:

'I'm always the last to know,' observed Peter Badame, director of Jefferson Transit, when told about the petition drive Monday. 'What can I say? My job is not to deal with that. My job is to keep the system running. I can't get involved in politics.' Badame said it seemed a little odd that people so concerned with the transit budget and operation had not come to him to get current figures on the operating costs. He said the cost per passenger mile for the system so far this year is \$1.35 in Eastern Jefferson County.²⁹⁷

McClanahan told a reporter from the *Port Townsend Leader* that "... people are thinking it doesn't matter if it's federal, state or local money. It's still coming out of our pockets. ... I'm not against helping anyone, but I don't think Jefferson County warrants a system of this magnitude."

Jefferson County Commissioner and Authority Board member B. G. Brown responded "I don't know their purpose ... All it's costing people is three-tenths of a percent in sales tax." Brown's fellow Board member, Jefferson County Commissioner A. M. "Bud" O'Meara added: "The people that are complaining are driving their own cars."²⁹⁸

"Jefferson Transit was a great place to work because back then it was a tight-knit community of drivers who realized that they were all in it together—like a family—and it worked because they all went beyond their paychecks!" —Peter Badame, September 23, 2013, Port Townsend.

The kicker here is that McClanahan admitted that she had never used Jefferson Transit: "I have no need to. I'm sure I will get much criticism for this, but that's fine. I have no need for the service. For what it's costing us I think we could buy them [transit patrons] a limosine [sic] and give them a chauffeur."²⁹⁹

Although her unenlightened attitude was, at the very least, embarrassing, McClanahan wasn't through inserting foot into mouth. Despite admitting she had never used a JT bus, McClanahan complained that Jefferson Transit's service is "not that great" anyway!

McClanahan's public foot-in-mouth interviews must have done the trick because her petition drive failed big time.

When January 1983 rolled around, Jefferson Transit advertised for a driver. One hundred fifty-seven applications were received. On January 25, 1983 Peter Badame chose John Maiden above the rest and assigned him to train for two months with JT driver Gary Kaiser. (To date, Maiden has worked for Jefferson Transit longer than any employee in the agency's history.)

It was announced at the March 14, 1983 Authority Board meeting that Jefferson Transit had set aside money to buy its first computer, and Peter Badame presented a petition with some 200 signatures requesting Saturday service. The Board responded by asking Badame to prepare a report on the feasibility and cost of Saturday service.³⁰⁰

²⁹⁷ Brueckmann, Korte. "Jefferson Transit facing petitions to scrap system." *The Daily News*, Tuesday, June 29, 1982, p. 1.

²⁹⁸ "Transit's Worth Questioned; 'Recall' Petition Circulating." *Port Townsend Leader*, County Fair Issue, Wednesday, June 30, 1982 p. A-2.

²⁹⁹ Brueckmann, Korte. "Jefferson Transit facing petitions to scrap system." *op. cit.*

³⁰⁰ Public Transportation Benefit Authority Minutes March 14, 1983, Page 6, Washington State Archives - Digital Archives, *op. cit.*

On April 4, 1983 Dorothy Frost was hired as a driver.

Board minutes for April 11, 1983, page 2 notes: "Saturday Service: A report was given on Saturday service beginning on 6/13/83. Brown moved, [Brent] Shirley seconded to begin Saturday service on 6/13/83. Unanimous."

On June 13, 1983 limited Saturday service began on some routes, notably the out-of-county runs.³⁰¹ At the July 18, 1983 Board meeting, an update on Saturday service was given: "Staff Report Saturday Service is roughly 70% of weekly service."

In October 1983 Peter Badame presented an operation chart to the Board showing the structure of Jefferson Transit: the daily operation of the system was the responsibility of the transit manager; additional administrative staff included one secretary and one financial supervisor; an operations manager was responsible for six full-time drivers, five part-time drivers, one full-time and one part-time dispatcher. At that time Jefferson Transit operated eight buses, five vans, and one limousine. Transit fares were 50¢ adults, 25¢ for elderly, students, and handicapped, as well as a \$1 daily pass and a \$16 monthly full-fare, unlimited use pass; an \$8 monthly pass was offered for elderly, handicapped and students. Children under six rode free with an adult. Dial-a-Ride fares were 50¢.³⁰²

By the end of 1983, federal funds for operating a transit service in West Jefferson County had dried up and the service was cancelled.

The year 1984 was business as usual: buses rolled, passengers rode and management managed. In my book, the next big event took place on June 11, 1985 when Jefferson Transit sold "bus" #35, which was the old Stevens' Stage Line's 8-door 1966 Checker limousine. For a mere \$275 the lucky new owners were Murray and Susie Cook Perley, proprietors of the Geoduck (pronounced "Gooney-duck") Tavern in Brinnon.³⁰³ Reportedly, the Perleys bought the old Checker so that a regular customer named "Red" Wood could transport locals to and from their tavern.³⁰⁴

³⁰¹ Jefferson Transit's connection to Greyhound was 365 days a year. The 1983 schedules had this note about Greyhound and other services: "We are an agent for Greyhound tickets and freight 365 days a year. Three daily connections to Seattle, tickets and freight to anywhere. The schedule also offered "Local Freight Delivery: Countywide freight delivery wherever our buses run." *Fall Schedule Jefferson Transit System Map Serving City & County Effective: Wednesday, September 7th, 1983.* (Port Townsend, Washington: Jefferson Transit, September 1983)

³⁰² Report: Public Transportation in Washington State 1984, Washington State Department of Transportation, Planning, Research and Public Transportation, Public Transportation Office, October 1984, by the Planning, Research and Public Transportation Division, Washington State Department of Transportation, Transportation Building, Olympia, Washington 98504. U.S. Department of Transportation, Urban Mass Transportation Administration, under the Urban Mass Transportation Act of 1964, as amended.

³⁰³ Remarkably, November 25, 2013 Jefferson Transit clerk of the board and executive assistant Laura Smedley, acting on my public record request, was able to locate a copy of the cancelled check for this sale in storage boxes slated for destruction on December 9, 2013. The check was drawn on The Peoples National Bank of Washington, Quilcene branch, Geoduck Tavern 32471 Hwy. 101, Brinnon, Washington. The amount was \$275.00 and was signed by Susie Cook Perley.

³⁰⁴ "Red" Wood is remembered as a local character who called himself "the mayor of Brinnon" and made the Geoduck Tavern his headquarters. Accordingly, he persuaded the Perleys to buy the old Checker "bus" so that he could transport his many drinking friends to the tavern and then home. Presumably this is the same Red Wood who served on the Citizens Advisory Board in June 1983 and who was reappointed by the Authority Board on July 18, 1983 for a three-year term. PTBA Minutes July 18, 1983, Washington State Archives - Digital Archives, *op. cit.*

Also at the June 11, 1985 meeting, Peter Badame "... noted that Glenn Richardson of Hadlock has asked to be appointed to the Advisory Board. B. G. Brown nominated Fred Gifford and Glen Richardson to sit on the Citizen Advisory Board. John Pitts seconded. Unanimous."

At the July 16, 1985 Authority Board meeting Manager Peter Badame reported that Glenn Richardson had been appointed to the Citizens Advisory Board. Although no one knew it at the time, judging from his later actions it seems likely that Richardson had joined the Citizens Advisory Board solely to give himself some form of legitimacy in a bid to legally dissolve Jefferson Transit.

Almost immediately after his appointment Glenn Richardson and a handful of supporters began gathering signatures on a petition to dissolve Jefferson Transit. At the September 17, 1985 Authority Board meeting Richardson presented 1,339 signatures demanding that Jefferson Transit be dissolved via a question put before the voters on the November ballot. But there was a problem with the petition: Richardson and company had improperly gathered their signatures.

One would think that the Board sighed in relief when Richardson's ineptitude was discovered. All that they need do to answer this threat was nothing! However, just two days after receiving Richardson's invalid petition the Authority Board held a special session—without any notification to the general public—to consider the matter. The result of this clandestine meeting was a vote to put this question on the November ballot:

Sept 19, 1985 Jefferson Transit Authority Resolution NO. 3-85 Public Ballot Issue
Dissolution of Jefferson Transit;

WHEREAS, the question of the continuance of the dissolution of the Jefferson Transit System has become an issue of community interest; and, WHEREAS, R.C.W. 36.57A establishes the procedure for determining this question through the public ballot;

NOW THEREFORE BE IT RESOLVED that the Jefferson Transit Authority shall place upon the general election ballot before the voters of Jefferson County on Tuesday, November 5th, 1985 the question of the continuance or dissolution of the Jefferson Transportation Benefit Area.

ADOPTED by the Jefferson Transit Authority at a special meeting thereof held on the 19th day of September, 1985.

Janis Hunt Chair, John Pitts Vice Chair, Brent Shirley member, B. G. Brown member, Larry Dennison, member.

Understandably, many Jefferson County residents and virtually all Jefferson Transit employees were very upset that the Board had hastily and clandestinely passed the above resolution without notice to, or input from the public. On October 8, 1985 JT driver Gary Steffan read a statement to the Authority Board from the employees of Jefferson Transit expressing their shock and anger; he was followed by JT driver Roger Maldonado who accused that "... the Authority acted in such a way to deny users of the system a chance to respond to the idea of dissolution."

To tell the story of what was an unnecessary chapter in Jefferson Transit's history, I will reprint an article on the subject from *The A.T.U.587 News Review*:

'**Now's our chance!**' chortled one group of angry Jefferson County citizens in a prominently displayed political advertisement in the *Port Townsend Leader*. The group claimed people don't use transit and the county doesn't need it. A letter to the newspaper editor hammered the message home, 'We're voting to kill the SySTEM.'[sic]

On election day, November 5th, the future of Jefferson Transit and 14 of our union members' jobs were on the line. Proposition 1 read: 'Shall the Jefferson County Public Transportation Benefit Area, known as the Jefferson County Transit Authority, be dissolved and its affairs liquidated.'

The fact that the measure was on the ballot in the first place came as a surprise to many people. But the tiny bus system hadn't found an entirely welcome home in one of the state's least populated counties (much of which consists of the snow-capped peaks of the Olympic Mountains) since its approval by the voters in 1980 by a slim 53% margin. Public transit had been the target of attacks before this spring when a petition drive to abolish transit was launched by Transit Advisory Board member Glenn Richardson.

The disgruntled Richardson owns the garage that used to repair the dial-a-ride taxis before Jefferson Transit took over the service. Richardson spearheaded a campaign to eliminate transit disguised as a taxpayers' revolt. At issue was the additional 3/10th of 1% state sales tax that is used to fund transit. (Without its share of the sales tax, transit would also lose its matching funds from the state motor vehicle excise tax—effectively killing the system.)

Richardson's promise is 'to lower our taxes, to help our schools, to end the waste' by removing the 'transit tax' attracted hundreds of county residents eager to jump on the anti-'big' government bandwagon that has become a national craze since Ronald Reagan was elected president in 1980.

Biting the Ballot Bullet

Many of the 1339 signers of Richardson's petition were as confused as Craig C. Smith, publisher of Hadlock's Tri-Area Tribune, who should've known better. In an 11th hour editorial entitled 'Transit Needs Reform, Not Electrocutation,' Smith confessed to signing the petition but said he did so 'to cut the tax not the transit system.' Unfortunately, it amounted to the same thing.

Despite the fact that the petition was invalid as well as confusing, the Transit Authority Board neatly avoided any bitter public debates by placing the issue on the ballot two days after they received it. Even Richardson was shocked by his good luck.

Board member Brent Shirley, Port Townsend's mayor, was willing to gamble with the transit system. 'Let's see,' said Shirley, 'if the grumbling amounts to

anything.’ ‘After all’, said John Pitts, a county commissioner and another board member, ‘the ballot is the ultimate public hearing.’

To the employees of Jefferson Transit, it looked like Christmas would be cancelled. They looked around for a savior, but soon realized that they would have to save themselves. They had five weeks to put together a campaign to keep transit alive that would have to counter a well-organized and influential opposition that had already cowed many of the politicians and was adept at spreading misinformation about transit’s cost and services.

Citizens for Public Transit got two big boosts when Chief Shop Steward Bob Foster volunteered to coordinate their efforts and Local 587 pitched in with a \$3,000 contribution.

Citizen Cranks Up A Campaign

Out of a cramped second story storefront office, Foster cranked up a grass-roots campaign to educate people that voting ‘No’ on Proposition 1 was saying ‘Yes’ to their transit system. A flurry of activity resulted.

Over 120 people attended a kickoff meeting that netted \$200 and, more importantly, two dozen volunteers. An ‘un-petition’ in support of transit was circulated and finally appeared in a two-page spread in the *Leader* with 2700 pro-transit names.

Our Clallam Transit members helped make Proposition 1 a Peninsula-wide issue by organizing carpools for an outdoor rally in Port Townsend that drew 60 people in a drenching downpour.

While leafletting went on at shopping centers and doorbelling in the neighborhoods, ‘Keep Your Transit’ signs were popping up in front yards. In a last-minute push, a dozen volunteers in their homes called hundreds of their neighbors.

Probably most effective in getting the message across were a series of ‘people’ ads in the newspapers, featuring portraits of ordinary riders (senior citizens, merchants and kids) giving testimonials for transit.

The *Leader* called Proposition 1 a ‘blazing’ issue and kept fires burning with constant coverage and pages of letters to the editor that eventually ran two to one in favor of transit. (Many of those letters were from elderly and handicapped who make up 21% of Jefferson Transit’s riders. Representatives from the Olympic Area Agency on Aging to the Chetzemoka Golden Age Club jumped into the act.)

Fun With Facts

Richardson’s taxpayers transit committee expressed ‘outrage’ at the ‘big, empty buses’—all ten of them running on six routes. The Citizens Committee countered by explaining that the ridership had soared, increasing 400% in the five years of operation.

Richardson's committee claimed that the transit system was gobbling up taxes so fast that each bus ride was costing over \$5.00. But even the taxpayers were beginning to catch on and have their own fun with the figures. One letter to the editor joked that if Richardson's 'facts' were correct, the average income for Jefferson County residents would be over \$100,000, making it the richest area in the U.S. and one that could easily afford its tiny transit system.

The 'extra' sales tax amounted to 30¢ on a taxable \$100 and much of that came from tourists. It was estimated by cooler heads that the tax savings in killing the system would range between \$20 and \$30 per family. The voters seemed to get the message that the real price was too steep for a symbolic victory. The final tally showed Richardson's side receiving only about three hundred more votes than signatures on his petition.

Early in the campaign, a reporter from KOMO-TV came to Port Townsend and predicted that the side that worked the hardest would win. Foster and his crew of volunteers worked hardest. They may have to continue to work as hard in the future.

Jefferson Transit is saved for now but the Transit Authority Board has shown no inclination to reform the system. Foster's proposals to require public hearings before major changes and a two-week notice before route changes are going nowhere fast.³⁰⁵

As one might expect, after his questionable campaign Glenn Richardson's career on the Citizens Advisory Board fizzled:

[Peter] Badame reported that Glenn Richardson has not attended an Advisory Board meeting since October 1, 1985. The Advisory Board recommends dropping him from the board. B. G. Brown moved to remove Glenn Richardson from the Advisory Board and to write a letter thanking him for the time he served. Larry Dennison seconded. Unanimous.³⁰⁶

In June 1986 Jefferson Transit celebrated its fifth anniversary. The official celebration took place on Wednesday morning, June 25, 1986 with most of the pioneers of Jefferson Transit present. (When a photograph of this event appeared in the local newspaper, the reporter seemed to be amused by Authority Board member B. G. Brown cutting the cake before Manager Peter Badame finished lighting the candles!)

Nineteen-hundred-eighty-six marked another milestone: Jefferson Transit had long since outgrown its home on Washington and Monroe Streets. In an October 31, 1986 "Transit Site" memorandum to the Authority Board, Manager Peter Badame wrote that he had been talking to "... Bob Veg and Sonny Olson, the owners of the defunct GM Dealership on [1615 W.] Sims Way

³⁰⁵ "Jefferson Transit 70% Vote Will Keep Buses Rolling." *The A.T.U. 587 News Review*. Hatch, Will. *The Recording Secretary's Report*. (Seattle, Washington), Volume VII Number 13, December 1985. Article reprinted by permission of Amalgamated Transit Union Recording Secretary Judy J. Young, February 4, 2014.

³⁰⁶ Jefferson Transit Authority Board meeting, County Commissioners Chambers, February 19, 1986, Washington State Archives - Digital Archives, *op. cit.*

(formerly Buck & Sons), regarding the possible purchase or lease of the property. Lease would be \$3,500 per month, purchase price \$350,000 land and buildings.³⁰⁷ Badame also noted that he had talked to the state and found that grant money could be used for partial payment of the building and land.

During the November 19, 1986 Authority Board executive session, the decision was made to purchase the Sims Way property. At the December 17, 1986 Board meeting it became official:

Larry Dennison moved to adopt Resolution No. 9-86-Contract for the UMTA Section 18 funds and Resolution No. 10-86-Real Estate Purchase: and the procedure to direct the Manager to sign all necessary purchase and sale closing transactions ... at 1615 Sims Way ... Vern Jones seconded. Unanimous.

Sandwiched between the new property dealings, was the news that Totem Taxi had lost the Jefferson Transit contract to provide dial-a-ride services.³⁰⁸ The *Port Townsend Leader* for Wednesday, December 24, 1986 reported that the contract had been awarded to Kitsap Paratransit, a non-profit organization headquartered in Bremerton. Totem Taxi co-owner Sid Fink told the *Leader's* reporter that the Transit Authority decision was putting him out of business on January 2:

[Fink] ... was able to operate the taxi service without the Dial-A-Ride contract three years ago because he had one vehicle (a paid-for 1965 Mercedes) and supplemented his income elsewhere. Now he employs four full time workers and has two vehicles—a \$12,000 van and a \$3,000 station wagon. He said he has also sunk a substantial amount into radio dispatch equipment. ... [Fink remarked that] ‘this will put four local people out of work. I know what it’s like to be unemployed in this town in January.’ ... Totem Taxi won the hearts of the city’s Dial-A-Ride users ... ‘The service has never been as good as it is now,’ said regular user Lois Freitas. ‘Never.’

An update on the Sims Way property is told in this March 18, 1987 *Port Townsend Leader* headline: “Transit Facility Bought, Paid For; Design, Improvements Next.” The article quoted Peter Badame: “‘The site is officially paid for’, said Badame, and added, ‘It’s ours, it’s insured and we’ve gotten our second utilities bill from the city.’”³⁰⁹

Bought and paid for it might be, but it would take months before a move could be made up to Sims Way. The entire building would need renovating to make it useful as a transit agency, and that had to be done according to law: the renovation contract had to be put out for bid. At the April 13, 1987 Board meeting Badame reported that three architectural firms had been selected as finalists for the work. On May 11, 1987 the contract was awarded to Tonkin/Nishioka/Koch, who won out with

³⁰⁷ “Badame memo.” Jefferson Transit Special Meeting Minutes, November 6, 1986 Jefferson County Courthouse, Washington State Archives - Digital Archives, *op. cit.*

³⁰⁸ In 1983 Fink’s Totem Taxi had taken over the Dial-A-Ride contract from Virginia Browne’s Yellow Cab.

³⁰⁹ “Transit Facility Bought, Paid For; Design, Improvements Next.” *Port Townsend Leader*, Wednesday, March 18, 1987, p. B-3.

a bid of \$19,900. Les Tonkin would oversee the project with Bob Little acting as the construction supervisor.

At the May 27, 1987 Authority Board meeting it was announced that the two new Orion II buses had arrived at Jefferson Transit and were being made ready for service at the end of the week. In June 1988 a group of JT drivers sent a letter to the Board stating their dissatisfaction with the buses, prompting Commissioner B. G. Brown to remark that the buses “must be lemons.” Referring to those same buses, Jeff Hamm, who would follow Peter Badame as general manager, wrote: “We eventually got rid of the low floor, front wheel drive Orion II buses by selling them to St. Cloud, Minnesota. We cheered when they left on two flat bed trucks (every transit system I have worked at has its demon vehicle ‘lemons.’)”³¹⁰

Back in the eighteenth century the famous Scottish poet Robert Burns wrote something about the best laid plans of mice and men. He could have written that about the renovation of the Sims Way property. There were numerous problems, a few big ones, but mostly small, irritating delays that took endless meetings and Board discussions to resolve. But I’ll skip that tedium and report that finally— after one full year—Jefferson Transit was able to start moving into its new home.³¹¹ Once settled in, things immediately improved, such as it being practical to hire the agency’s first mechanic due to the building’s maintenance bay.

It was reported at the June 22, 1988 Board meeting that the Center Valley Market had closed. Since this is where Jefferson Transit connected to Greyhound, it was decided that beginning on September 6 Jefferson Transit would meet Greyhound at the Village Store in Port Ludlow via Port Hadlock.

At the November 23, 1988 Board meeting plans were discussed for celebrating Jefferson Transit’s 1,000,000 rider: “Badame reported that the system is on target for celebrating the 1,000,000 rider. The last two weeks of December will promote the ‘Ride the Bus Free’; and this will also tie in with the downtown merchants promotions.”³¹² Among other things to mark the achievement, Jefferson Transit had a large “1,000,000” banner printed to hang from JT’s W. Sims Way facility. (Unfortunately, there is no record of exactly what day the one millionth rider boarded and rode a Jefferson Transit bus.)

As we all know, in this life all good things must come to an end. By the August 23, 1989 Board meeting Peter Badame had handed in his resignation as manager of Jefferson Transit and was asking for guidelines in selecting a new manager. The Authority Board obliged, and soon thereafter the position was advertised. It would take ten months to find a replacement.

An October 18, 1989 *Port Townsend Leader* article reported:

Transit wins national honor: Jefferson Transit was one of five transit systems in the nation to receive a federal award for outstanding rural programs. Nominated by the state Department Of Transportation, Jefferson Transit was named an Outstanding Rural Public Transportation System by the Urban Mass Transit Authority. Cathy

³¹⁰ Email from Jeff Hamm to Darrell Conder, subject: Jefferson Transit, date: Thursday, December 12, 2013.

³¹¹ The move was accomplished during the month of May, 1988.

³¹² Jefferson Transit Authority Board Meeting November 23, 1988, p. 5, Washington State Archives - Digital Archives, *op. cit.*

Sillins of the state Department Of Transportation, said Jefferson Transit was the only system in the state to be nominated and was chosen because it had done a ‘wonderful job’ in providing service throughout east Jefferson County. The nomination for the award mentioned Jefferson Transit’s interline arrangements with Greyhound, Clallam Transit and Kitsap Transit. The ‘Happy Bus’ service that provides door-to-door service for seniors throughout the county also was mentioned, as well as the Vanpool service for commuters.

Because JT’s “Happy Bus” figures into the UMTA award, I should explain what it was, since the designation conjures up a yellow bus with a big happy face painted on the front. The “Happy Bus” is explained in the *Summer 1989 Jefferson Transit and Greyhound Connection Schedule and Map*: “The Happy Bus picks up all ages of people at their home and travels to Port Townsend, via Hadlock, in the morning for shopping, doctors, etc.; returning in the afternoon. Driver provides assistance. Fridays: Shine, Paradise Bay, Swansonville, Ludlow, Marrowstone, Cape George. FARE \$3.00 round trip.” By the way, if you lived outside of the local dialing area, as many users of the Happy Bus did, you could call Jefferson Transit toll-free by dialing “Zenith 9283.”

Those who drove the Happy Bus have told me that it was a very enjoyable experience for both drivers and passengers, in a sort of family-outing atmosphere. But, alas, nearly empty buses translated to a service that finally had to end.

On January 19, 1990 the Authority Board interviewed three candidates to replace Peter Badame. On the 24th the Board decided not to hire any of the three. Instead they would re-advertise the position with a new base wage increased to \$36,000-\$42,000, which was considerably more than Peter Badame was earning. Obviously embarrassed by this fact, at their February 28, 1990 meeting the Board belatedly raised Badame’s annual wage to \$40,000, making it retroactive to January 1, 1990.

April 25, 1990 Peter Badame advised the Board that Kitsap Transit would be surplusing three intercity coaches in May. They were 1974 MCI-5s, or former Greyhound buses, and had 6V71 Detroit 645 Allison engines, automatic transmissions, power steering and a 41-passenger seating capacity. The downside was that the condition of the engines and transmissions was questionable. The cost per coach was \$4,545.00 and Kitsap Transit agreed to sell approximately \$3700 worth of parts along with the coaches.

The motion to buy the MCI-5s was passed and two of the three buses were purchased. After they arrived, the cost of rebuilding the coaches was much more than anticipated, but all agreed it was still cheaper than buying new coaches.³¹³

³¹³ Motor Coach Industry (MCI), was Greyhound Lines’ in-house coach building company. Although MCIs were tough, long-lasting work horses, they were designed for open road service and not well suited to the narrow streets of Port Townsend. The JT drivers who remember the MCI buses, have little good to say about them. In addition to the difficulty of negotiating narrow streets, they had manually operated doors and the problem of unreliable air conditioning systems. Since MCI coaches have sealed windows, when the air conditioning wasn’t working it was sheer misery to be sealed inside for a 30-60 minute run! This situation was so acute, that GM Jeff Hamm seriously considered installing sliding windows. The suggestion was scrapped due to the cost, and passengers and drivers endured the inconvenience.

It was at the April 25 meeting where Peter Badame announced that the new Jefferson Transit manager, Jeffrey T. Hamm, would be starting on June 4, 1990. His title will be that of “general manager,” presumably to distinguish him from the operations manager.

When he was hired to replace Badame, Jeff Hamm had seventeen years’ transit experience behind him, including the last six years of his career at Seattle Metro. Speaking of Hamm’s hiring, Authority Board Chairman Vern Jones commented that Hamm offers “a new dimension” to the transit service. He went on to add that Badame “did a yeoman’s job ... [it] was a tough row at times, to get us where we are today. He will be missed.”³¹⁴

At the May 23, 1990 Board meeting Peter Badame formally introduced Jeff Hamm as the new Jefferson Transit general manager. With that formality over, it was time for Badame to step aside: “... at 2:17 p.m. Vern Jones read Peter Badame’s formal resignation letter which stated his last date of employment with Jefferson Transit will be June 25th, 1990. B. G. Brown moved to accept the resignation of Badame and Larry Dennison seconded the motion. 2:21 p.m. Meeting adjourned.”

Twenty-four years later Peter Badame reflected back on his years at Jefferson Transit and noted that among his achievements, the establishment of a Capital Replacement Reserve was one of his finest:

I believe that this action, taken prior to 1984, was a substantial manifestation of sound policy by Jefferson Transit and represents our commitment to be stewards of the trust given to JT by the citizens of Jefferson County and our commitment to the idea of sustainability for JT given the vicissitudes of the availability of capital (equipment) funding from non-local sources (Feds, state, etc.). As I recall, B.G. Brown and I discussed this concept extensively and we established this fund prior to 1984. ... Melanie [Bozak]’s arrival as finance director in 1984 allowed us to establish a more sophisticated method of funding the reserve. This is an important item for me ... it reflects the commitment that myself and the first Transit Authority board had to establishing and maintaining the health of the system and illustrates the care we gave to building for the future.³¹⁵

During the July 25, 1990 Board meeting General Manager Jeff Hamm reported that seven fare boxes had been stolen from Transit buses during the night of August 1, or early in the morning of August 2. According to JT accountant Melanie Bozak seven buses, #95, #96, #26, #27, #903, #873 and #874, were robbed of \$200. By the next morning all but two of the buses had new boxes and were back in service. Although some of the battered boxes were later recovered in the gully behind the Sims Way transit yard, no arrests were ever made.³¹⁶

³¹⁴ Neumann-Rea, Kirby. “Jeffco Transit gets new manager.” *Peninsula Daily News*, Saturday, April 1, 1990, p. 1. Before coming to Seattle’s Metro in 1984, Hamm served as a transportation consultant and accountant for the City of Seattle’s commuter pool program.

³¹⁵ Email from Peter Badame to Darrell W. Conder, subject: a few items, date: Friday, January 24, 2014.

³¹⁶ In June 1992, Jefferson Transit received an insurance payment for \$3, 900 to cover the stolen fare boxes. As an interesting aside, #96, a 1982 Orion, is still in active service at Jefferson Transit. After thirty-one years, it is now the oldest bus in the JT fleet.

Make no mistake! Back in 1990 Port Townsend folks loved their bicycles! That's why 500 of 'em signed Port Townsend bike shop owner Lowell Jons' petition for bike racks to be installed on JT buses. Jons presented this petition to the November 28, 1990 Authority Board meeting and let me tell you that 500 signatures got results! The Board ordered the racks to be bought and installed forthwith!

At the April 24, 1991 Board meeting it was proposed to start a limited Sunday service running from downtown to Fort Worden. The main reason seems to have been to help transit patrons get to and from church. After some discussion, "[Larry] Dennison made the motion to add Ft. Worden Sunday service and Brinnon Saturday service, Wojt seconded the motion and it passed unanimously." The additional service would begin in June and run through the summer on a trial basis.³¹⁷ Also at the April 24, 1991 Board meeting plans were discussed for Jefferson Transit's ten-year anniversary celebration. Among the suggestions were making ten-year employee lapel pins and holding a baby driver photo contest. Both suggestions were adopted.

Now the baby drivers contest isn't what it sounds like! People didn't dress their children in bus driver uniforms and vote on the cutest—although that's not too far off the mark. Transit drivers submitted their baby photos, which were posted on JT buses, and patrons tried to match the photos to the correct drivers on an entry form. For the next thirty days hundreds of forms were turned in, but only one had matched all JT drivers with their baby photos: youngsters Wayne and Justin Gamotis, whose mother had filled out and submitted the entry form, won two one-month bus passes.³¹⁸

On June 16, 1991, Jefferson Transit officially celebrated its ten years of service by offering 10¢ fares. The *Kitsap Sun* reported on the event: "It had only a couple of buses then and contracted with a local taxi firm and the private Stevens' Stage Lines for service, said Peter Badame, its first manager. Now there are 12 buses, half a dozen vans and 25 employees. ... From 47,000 passengers carried in 1981, ridership grew to 207,000 in 1990."³¹⁹

August 16, 1991, GM Jeff Hamm recommended that the Fort Worden Sunday service continue "due to the success of the ridership on that route." The Board agreed and, in time, more service was added until all JT routes were running on Sunday.

By the end of 1991 Greyhound Lines, Inc., which had been in bankruptcy since June 1990, was some twenty months into a bitter drivers' strike.³²⁰ The crippled transportation giant responded by either eliminating or cutting routes and services nationwide. That was the fate of numerous routes in Washington state, including Greyhound's Seattle to Port Angeles run, which was cut in half. That move was the last straw for Jefferson Transit's partnership with Greyhound.

During the month of November the Authority Board carefully considered the option of terminating their Greyhound agency. At the end of their November 27 meeting came this resolution: "B. G. Brown moved that JT terminate its Greyhound agency effective with the winter service

³¹⁷ Jefferson Transit Authority Board, Minutes, 1980-2007, April 24, 1991, p5, Washington State Archives - Digital Archives, *op. cit.*

³¹⁸ Conder, Darrell W. Interview with John W. Maiden, Tuesday, October 1, 2013, Port Townsend.

³¹⁹ Baker. "Jefferson Transit decade in running." *Kitsap Sun*, Saturday, June 1, 1991, p. 2.

³²⁰ The strike began in March 1990 and wasn't settled for 38 months.

change, January 5, 1992, and expand the service to Kitsap as recommended by staff. [Julie] McCulloch seconded the motion and it was passed unanimously.”³²¹ On December 12, 1991 the *Peninsula Daily News* carried this headline: “Jeffco Transit drops out as Greyhound bus agent.” In that article General Manager Hamm was quoted as saying that “... Greyhound service had become inconsistent, and transit employees spend a disproportionate amount of time handling Greyhound business.”³²²

While combing through Jefferson Transit archives, I gained some insight into Hamm’s frustration. There seemed to be a never-ending stream of trivial Greyhound communications concerning matters like the case of the missing tennis shoes. In that instance someone had left a box containing a pair of tennis shoes on board a bus from Seattle and wanted them back. This generated letters and memos between Greyhound Lines, Inc. and Jefferson Transit; between the Greyhound agent in Port Angeles and Jefferson Transit; and between the Greyhound agent in Sequim and Jefferson Transit. Moreover, each of these agents forwarded copies of their communication with Greyhound to Jefferson Transit. The contents of these communications make it clear that someone at Jefferson Transit was taking the time to respond to each memo—and all over a pair of missing tennis shoes! Add to this the mountain of office paperwork associated with being a Greyhound agent, drivers loading and unloading freight and baggage, drivers selling tickets on the road and handling money, and you can understand the conclusion that dealing with Greyhound was more trouble than it was worth—especially since a bankrupt Greyhound wasn’t paying its bills. Oh, and, in case you’re wondering, I found nothing to indicate that the missing tennis shoes were ever located!

Once Jefferson Transit dumped Greyhound, they had to stand in line with thousands of other creditors to collect debts owed by the beleaguered bankrupt corporation. For the next year Jefferson Transit had to endure Greyhound’s attorneys as they nitpicked over legitimate invoices. The strain of this shows through in a letter dated March 24, 1992 from Jefferson Transit General Manager Jeff Hamm addressed to Greyhound lawyers Weil, Gotshal & Manges in Houston, Texas:

It is with some frustration and indignation that we respond to Greyhound’s objection to our claim. For ten years as a Greyhound agent, Jefferson Transit documented its commission work and submitted invoices to Greyhound in precisely the same manner as for the \$467.68 described above. I cannot help but feel that the debtors’ objection is a thinly veiled rationalization. One would hope that Greyhound and its attorneys would seek a more equitable manner in which to address the companies’ outstanding debt.³²³

³²¹ Jefferson Transit Authority Minutes, November 19, 1991 and continued November 27, 1991, Washington State Archives - Digital Archives, *op. cit.*

³²² “Jeffco Transit drops out as Greyhound bus agent.” *Peninsula Daily News*, Thursday, December 12, 1991, p. 2. A compromise was worked out to convenience Greyhound passengers by routing Jefferson Transit’s Sequim buses to stop at the Sequim Greyhound agency.

³²³ This letter was among the boxes of obsolete records slated for destruction on December 9, 2013 by approval of the Authority Board. I pulled this letter, along with numerous other records, to be saved for the Jefferson County Historical Society transportation archives. My request was granted by the Authority Board. At the January 21, 2014 Authority Board meeting General Manager Tammi Rubert announced that 106 boxes of obsolete JT records had been shredded.

December 10, 1991: Jefferson Transit General Manager Jeff Hamm announced upgrades in disabled riders service, which was done to meet the 1990 Americans with Disabilities Act, or ADA. Although from the beginning Jefferson Transit had paid special attention to the county's disabled riders, the agency had to increase their efforts under the new ADA law. One of the first moves was to equip all JT buses with wheelchair lifts, since at that time only half the fleet had these.

Also at the December 10, 1991 Board meeting it was announced that Paul Hausmann was hired as a new driver. May 19, 1992: dispatcher Janice Matthews was honored with a resolution from the Authority Board on the occasion of her retirement. The Board noted that Matthews is "... one of the founding employees of Jefferson Transit, having been a continuous employee with the Authority since its inception in 1981."³²⁴

General Manager Jeff Hamm informed the June 23, 1992 Board meeting that Chuck Keller and Mary Cross were hired as a drivers and that "bike racks have been installed and are being used." It must have been a slow news week in Port Townsend because that week's edition of the *Port Townsend Leader* covered the bike rack story and reported that in the first seven days over twenty bikes were carried on JT buses!³²⁵

In November 1992 Jefferson County Commissioner B. G. Brown, who had served in this position since 1973, was defeated in his reelection bid by Glen Huntingford. This meant that Brown, who had served on the Authority Board from before Jefferson Transit began, would have to step aside.

December 9, 1992 Board Meeting: General Manager Jeff Hamm reported that on December 1, 1992 Mason County Transit began its transit service and that "... yesterday a passenger had made a trip from Shelton to Port Townsend and back making a connection at the Black Point Road stop in Brinnon." Notably there was no Golden Spike ceremony, as there had been with the meeting of Jefferson Transit and Clallam Transit.

December 9, 1992 and December 30, 1992: Board member B. G. Brown attended his last Authority Board meetings. Until Port Townsend City Council member Catharine Robinson's reelection in November 2013, B. G. Brown's eleven years on the Jefferson Transit Authority Board gave him the distinction of being the longest serving member in the Board's history.³²⁶ (If one counts his time on the Public Transit Benefit Area Board back in 1980 when Jefferson County Transit was operating, B. G. Brown actually served in the position for twelve years. Counting that extra year makes Brown and Robinson tied for the distinction of longest-serving Board member.)

³²⁴ Kay Harper recalled that she and Jan Matthews started out as dispatchers for Virginia Browne's Yellow Cab Company. Since both she and Matthews were disabled, Gael Stuart, through the Community Action Council, was able to enroll them into a program that led to their employment with Jefferson Transit. Conder, Darrell W. Interview with Kay Harper, *op. cit.*

³²⁵ Jefferson Transit driver Perry Underdahl drove the inaugural "bike" bus (#96, a 1982 Orion) and recalled that GM Jeff Hamm and seventeen enthusiastic bicycle riders were waiting in the parking lot of Stock Market Grocery Stores (now the Quality Food Center, or QFC,) to board his Fort Worden bus. With spaces for only two bikes in the new outside rack, the other sixteen had to be brought inside, which provided an interesting trip for all onboard! Conder, Darrell W. Interview with Perry Underdahl, January 4, 2014, Port Townsend.

³²⁶ Email from Catharine Robinson to Darrell Conder, subject: question, date: Wednesday, January 15, 2014: "Hi Darrell, I started on the board in 2002, or maybe at the very end of 2001. (I was elected to a vacated seat of an unexpired term so I joined the Council at the end of 2001 once the election was certified.) 2002 is safe to say for sure. Thanks for your work on this. Catharine"

At the January 21, 1993 Board meeting it was reported that #27, a 1981 Flxette Coach, which was one of Transit's first new bus purchases, was deemed beyond useful life and was being processed (the term is "surplusing") to be sold.

During the April 20, 1993 Board meeting drivers John Maiden and Dorothy Frost were given recognition for ten years of service to Jefferson Transit and received pins: "Both Frost and Maiden spoke to the group, thanking [Board Chair Vern] Jones for the honor and expressing pride and honor in working for the agency and the public for the last ten years."

For several years Jefferson Transit had been using the parking lot of Stock Market Foods on Sheridan Street as a transfer point for its routes. It was not only inadequate for the needs of both passengers and drivers, it was downright inconvenient, and, at times, unsafe!³²⁷ This situation was one of the reasons why Jeff Hamm became interested in a \$5.5 million park-and-ride grant being offered by the state Department of Transportation. There was another reason, but we will get to that later. What's important here is that in August 1993 Hamm decided to pursue the grant.

September 15, 1993: General Manager Hamm had a meeting in Forks with Tim Fredrickson, manager of Clallam Transit, and Dave Rostedt, manager of Grays Harbor Transit, exploring ways to provide service to West Jefferson County. (If you recall, the service had operated from 1981 to 1983 and had been funded through a grant, at a cost of \$22 per ride.) The outcome of the meeting was a resolution to further explore the problem.

It's All Happening at the Haines Place Transit Center!

To begin this part of Jefferson Transit's history I will quote from the *Port Townsend & Jefferson County Leader* for November 11, 1993:

... Jefferson Transit director [Jeff Hamm] has opened a Pandora's Box of Port Townsend politics by spearheading a plan to place a Park and Ride lot next to the Kah Tai Lagoon park. If the plan is approved by the Transit Authority ... it could lead to a \$2 million transportation improvement project that includes a four-acre parking lot, a new traffic light, a new street through the Safeway parking lot, and a shuttle bus that drops passengers into downtown Port Townsend every 20 or 30 minutes. About \$1.67 million of the cost would be borne by a grant provided by the state Department of Transportation. ... Critics said, and still say, they found the idea hastily planned, poorly located and likely to become a tax-supported boondoggle that eats up some of the last land in Port Townsend zoned for multi-family housing. The proposal has also received strong support from many quarters. Among the supporters are all four of the city council candidates who won, the Port of Port Townsend, the

³²⁷ At the July 18, 1983 Authority Board meeting Peter Badame asked the Authority "to pay for the grading and graveling the dirt strip between 7th St. and the paved parking area of Mark-It Foods. It has been determined that the congestion of the parking lot is a safety hazard to the buses ..." The Board gave its permission. (PTBA Minutes July 18, 1983 p. 3, Washington State Archives - Digital Archives, *op. cit.*) In 1997, Quality Food Centers, or QFC, purchased Keith Uddenberg, Inc. which operated Thriftway Stores and Stock Market Foods (formerly Mark It Stores) throughout western Washington. Although now part of The Kroger Company, QFC still operates under the QFC name and is still at the same location: 515 Sheridan Street near the corner of West Sims Way.

Port Townsend Chamber of Commerce, Mayor John Clise and other citizens. They find the park and ride ideal, one whose time has come as a way of relieving serious parking problems downtown. Hamm acknowledges today that the political beating his proposal took caught him by surprise.

Hamm learned Aug. 4 that \$5.5 million in grant funds were available from the state Department of Transportation. The funds were available to only six public transit authorities . . . the funds had to be awarded by November 1, and spent by June, 1995. After discussions with Safeway, McDonald's, the Port Townsend Chamber of Commerce and Fort Worden State Park officials, Hamm recommended to the Jefferson Transit Authority that the grant be pursued. In the Aug. 17 meeting the board unanimously agreed. In mid September, Hamm learned that the Jefferson Transit site had been selected as one of the four grant winners, and was awarded the largest sum at \$1.67 million.

The *Peninsula Daily News* for December 5, 1993 printed the headline and story:

PT GETS GRANT FOR HAINES PROJECT.

The first \$769,907.22 for Haines Place project will arrive sometime this week. That's the amount the state will send to Jefferson Transit for the purchase of four acres to build the Sims Way traffic light and park-and-ride facility at nearby 12th Street. . . . Jeff Hamm, transit manager, submitted the request Tuesday and received authorization Friday from Jerry Carlson, contract administrator with the department's public transportation office. The speed of the approval surprised Hamm, who had said earlier the approval might not come until early next year, nearer its deadline of Feb. 1, 1994 to buy the property.

After learning that Jefferson Transit had received the grant, General Manager Jeff Hamm formed an oversight committee to assist in the overall project. This committee consisted of Lloyd Cahoon, Port of Port Townsend; Bob Giesler, Safeway manager; Bob Roth, McDonalds manager; Larry Mulvey, Port Townsend Chamber of Commerce; **Steve Hayden, City of Port Townsend Parks committee**; Michael Hildt, City of Port Townsend Planning Director; Bob Wheeler, City of Port Townsend Public Works; Jeff Durall, JT driver and union shop steward; Dick Kint, Jefferson Transit Citizens Advisory Committee and Karen Chang, Manager Claridge Court Apartments.³²⁸

From this time onward Jeff Hamm became a target of a small but persistent and vocal anti-park-and-ride (P&R) crowd. Although they targeted every aspect of the project, this group seemed to be particularly bothered by the news that the "Haines Place Project" would create a new city street named Haines Place cut from a section of Safeway's parking lot. A new traffic signal on Sims Way was also an irritation, as was the revelation that money not covered by the grant would come from both private sources and local governments: \$75,000 from the City of Port Townsend and \$70,000 from the Port of Port Townsend.

³²⁸ Jefferson Transit Authority Board Minutes, September 15, 1993 and October 29, 1993, Washington State Archives - Digital Archives, *op. cit.*

Sandwiched between the P&R news was the April 28, 1994 announcement from Greyhound Lines, Inc. that the company would discontinue service from Seattle to Port Angeles, thus ending decades of service to Jefferson County.³²⁹ However, a connection to Seattle’s Greyhound station was still possible via Jefferson Transit, Kitsap Transit and a Washington State Ferry at Bainbridge Island. In Jefferson county the news seems to have been greeted with a “ho-hum” attitude.

The *Peninsula Daily News* for October 18, 1994 headlined that “Transit plan on roll in PT”: “Traffic: Commuters, others will be able to park and ride buses to downtown and other destinations.” “Port Townsend—City Council paved the way Monday for a 295-car park-and-ride lot and bus transit facility. . . . The applicant is Jefferson Transit, recipient of a \$1.67 million state grant.”

On February 1, 1995 the *Port Townsend & Jefferson County Leader* reported:

Construction begins Feb. 1 on the disputed Haines Place Park-and-Ride, which came in \$200,000 over budget, said winning bidder and project manager Steve Murdoch of C.A. Carey Construction. . . . To cover the \$200,000 construction shortfall—plus an additional \$66,000 the project was already over budget before the high bid—the City of Port Townsend, Port of Port Townsend and Jefferson Transit will together kick in an additional \$95,000.³³⁰

Making up the shortfall was Jefferson Transit with \$85,000 cash plus \$20,000 in management services; the city \$110,000 cash plus \$214,000 in land and project management; the Port of Port Townsend would donate \$50,000 cash; McDonald’s would contribute \$5,000 in cash and Safeway supermarket would contribute part of its parking lot for a new street, worth \$101,000.

The cash shortage was music to the ears of the anti-P&R crowd, which is evidenced by local political cartoonist Ray Grier’s February 8, 1995 drawing in the *Port Townsend & Jefferson County Leader* depicting Jeff Hamm on his knees begging for more money to complete the park and ride project. However, the nay-sayers continued in the minority as the project rapidly progressed.

By Wednesday, April 26, 1995, the *Peninsula Daily News* was reporting a cash infusion to the P&R project:

Jefferson Transit gets additional \$200,000 for park-and-ride lot; the project was short of funds, so the Washington Department of Transportation kicked in another \$200,000 to finish the project, said Jefferson Transit Acting Manager Melanie Bozak. ‘Now we will be able to do it the way it was designed in the first place,’ said Bozak. . . . Jefferson Transit is also considering buying a used trolley to shuttle between the park and ride facility to downtown Port Townsend.³³¹

As the P&R took shape, local artist Yvonne Pepin-Wakefield proposed to the Authority Board that art be employed to enhance the new facility. The Haines Place Transit Center advisory committee agreed, and asked Pepin-Wakefield to write a proposal that incorporated a weather vane for the facility’s tower.

³²⁹ “Last Stop in PA For Greyhound.” *Peninsula Daily News*, Thursday, April 28, 1994, p. A-5.

³³⁰ “Transit board accepts high bid for park-and-ride.” “Construction begins today at Haines Place.” page A-2.

³³¹ General Manager Hamm was away on medical leave at this time, leaving Melanie Bozak as “acting general manager.”

Pepin-Wakefield's proposal must have pleased the right people because she was hired as the contractor to oversee the Haines Place Transit Center's art installation. Wasting no time, immediately Pepin-Wakefield sought out local artist David Vane, who was, if you remember, the man who had designed Jefferson Transit's bus livery some ten years earlier. Vane's contribution was a collaboration with Pepin-Wakefield to etch animal tracks around a big boulder—when Pepin-Wakefield could locate the right rock.

With the deadline approaching, and leaving no stone unturned, Pepin-Wakefield was having trouble finding her rock. Finally she found her prize—in someone's yard! After negotiating with the owner, the 4½ ton boulder was duly acquired and Vane set to work. In August 1995 the objet d'art/rock was moved to the center island of the Haines Place Transit Center and set atop a buried time capsule.³³²

In case anyone is interested in the time capsule's contents, they include a 1980 road map, a 1995 Jefferson Transit employee list and other Transit documents; Safeway's manager put in an employee work schedule and a photo of the store; and a group of elderly ladies from Claridge Court Apartments, which sits across the street from both Safeway and Haines Place Transit Center, donated an article published about them in the *National Enquirer*. (The ladies had gained international fame after the Port Townsend Police, acting on an anonymous tip, had cracked down on their 10¢-gambling parties in the building's community room.)

Initially the weather vane was to incorporate a whale, but since that didn't ring the right bells, the notion was scrapped in favor of a blue heron. For this project Pepin-Wakefield sought out another local artist, Russell Jaqua, whose forté was creating art from metal—and who, by the time of his death, had gained international fame.³³³ “Jaqua says he has enjoyed working on the heron although he had to make two heads before he got what he wanted. ‘I want to lend the quality of the metal,’ he says ‘I’m trying for movement. I want a sense of the bird, not every feather.’”³³⁴

With the installation of the art, the Haines Place Transit Center was in sight of the finish line. In that regard, there was considerable pressure on the contractor not to go over budget: “I’m all over Steve [Murdoch] like a dirty shirt to get done by the end of the month,” said Otak project manager Dan Dawson. Murdoch is C. A. Carey's project manager.³³⁵ Dawson's “dirty shirt” approach worked well, and not only did the Haines Place Transit Center open on schedule, *i.e.*, on Labor Day, September 5, 1995, it was within \$200 of the \$2.5 million budget!

With free shuttle buses departing the new Haines Place Transit Center to and from downtown, on opening day a large, excited crowd seemed to indicate a successful future. Two weeks later, on

³³² Katzenbach, Ann. “Park-and-Ride takes art as a future legacy.” *Port Townsend & Jefferson County Leader*, Wednesday, August 9, 1995, pp. D-6, D-7.

³³³ A Centrum artist-in-residence from 1975 to 1993, Russell Jaqua created metalwork that was chosen for the inaugural exhibit of the American Craft Museum in New York and the Craft USA exhibition at the Musée des Arts Decoratifs of The Louvre, Paris. Jaqua died in June 2006 at the age of 59 after a two-year struggle with ALS, or amyotrophic lateral sclerosis—also known as Lou Gehrig's disease—a fatal neurologically degenerative disease that progressively weakens muscles. Bermant, Charlie. “At hospice fund raiser, Jaqua widow tells of sculptor's final days.” *Peninsula Daily News*, June 23, 2011.

³³⁴ Katzenbach, Ann, *op. cit.*

³³⁵ Williams, Colleen. “Park-and-Ride almost ready, close to budget.” *Port Townsend & Jefferson County Leader*, Wednesday, August 30, 1995, p. A 12.

Tuesday, September 19, 1995 at 4 p.m., the official dedication ceremony took place with all the usual fluff and frills. That was followed by a reception in the community room across the street at Claridge Court Apartments, which was well attended by most of Port Townsend's nobility—well, all but one.

Even with the facility up and running, still there were dissenting voices. One of the most influential and vociferous opponents was Jefferson County Commissioner and Authority Board member Robert “Bob” Hinton, who had opposed the project from the start. Indeed, a source told me that he was so adamantly opposed that he refused to have his name on the dedication plaque. Such a claim prompted me to contact Hinton to verify its validity. Once I had the former Authority Board member on the telephone, I point blank asked about the rumor. Hinton informed me that it was true; but more to the point, in no uncertain terms he had communicated this to General Manager Jeff Hamm—there was no way his name was going on that plaque!³³⁶ Thus, when the bronze dedication plaque was unveiled, it read:

Haines Place Transit Center dedication Sept. 19, 1995. Richard Wojt Chairman, Julie McCulloch member Glenn Huntingford member, Dianne Perry-Thompson, member, Jeff Hamm GM, C. A. Carey Corporation, Contractor”—NO BOB HINTON!

So, did former Board member Hinton and others have a valid argument against the Haines Place Transit Center, a.k.a. the Park-and-Ride? As someone who wasn't there at the time but who now daily uses that facility, my view is tainted—especially since I can't imagine Jefferson Transit smoothly operating without it. Nevertheless, I will put in my 2¢'s worth and offer that the problem with the P&R was not the concept but the naiveté of its supporters in overlooking America's unnatural love affair with the internal combustion engine.

Even though a significant portion of Port Townsend's economy depends on tourism, and one of the town's major problems is the lack of downtown parking, for anyone to have imagined that the scores of downtown employees and shop owners would inconvenience themselves by parking their SUVs and designer pickup trucks at the P&R and take a bus—even a free shuttle bus—to work, was truly naive. I mean, think of all those people you've seen driving around in circles in a Wal-Mart parking lot trying to find an opening near the door in an absurd ritual to save walking an extra fifty feet, and then imagine them parking at a park-and-ride facility and taking a bus anywhere!

To make this point, I'll relate a story about a downtown merchant who refused to use the new P&R facility, despite the free-fare shuttle. Instead, the man daily parked in front of his store, collected a stack of parking tickets, and then paid them every Friday en masse!³³⁷

Anyway, the whole P&R thing fizzled and the free-fare shuttle was eventually discontinued.³³⁸ However, this didn't mean that public transit advocates had given up on the Park-and-Ride concept.

Over the years, attempts have been made to see the Haines Place Transit Center realize its potential. One of those was the Key City Transportation Challenge, which was an annual event to

³³⁶ Conder, Darrell W. Telephone interview with Robert Hinton on Wednesday, October 30, 2013, Port Townsend.

³³⁷ Conder, Darrell W. Interview with JT driver John W. Maiden, Tuesday, October 1, 2013, Port Townsend.

³³⁸ On June 20, 2000 the Authority Board voted on Resolution 00-9: Eliminate Fare Free Zone “[Geoff] Masci moved to accept Resolution 00-9(a), to eliminate the fare free zone ... effective August 13. [Bill] Wolcott seconded.... The motion passed 4-1 with [Dan] Harpole opposed.” Washington State Archives - Digital Archives, *op. cit.*

raise people's awareness of public transportation sponsored by Jefferson Transit, the Port Townsend Chamber of Commerce and Port Townsend Main Street Program. A glimpse of the sponsors' inventiveness is found in the July 20-23, 1998 Third Annual Challenge. A borrowed trolley from Skagit Transit offering free rides was a success, but overall it didn't help. Ridership numbers essentially stayed the same while the annual "Challenge" concept fizzled.

Some years later another attempt was made to revitalize the P&R when the Port Townsend Chamber of Commerce and Tourist Information Center was relocated to a newly-constructed building in the P&R parking lot. The idea was that visitors would stop in for information, park their cars and take a JT bus around town. But alas, that also had little or no effect and today the Haines Place Transit Center P&R continues to be underused, except for the yearly Wooden Boat Festival and a few other occasions.

In December 1994, a coalition of citizens, businesses, schools, Native American tribes and transit agencies, put together a new West End bus run as a one-year pilot project. It was funded by a \$75,000 state grant and matching funds from Jefferson, Clallam and Grays Harbor transit authorities. The bus, operated by Paratransit Services, Inc. of Bremerton, was called The Olympic Connection and made two runs daily between Forks and North Shore, with a stop in Kalaloch, the Hoh Tribal Center, the Queets Community Center and Clearwater.³³⁹

June 20, 1995: Five-year anniversaries were cited for Cathy Wyland, Lorna Tongen and Jeff Hamm.

The July 11, 1995 *Peninsula Daily News* reported that Jefferson Transit received a \$173,000 state grant to help sustain the "fledgling West Jefferson Transit Olympic Connection bus through mid-1997." The grant made possible a Monday through Sunday connection from Port Angeles to Amanda Park in Grays Harbor County. At Amanda Park, a rider could connect to Grays Harbor Transit and continue into Aberdeen and from there into Olympia to make connections to Seattle and Portland.

Ten-year veteran JT driver Mike Kiesel retired on September 5, 1995. Operation Manager Steve Iden also left in September 1995.

January 18, 1996 marked five-year anniversaries for Claudia Huber, John Koschnick and Linda Moerke. Jan Carden, who was hired as the operation supervisor, was introduced to the Board. At the February 20, 1996 Authority Board meeting it was announced that Alice Lane had been hired as a driver. What those Board minutes don't tell was that Alice's hiring involved a volleyball.

Back in 1996 Alice Lane was a volleyball enthusiast, and every Wednesday night would play at Blue Heron Middle School. Another Wednesday night regular was a man whom Alice knew as Jeff, and over time the two became friendly acquaintances. When Alice heard that Jefferson Transit was hiring a driver, she decided to apply for the position and began studying to prepare for the fateful day. When a nervous Alice Lane walked into the Transit interview room, there sat her volleyball friend, Jeff. Alice said "hello Jeff—so, you want to be a bus driver too?" He replied, "well, not exactly; I'm the general manager of Jefferson Transit." Figuring that she had just blown the interview, Alice became relaxed and more or less breezed through the process. A few days later she was notified that she had been hired!³⁴⁰

³³⁹ Mosiman, Dean. "West End bus route ready to roll." *Peninsula Daily News*, Friday, December 30, 1994, p. 1.

³⁴⁰ Conder, Darrell W. Interview with JT driver Alice Lane, Tuesday, January 14, 2014.

On April 16, 1996 Perry Underdahl was honored for five years' service. On June 18, 1996 Linda LaCosse, one of the original drivers from Stevens' Stage Line, was honored for fifteen years service and was the first Jefferson Transit employee to receive this recognition. On August 20, 1996 Mary J. "Hill" Hillard received her fifteen-year service pin. In August 1996 Bruce Coghill and Mark Willham were hired as drivers. On September 27, 1996 Susan Ohlson was hired as a driver.

At the December 10, 1996 meeting, the Board discussed their safety concerns about drivers carrying cash on the buses. Fearing that it constituted a liability, the Board also considered the policy of delivering prescription drugs (carried under JT's freight policy). The main concern was that the prescription drugs, lined across the bus's dashboard, were wide open to theft when a driver was away from the bus. At that meeting the Authority Board directed that drivers no longer carry cash but continued the policy of delivering prescription drugs.

It was during this time period that Jefferson Transit had a contract to deliver "cargo" from South County Medical Clinic in Quilcene; that cargo included body fluid samples and, in some cases, body parts. The hazards associated with this type of cargo is illustrated by JT driver Alice Lane's tale about an occasion when a clinic employee loaded an Igloo-type lunch container full of blood samples on her bus. Somehow she dropped the thing and spilled blood-filled glass vials into the aisle. Fortunately, none of the vials broke and the clinic employee gathered them back into the container with no harm done.³⁴¹

On the other side of that coin is an amusing story told by JT Driver John W. Maiden who explained how he once received a container clearly marked as to the contents: "human eyes." The container was placed in the seat directly behind him and, as John relates, while he was driving he had the eerie feeling that someone was watching him!³⁴²

In time the Authority Board came to realize the potential liability for carrying this type of "freight" and ended the contract.

At this point, it's relevant to point out that Peter Badame began his term on the Port Townsend City council in January, 1998. Although not a regular serving member of the Jefferson Transit Authority Board, he nevertheless occasionally filled in when needed. One of these occasions was the Board meeting of February 17, 1998 when he filled in as vice chair. On the agenda was a commendation for driver John Maiden to mark his fifteenth anniversary with Jefferson Transit:

[General Manager] Jeff Hamm presented John Maiden with a certificate of commendation for 15 years of transit service to the community. [Authority Board member Peter] Badame also gave a short speech praising Maiden's commitment to the people of Jefferson County and recognizing the presence of Maiden's father, Chuck Maiden, at the meeting.

April 21, 1998: the Authority Board recognized JT Driver Dorothy Frost for fifteen years of service "citing her way of bonding with passengers and always finding something to comment on." Speaking of Dorothy Frost, who happens to be my neighbor, on May 19, 1998 the Washington State

³⁴¹ Conder, Darrell W. Interview with JT driver Alice Lane, Thursday, October 17, 2013.

³⁴² Conder, Darrell W. Interview with JT driver John W. Maiden, Tuesday, December 31, 2013.

Department of Transportation Wall of Fame Program, which recognizes and honors transit employees, announced that she was the recipient!

October 20, 1998: Carol Headley was recognized for ten years of service. (In October 2013 Headley retired as a JT dispatcher after twenty-five years of service to Jefferson Transit!)

A very sobering report was made at the December 8, 1998 Board meeting: General Manager Jeff Hamm reported that three drivers, Dorothy Frost, Paul Hausmann and Carla Meyer, along with a JT bus, had been dispatched to Seattle to represent Jefferson Transit at the memorial and bus procession for King County Metro driver Mark McLaughlin, who was murdered on his bus on November 27, 1998.³⁴³

At the January 26, 1999 Board meeting new drivers Lynn Dancer and George Gurney were introduced.

After driving for Jefferson Transit for sixteen years, on June 25, 1999 Dorothy Frost retired and was given a certificate of commendation from the Jefferson Transit Authority Board. At this same meeting General Manager Jeff Hamm submitted his resignation. He would leave in August for the position of General Manager of Salem-Keizer Transit, where he would remain for the next nine years.³⁴⁴

July 20, 1999: the Authority Board decided to give a going-away-party on the evening of August 10 for General Manager Jeff Hamm and his wife, Dianne. The Board also decided to negotiate with Melanie Bozak for the position of interim general manger. Melanie was hired and held the position for over fifteen months.

When I asked former GM Jeff Hamm to contribute his memories of Jefferson Transit for this work, he generously responded on Friday, December 13, 2013 with the following:

I had the honor and good fortune to serve as Jefferson Transit's General Manager from 1990 to 1999 and work with a wonderful group of employees as the agency matured

"I drove for Jefferson Transit for over 16 years, starting in 1983, when our 'depot' was on Monroe in the old brewery. At that time we checked our own oil, pumped fuel at several places along our routes, drove to Sequim and Brinnon, and in spite of our rather 'primitive' procedures, my feelings were (and still are) that Jefferson Transit is the best little transit in Small Town, USA. I'm now retired and it's 2013. I miss the camaraderie with the drivers, the relationships built between my riders and me, the glorious sunrises on the morning runs, the activity on the Hood Canal Bridge when traffic was stopped for high-masted sail boats and submarines to pass through. (When JT made a pact with Kitsap Transit, we incorporated two-a-day trips to Poulsbo). I loved that route and had it for 6-7 years. It would take a book to relate what I experienced and yes, loved about this job."—Dorothy "Dot" Frost, Friday November 29, 2013.

³⁴³ Conder, Darrell W. Interview with JT driver Paul Hausmann, Friday, November 22, 2013 and Conder, Darrell W. Interview with former JT driver Dorothy Frost, Friday, November 29, 2013. McLaughlin was driving a southbound route 359 Express articulated bus on a bridge when, without warning, a passenger sprang from his seat and shot and killed him. As the bus veered across two lanes of traffic the murderer killed himself with the same gun. The out-of-control bus plunged off a bridge and below onto an apartment building roof. In addition to the dead driver, passenger Herman Liebelt later died of his injuries. A service was held on December 8, 1998 at Key Arena in Seattle. Over one hundred transit drivers attended the service, which included a procession of some eighty Metro buses, as well as buses from around the state, including Jefferson Transit #908, one of Transit's two Orion buses.

³⁴⁴ At the time of this writing Jeff Hamm is the Executive Director/CEO of Clark County Public Transportation Benefit Area Authority, or C-TRAN, based in Vancouver, Washington. From the APTA website comes the following profile: "Hamm's public transportation career spans 30 years. In addition to his leadership in Vancouver, he was a general manager/executive director in Port Townsend, Washington and Salem, Oregon. Early in his career, he taught school in Colombia, South America where he had charge of the school's fleet of nine school buses; he continued in transportation throughout his professional life. He earned his Master's Degree in Urban Planning at the University of Washington."

and grew from its creative start up years under Peter Badame. We incorporated a flurry of new federal mandates and regulations into the organization in just a few short years which had the management team of Steve Iden, Melanie Bozak, Teresa Arey and me hopping. Implementation of the American with Disabilities Act complementary paratransit requirements; Federal Fair Labor Standards Act implementation; Federal regulations against harassment in the workplace; Drug and alcohol regulations and the introduction of random testing; installation of underground storage tank leak detection systems. All of them made the operation more complex but also more professional in my view.

We also had the chance to make upgrades to physical and operating assets. In 1990 JT shared a radio frequency with a private ambulance firm in Kitsap County and a drywall construction company out of Snohomish County. It made for some pretty weird and disruptive radio chatter. Peter Badame had secured from the FCC a license for an 800 megahertz frequency channel all for Jefferson Transit. But that license went away if you did not get radios up and running on it. I didn't know a radio frequency from a u-joint. We almost lost the license before I found someone far smarter than me to help out.

A maintenance peer review in 1992 helped pave the way to bring maintenance in-house and we stopped shuttling vehicles out to the Chimacum School District maintenance facility for work to be done. We eventually got rid of the low floor, front wheel drive Orion II buses by selling them to St. Cloud, Minnesota. We cheered when they left on two flat bed trucks. (every transit system I have worked at has its demon vehicle "lemons"). USSC driver seats became standard issue to improve the driver's work station. We were among the first transit systems in the State of Washington to fully equip our fleet with bicycle racks and on board camera surveillance systems in the 90's. The first cameras went onto the #1 Brinnon/Quilcene route in order to monitor teenagers from south Jefferson County attending school at Chimacum who had a tendency to be obnoxiously adolescent on the long ride. And they probably still are.

The idea for the Haines Place Park and Ride lot project came from an experiment cooked up with Scott Swantner of the Wooden Boat Foundation in 1994 or 1995. The idea was to set aside and promote remote parking for the Wooden Boat Festival at the Boat Haven and then bus people into venue downtown. I will never forget that first Saturday morning as I stood watching one of our small cutaway buses on Washington Street approaching the East Sims Way intersection from the Boat Haven. From a distance I thought something was wrong with the bus because it was leaning over to the right. Well it was leaning to the right because it was jammed with people and more hanging on in the step well.

I am happy that I was prodded into including artwork into the Haines Place Park and Ride lot by Yvonne Pepin Wakefield a Port Townsend artist and educator. She is responsible for the wonderful Russell Jaqua heron weather vane on the cupula and the colorful banners and the etchings in the granite boulder (probably a glacial erratic that was found at the site when construction started). Most have probably forgotten that underneath the boulder is a time capsule that we put together and inserted beneath the boulder before the mounting was sealed up.

Lively labor-management relations led in 1996 or thereabouts to JT being the first transit system in the state to submit a collective bargaining agreement to binding interest arbitration under a new state law. At the end of the arbitration process the arbitrator awarded ATU lower salary and wage increases than management had offered at the bargaining table the year before. Both sides got educated.

Dramas during my tenure included an El Dorado bus fire in Brinnon; a 35' Orion bus losing the left rear set of duals off a bus traveling at highway speed on Center Valley Road (we never found the tires); an MCI spewing diesel fuel along Oak Bay Rd on a rainy, winter night; fare boxes being stolen out of the buses, broken open and then chucked into the ravine next door (all fare boxes got pulled and stored in the building after that); my having to drive a route one Sunday morning when the driver fell ill and I could not raise an operator.

For nine years it was wonderful to be part of an organization of professionals that cared about what they did and served the community so well.³⁴⁵

November 2, 1999 saw a voter revolt in Washington state: a landslide vote approved Initiative 695 (I-695) abolishing the much-hated motor vehicle excise tax. Even though the state Supreme Court found the initiative to be unconstitutional and voided the vote, legislators, in the face of overwhelming public support for I-695, passed a \$30 license tab fee, which had been at the core of I-695. All and well, except state and local governments lost a much-relied-on revenue, especially in transportation funding. Local transit systems were particularly hard hit, having heretofore received 29% of this revenue. This loss translated to upward of 40-45% of their operating revenue.

In a frantic bid to survive, many systems cut services and raised fares. But these measures came nowhere close to recouping the lost revenue. The only option for survival was to again turn to voters with hat in hand.

Jefferson County Voters To the Rescue!

December 1999 a financially-troubled Jefferson Transit Authority Board followed other agencies and seriously discussed the option of asking voters to save public transit. The outcome of the discussion was a foregone conclusion. The *Peninsula Daily News* reported:

... the Jefferson Transit Authority Board decided Wednesday to maintain the free fare zone for the downtown core until residents vote on proposed sales tax increase to supplant state funding lost because of the passage of I-695. Voters will be asked for an increase from three-tenths of a cent to six-tenths of a cent. The measure would net Transit approximately \$800,000. I-695 requires public votes on all tax increases starting Jan. 1. Interim General Manager Melanie Bozak mentioned.³⁴⁶

³⁴⁵ Email from Jeff Hamm to Darrell Conder, subject: Jefferson Transit, date: Thursday December 12, 2013.

³⁴⁶ "Jefferson Transit to hold tax vote Free-fare zone stays intact—for now." *Peninsula Daily News*, December 9, 1999, p. A-1. When started in 1996, the free fare zone annually costs Jefferson Transit some \$5,000 in lost revenue, or about 6% of the operating revenue. "Jeffco buses take new routes." *Peninsula Daily News*, Monday, September 18, 1996, p. A-3.

In other news, it was at the March 21, 2000 Board meeting that member Geoff Masci suggested to the Authority Board they consider the construction of a skating park at the Park & Ride. Among others, Jefferson Transit drivers Pam and Carl Thompson strongly opposed the suggestion citing safety issues. The Board sided with the Thompsons and the skate park was eventually built on a city-owned lot at the corner of Monroe and Jefferson Streets, which Jefferson Transit had once leased to park their buses.

During its three-decade history of service to millions of passengers traveling millions of miles, Jefferson Transit has enjoyed a remarkably good public safety record. To be sure, there have been accidents, but most of these were minor and the blame usually rested with others.

The first serious accident occurred on March 24, 1986 when a teen driver, out for a joy ride, ran a stop sign and collided with a JT bus. The serious injury sustained by JT driver Virginia Mullins resulted in the end of her driving career. Another serious accident occurred on Wednesday, April 19, 1995 when Dial-A-Ride Paratransit driver Sue Sjolund blacked out and lost control of her van.³⁴⁷ The van plunged into a ditch, turned on its side and then burst into flames. Pamela Harris, a Chimacum School educational assistant on her way to work, was one of those who came to the rescue and saved Harris and her three passengers.³⁴⁸ Although the crash was technically Sjolund's fault, this was not the case with the worst accident in Jefferson Transit's history, which occurred almost five years to the day after Sjolund's near-death experience.

Around 3:15 p.m. on Saturday, April 22, 2000 during heavy rain, seventy-seven-year-old Dorothy Jones of Coupeville and her fifty-five-year-old daughter, Judith Lyon of Mukilteo, were traveling eastbound on SR20 one mile from the intersection with Highway 101 at Discovery Bay. Jones was driving a 1995 Honda four-door sedan up the hill toward Eaglemount to Discovery Bay when her car began "fishtailing out of control." Coming downhill toward her was westbound Jefferson Transit #965 driven by Alice Lane. Jones's car "crossed the center line once, returned to her lane of travel, hit the road shoulder or edge and then suddenly cut across the road at a 90-degree angle directly in front of the oncoming bus."

Lane saw the car careening towards her and tried to pull over, but in a split second the vehicle had slid sideways into the front of her bus. The two Whidby Island women were instantly killed on impact. "I couldn't see that [the bus driver] did anything wrong," said Washington State Patrol (WSP) trooper Gabriel Fletcher, who assisted with the on-scene investigation. "It was the car driver who caused the accident."³⁴⁹

Jefferson Transit Interim General Manager Melanie Bozak reported: "Our driver was already braking as she came around the corner when she saw the fishtailing car, she had only one or one and a half seconds to respond. She tried to give the other driver as much road as she could to get control of the car. There was nothing else our driver could do to avoid collision." A reporter for the *Port*

³⁴⁷ The paratransit service was under contract to Jefferson Transit.

³⁴⁸ Indeed, Sjolund had stopped breathing and was saved when Pamela Harris administered mouth-to-mouth resuscitation. Huck, Janet. "Passersby rescue four following bus crash." *Port Townsend & Jefferson County Leader*, Wednesday, April 26, 1995, p. 1.

³⁴⁹ Huck, Janet. "Transit bus involved in fatal accident." Wednesday, April 26, 2000 *Port Townsend & Jefferson County Leader*.

Townsend Leader wrote: “After the collision, Lane ran to the car. Recognizing that its two occupants had been killed on impact, she covered them with her own sweater and coat. The two bus passengers, who had braced themselves before the crash and were uninjured, helped direct traffic at the accident scene.”³⁵⁰

During an interview for this history, Alice told me of that tragic day and recommended I include the story here because “it is part of Transit history.” She told me of her profound grief, even though the accident wasn’t her fault, and recounted how she had attended the victims’ funeral and met with their family members, who were all sympathetic to her suffering and treated her warmly. Indeed, the *Port Townsend & Jefferson County Leader* reported that “A member of the victims’ family left a recorded message at the transit office, saying that the family knows how bad the driver was feeling. And they also knew she did everything she could have done to avoid the accident ...”

The trauma Alice Lane experienced that day haunted her for many months, and she still praises Melanie Bozak for her understanding and patience during her recovery. Nevertheless, her healing was not quick. The first time Alice tried to return to work, she recalled that “I started my bus, then walked around the outside to check lights, tires and such. When I walked in front of the bus and stood there looking into its shining headlights, the whole thing came back and my knees got very weak. I knew I couldn’t do it; I wasn’t ready!”³⁵¹

Going back to I-695, May 16, 2000 saw the Authority Board voting on Resolution 00-8: Sales Tax Increase Election. “It was noted the resolution does not include the effective date of January 1, 2001. [Geoff] Masci moved to adopt Resolution 00-8 with the modification that it states the effective date of Jan. 1, 2001 to collect the tax. [Melanie] Bozak asked if the ballot title should include that information. The motion was seconded by [Richard] Wojt and carried unanimously.”

On June 20, 2000 the Authority Board voted on Resolution 00-9: Eliminate Fare Free Zone “[Geoff] Masci moved to accept Resolution 00-9(a), to eliminate the fare free zone ... effective August 13. [Bill] Wolcott seconded The motion passed 4-1 with [Dan] Harpole opposed.”

Meanwhile, transit supporters were pulling out all stops to convince Jefferson County voters to support an increase in their sales tax to insure the survival of public transit. The effort got a boost from local citizens and businesses, who came together and formed a “Save Our Transit Committee,” which would meet at Claridge Court Apartments, located at 1235 Landes Street directly across the street from the Haines Place Park and Ride.

A driving force in the committee was JT Citizen Advisory Committee member Brenda McMillan, who reported to the July 18, 2000 Authority Board meeting that the Save Our Transit Committee had elected a chairman, organized a letter writing campaign and had designed yard signs. Chaired by Jim Westall, the committee printed, posted and/or handed out hundreds of “Vote Yes on Proposition #1 SAVE OUR TRANSIT on September 19th” flyers. The “Prop-1” flyers informed

³⁵⁰ *ibid.* The bus number was 965, a 1996 32', 29-seat Thomas Transit Liner and after the collision was towed to Evergreen Frame and Body in Port Angeles. It would not return to service until September 2000.

³⁵¹ Conder, Darrell W. Interview with JT driver Alice Lane, Saturday, December 7, 2013, Port Townsend. “Along with the support of friends and co-workers, Lane said she will rely on her faith as she come to terms with the crash. ‘I have a spiritual foundation,’ she said. ‘I send prayers to those two women and their families.’” Ramzy, Austin. “Bus driver copes with ‘unavoidable’ fatal crash.” *Peninsula Daily News, Port Townsend & Jefferson County Edition*, Monday, April 24, 2000, p. A1. Also see, Janovich, Adriana and Morey, Mark. “2 die when car, transit bus collide.” *Peninsula Daily News, Port Townsend & Jefferson County Edition*, Sunday, April 23, 2000, p.1.

voters that “approximately 40% of current service will be cut without new funding” and listed potential cuts: no weekend service; fewer in-county service and out-of-county connections; less Dail-A-Ride service. That would translate to loss of jobs among JT’s twenty drivers, three dispatchers, two mechanics, four facility maintenance staff and five administrative staff.

During this uncertain time, life went on at Jefferson Transit. One event of note involved a parakeet, who became a permanent resident in Jefferson Transit’s dispatch office.

One summer afternoon, on his return trip from Sequim, JT driver Freddie Maupin was stopped at Four Corners on State Highway 20 when a yellow parakeet flew through an open window into his bus. Upon Maupin’s return to the depot, a dispatcher was able to coach the little frightened feathered fellow into a cage, which had been quickly provided by JT driver Jeff Durall from his nearby home.

For the next four years “Sunny” was the darling of the Jefferson Transit dispatch staff, who would let him freely fly around the office. One day an off-duty driver and her rat terrier stopped by Transit. Little Sunny, not knowing the grave danger, flew by the terrier’s face and in one lightening snap of the jaws, was sent to that big birdcage in the sky!

Naturally, there was great consternation over Sunny’s loss, but things were smoothed over a bit when lead mechanic Ben Arnold’s children bought a replacement parakeet for dispatch. JT dispatchers Carol Headley and Betty Mysak quickly adopted their new green-and-white-feathered friend, and little “Sammie” lived happily ever after.³⁵²

At the September 19, 2000 Board meeting five-year anniversaries were announced: “[Dan] Harpole presented 5-year service awards to Joanne Lane and ‘Half-pint’ Christy Scott, thanking them for their years of dedicated service.” That same day, September 19, 2000 Jefferson County voters once again came through for public transit and gave Jefferson Transit its sales tax increase: “Official Returns of the State Primary held in Jefferson County, Washington September 19, 2000 Official Accumulated Totals 12:16:22 2-Oct-2000: Jefferson Transit Authority Proposition No. 1-Additional Sales/use tax of 3/10ths 1% YES: 6,699 — 63.46 % ... NO: 3,385 — 36.54% Total: 10,557 — 100.00%.” In my book almost two out of three voters supporting Prop-1 was a landslide!³⁵³

On October 9, 2000 the Authority Board voted on the following resolution: “Collection of Additional Sales and use Tax Resolution 00-14 authorizing the collection of an additional .3% (three tenths of one percent for a total of six tenths of one percent) for the sole purpose of municipal public transportation.” The Board members unanimously passed the resolution and authorized the tax.

The December 4, 2000 Authority Board minutes noted that the Board had been negotiating with David Turisinni for the position of general manager of Jefferson Transit.³⁵⁴ At the January 23, 2001 Authority Board meeting member Geoff Masci proposed to hire Dave Turisinni at a salary of \$62,000 plus \$3,000 for an annual vehicle allowance and \$6,500 for moving expenses. Member Bill Wolcott seconded the motion and it carried with no dissent. Jefferson Transit had its third general manager.

³⁵² Conder, Darrell W. Interview with JT Dispatcher Karen Kautzman, Saturday February 1, 2014, Port Townsend.

³⁵³ Official Returns of the State Primary held in Jefferson County, Washington September 19, 2000 Returns, posted at <http://test.co.jefferson.wa.us/WeblinkExternal/0/doc/566688/Page3.aspx>.

³⁵⁴ From its inception, the Citizens Advisory Board, later the Citizens Advisory Committee, had much more responsibility than it had toward the end of its existence. During this time the CAB helped interview potential general managers, and indeed had this responsibility during the hiring of Dave Turisinni. (The CAB recommended Turisinni’s hiring to the Authority Board.)

Tuesday, June 19, 2001 Board meeting: working with money from a Surface Transportation Program (STP) grant, GM Turisinni reported that he was considering the purchase of a 1936 Yellow Coach that “was run by Greyhound for many years.”³⁵⁵ He wanted to send mechanic “Tim [Burford] to North Carolina to see it and check it out” and said the trip would cost about \$1,000. Although the Board gave permission, the bus wasn’t purchased.

I have to admit that I was more than curious about the above entry, mainly because I have an abiding interest in the history of Greyhound Lines, Inc. So I contacted Tim Burford, who currently works for Mason County, Washington, to get some details. In a telephone interview on Wednesday morning, November 20, 2013 Tim told me that the bus he saw was in very bad shape. It was the type used as a tour bus in national parks back in the 30s, and the mostly-wooden body was badly deteriorated. Moreover, it once had a canvas roof, which had long ago rotted away, and it seated only twenty people. In other words, it was what a mechanic might term a “basket case.”³⁵⁶

Also at that June 19 meeting, a twenty-year service award was presented to JT driver Linda LaCosse, who had been one of Sandra Stevens’ original employees. Tuesday, September 18, 2001 saw service awards to Mary J. “Hill” Hillard, twenty years; Tim Burford, ten years; Jay Proctor, ten years; and Susan Ohlson, five years.

On July 1, 2001 former Jefferson County Commissioner and Authority Board member Basil G. “B.G.” “Brownie” Brown died at age 71.³⁵⁷

Tuesday, December 18, 2001: David Turisinni, still working with money from the STP grant, sought approval from the Board to purchase one of two vintage coaches. The Board gave their okay and once again JT Mechanic Tim Burford was sent to check out the buses.³⁵⁸ This time, he traveled down to Eugene, Oregon to meet the seller, who once had been a mechanic for Green Turtle Coach Lines but who was now in the business of buying and selling buses. Burford settled on and purchased a 1967 GM “Old Look” coach that formerly had been used by the Intracity Transit system in Modesto, California. It would become Jefferson Transit bus #1967.³⁵⁹

³⁵⁵ The Surface Transportation Program (STP) (23 U.S.C. 133) is one of the main sources of flexible funding available for transit or highway purposes. These funds may be used (as capital funding) for public transportation capital improvements, car and van pool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intercity bus terminals and bus facilities.

³⁵⁶ Conder, Darrell W. Telephone interview with Tim Burford on November 20, 2013.

³⁵⁷ Basil G. “B.G.” “Brownie” Brown was born on June 26, 1930 in Missouri, and was buried in the Greenwood Cemetery, Chimacum, Jefferson County, Washington.

³⁵⁸ “Turisinni reports that Jefferson Transit has found 2 coaches to purchase with STP money that was allocated for that purpose. . . . [Dan] Titterness moves to authorize the GM proceed with the purchase. [Catharine] Robinson seconded. [Richard] Wojt called for the question. The motion carried.” Jefferson Transit Authority Board meeting, Tuesday, December 18, 2001, Washington State Archives - Digital Archives, *op. cit.*

³⁵⁹ The history of Jefferson Transit’s #1967 is thus: Modesto Motor Bus Service was a privately-owned company in Modesto, California whose ridership steadily declined after World War II. By 1968 the company’s buses were old and undependable, and since the City of Modesto deemed public transit a necessity, it intervened by obtaining a federal grant to purchase four new “Old Look” GM buses, which were turned over to the company. (Those buses were built by GM in 1967, near the end of GM’s “Old Look” bus production. One of these four was the bus purchased by Jefferson Transit in 2001.) Even with new buses, the company continued losing money. By 1973 owner Willis M. Kleinenbroich, who did everything himself from maintaining buses to dispatching and driving, decided that the end had come. Since no buyers

A newspaper account relates the story of #1967's purchase and quotes General Manager Dave Turisinni and Operation Manager Curtis Stacey: "Jefferson Transit initially thought about purchasing a few modern 'trolleys' for the downtown Port Townsend shuttle run ... but in the end the agency rejected the notion of buying rubber-tired buses made to look like track-rollers from the past." Speaking of the 1967 Old Look General Motors bus, the article continues:

'It's very inexpensive—and running—so we're going to snap it up,' said transit Manager Dave Turisinni last month. The purchase of the \$4,200 vehicle was approved at the December 18 meeting of the transit board ... The General Motors bus is in such good working order that Stacey said 'we could throw a fare box in it as soon as it gets here.' 'We're really excited about it' Turisinni said of the new bus. 'We think it will be a nice addition not only to the fleet but to the community.' ... The transit board earlier approved \$165,000 in its 2002 budget for the purchase and refurbishment of one or more classic buses, using federal funds previously spent on downtown shelters and bus pullouts ... Since this bus is so cheap, the transit authority expects to be able to purchase at least one more classic bus with the funds, preferably of 1930s vintage.³⁶⁰

Turisinni and Stacey's optimism wasn't shared by JT mechanic Tim Burford, who told me that when driving #1967 back to Port Townsend he had to constantly pull over and add oil to the engine and that he nearly froze in the winter cold because the heater was broken and the doors wouldn't properly seal when closed. In other words, the bus was in sad shape!

Tuesday, Feb 19, 2002: Dave Turisinni reported to the Board that the 1967 General Motors coach was purchased and "is now on site." However, Turisinni and Stacey's earlier assessment of the GM coach proved incorrect: the bus would need a ground-up restoration and when the bill was settled—at a cost of \$168,585, or \$3,585 over budget—there wouldn't be any money left to purchase and refurbish an additional bus, as originally planned.³⁶¹

May 21, 2002: former JT dispatcher and Citizens Advisory Committee member Kay Harper was honored by the Board for her service to Jefferson Transit and was presented with a framed signed resolution. It was during this time that Dave Turisinni announced plans for a new logo design. That didn't go over well with some at Transit, notably driver Alice Lane, who expressed her opposition

came forward, the only option was to close down. That's when the City of Modesto stepped up and took over. It was after this that the line's name was changed to Intracity Transit. In 1990 the name was again changed to the Modesto Area Express (MAX) and today the system annually serves approximately 3,600,000 passengers. Information from the City of Modesto, California's website, and *The Modesto Bee And News-Herald*, October 4, 1966, pg. 12.

³⁶⁰ Testerman, Shelly. "Transit takes classic over trolley 'New' bus for PT service." *Port Townsend & Jefferson County Leader*, Wednesday, January 9, 2002, p. C-1.

³⁶¹ Email from JT accountant Sara Crouch to Darrell Conder, subject: PRR, date: Wednesday, February 5, 2014: "Darrell, I found an electronic grant file for grant GCA 3270 – This was for the refurbishment of the bus (not the purchase of the actual bus) The grant award for the refurbishment was \$165,159, of that the grant amount was \$132,127 and JTA had to match \$33,032. The final cost of the refurb project was \$164,385, \$131,513 Grant funding, \$32,872 JTA match." As noted in the newspaper article, the purchase price of the original bus was \$4,200 which makes a total cost of \$168,585. Since the Authority Board had only budgeted \$165,000, the final cost of #1967 was \$3,585 over budget.

at the July 15, 2003 Authority Board meeting. She recommended keeping the old logo because it is "... appropriate for our agency and the way it fits in with the environment." Her protest had no effect.

Tuesday, November 18, 2003: General Manager David Turisinni reported to the Board about the design of the new Jefferson Transit logo and the "issues" that led to his decision to change the logo.³⁶² He recommended that the Board adopt the most recent iteration of the new logo design. The Board responded by unanimously passing the motion. Out with the old logo and in with the new, which featured a drawing of the newly-purchased 1967 GM Old Look coach.

December 16, 2003 Board meeting: General Manager David Turisinni reported that the 1967 GM coach was mechanically ready and described the new livery. January 20, 2004: Dave Turisinni reported that the 1967 GM coach is "finally back on the property after 2½ years at Cummins NW in Seattle. It is currently being painted and is still waiting for new brake drums to be fabricated for it. Those should be ready on Feb. 2."

In 2004, Melanie Bozak resigned from Jefferson Transit. When contacted for a contribution to this history, Melanie responded on Monday, December 2, 2013:

"I'm proud of the service we maintained for Jefferson County over my 21 years and the job I performed. Also, that I always had clean state audit reports, with no findings. I have great memories from that time in my life and, to this day, I continue to observe the agency from a distance."—former Interim General Manager Melanie Bozak, Port Townsend, Monday, December 2, 2013

When I started as the finance supervisor in September, 1984, I WAS the finance department, having a bit of help from the executive secretary, Wanda Slevin. We were very small, located in rented offices off Monroe (where the skateboard park is now) with 4 administrative staff: Peter Badame, manager, Steve Iden, operations supervisor, Wanda and myself. We hired out all the payroll and accounting to the county, as well as the bus repair and maintenance to the PT-Chimacum Schools bus co-operative. The agency had just begun building our own database system for accounting when I was hired and I helped finalize the design and create the payroll system with the computer experts. We moved all the accounting responsibilities in-house under my job duties; over the years we incorporated newer and better computer systems.

As we grew and transitioned to the building we purchased on Sims Way, my responsibilities grew also. My job became Admin & Finance Manager with oversight for insurance, contracts, grant management, purchasing and human resources added to my job description and the department grew to 4 people. I'm proud to say I helped create the Washington State Transit Insurance Pool (WSTIP) with a few other transit agencies and served as its president for 2 years. It has grown to become a very professional and respected large pool over the 25 years of its existence. Under Jeff Hamm's tutelage as GM, I undertook a great deal more responsibility and managed several projects for the agency. I also helped create, with other agencies, a new transit operator video test that greatly improved the quality of transit operators hired at Washington transit agencies. I'm proud of all the work that Jeff and the staff did over those years, building a capital replacement reserve and carefully using grant money to

³⁶² In a Friday, November 22, 2013 email to Darrell Conder, former GM Dave Turisinni said that the "issues" centered on marketing strategies.

leverage our own reserves to buy buses and equipment. We grew the staff and service but maintained healthy operating and capital reserves. We also developed excellent relations with the union representing drivers, mechanics and dispatchers.

When Jeff took a job in Oregon, the board put me in his place as Interim General Manager. It happened to be a difficult time in JT's history, as we were receiving a lot of anti-transit activity. The board elected to put the initiative on the ballot to repeal the sales tax, which would end transit in the county. We all worked very hard on our own time to defeat the initiative handily by a higher percentage than when it was formed. Due to the unknown future of the agency, the board decided to wait to look for a new GM and I held the interim position for 18 months. One area that I continued to grow during that time was the new West Jefferson service from Forks to Amanda Park to close the gap in available transit service on the coast.

When Dave Turisinni was hired as GM, he named me the Assistant GM and we worked closely the first couple of years. I enjoyed doing more project work and taking on new responsibilities. Things soon changed and it became too difficult for me to stay, so I regrettably decided to leave in 2004.

I'm proud of the service we maintained for Jefferson County over my 21 years and the job I performed. Also, that I always had clean state audit reports, with no findings. I have great memories from that time in my life and, to this day, I continue to observe the agency from a distance.

At the December 21, 2004 Board meeting, member Glenn Huntingford moved to implement a \$1.25 base fare with a day pass anywhere in or out of the county; 75¢ for reduced fare with a day pass in or out of the county; a monthly regular pass for \$24 and reduced monthly pass at \$12. Member Pat Rodgers seconded the motion and it carried 4-1 with member Dan Titterness opposed. The new fares became effective in January 2005: from that time on passengers could purchase a day pass good all day for unlimited rides on all routes.

On January 21, 2007 newly-released stats showed that in 2006 Jefferson Transit had the highest ridership in its history. The spike in numbers was put down to rising gas prices, improved schedules and the "cheap day pass" innovation. The *Peninsula Daily News* reported: "General fixed ridership was up in 2006 by 16.7 percent over 2005, and overall ridership, which includes all transportation modes such as Dial-A-Ride, was up 12.9 percent in 2006 compared to 2005. The figures show a total of 338,772 riders used Jefferson Transit during 2006, compared to 300,014 in 2005 and 278,230 in 2004."³⁶³

What's Four Corners Got That We Ain't Got?

If former GM Hamm found the construction of a park-and-ride facility to be a major pain in the neck, he would have considered it child's play in comparison to building a new transit facility. What I'm going on about here are three federal grants awarded to Jefferson Transit for building a new transit facility and the fact that it's now ten years later and nary a brick has been laid—although I don't think any bricks are to be used in the building.

³⁶³ "Jefferson Transit '06 ridership highest in agency's history." *Peninsula Daily News* Sunday, January 21, 2007, p.1.

Alright, relax; I'm not going to bore you with all the ins-and-out, ups and downs, headaches and tedious details that make up a ten-year aggravation. Goodness gracious—it would take a separate book to do that! What I will do is reproduce some background from Jefferson Transit's website with added commentary:

Project Background: In 2004 and 2006, Jefferson Transit received three (3) direct appropriations through FTA 5309 Bus money to build a new facility. The cost of the new facility, based on need, was projected at \$14 million dollars and Jefferson Transit was awarded \$3.5 million. Due to the short-fall in funds to complete the project, it was put on hold and additional funding was sought. To ensure that current funding from FTA was not recalled, Jefferson Transit's new management decided to downsize the entire project in 2012 and build the facility with the available funds at hand. This downsized version required key components of the site to be deleted.

One of the most time-consuming problems with building a new facility was locating the right piece of real estate. After months of exploring numerous possibilities, the Authority Board settled on the Pamela Pepper property located at the northeast corner of Four Corners Road at State Highway 20.³⁶⁴ But settling on the spot and acquiring the land were two different propositions. For months on end, the land's owner and Jefferson Transit negotiated over a price without agreeing. Finally, on June 20, 2006 a frustrated Board issued Resolution 06-14: "Authorize Property Acquisition by Negotiation or Condemnation passed 4-1 with Scott Walker opposed." The threat of a condemnation proceeding seems to have done the trick because on October 17, 2006 Pamela Pepper accepted Jefferson Transit's offer of \$200,000.

Unfortunately, by the time the Pepper deal was a *fait accompli*, over two years had passed, which wasn't so good because the national economy had taken a nosedive, drying up funding that otherwise would have been available for the project. For this reason and myriad others, the actual building phase was put on indefinite hold, although there were some odds and ends to tie up, like Pamela Pepper leaving an abandoned automobile and a heap of trash on the property and whether or not the Authority Board should haul her into small claims court over the matter. (They didn't.)

I'm going to jump over a lot of details and years and sum up by saying that in 2013 the project was finally put back on track and a project manager, Samatha Trone, was hired. Again, I'll quote from Jefferson Transit's website:

As of today's date, 06/01/2013, the pre-design and conceptual design have been completed; the archeological survey and NEPA have both been completed; the pre-application meeting has been scheduled and schematic design is underway. Jefferson Transit is shovel-ready and will be advertising for construction bid in January of 2014. This puts Jefferson Transit in a position to fully obligate funds in advance of the September 30, 2014 deadline.

³⁶⁴ Chew, Jeff. "Transit picks site for center Highway 20–Four Corners acreage is 'final' location." *Peninsula Daily News*, Wednesday, June 22, 2005, p. 1.

As with the Park and Ride project, over the past ten years there has been some very vocal opposition to a new transit facility. Opponents include transit activists Brenda McMillan, Scarlet Sankey and retired JT driver Burt Langsea. Another opponent is Bob Hinton, a former Port Townsend Chief of Police, former Jefferson County Commissioner and a former Authority Board member and who was, if you recall, thoroughly opposed to the Park & Ride facility when he served on the Authority Board. In an email, Mr. Hinton had this to say about the Four Corners project: “Its unfortunate but believable that the present liberal board has squandered millions of taxpayer \$’s on an exorbitant structure and lavish office staff in lieu of supporting additional drivers and improved services.”³⁶⁵

It is only fair to mention that I too was initially opposed to the Four Corners project, which is why I was invited in May 2013 to participate in a public records request to examine all the project’s financial records. And so I joined Scarlet Sankey, Burt Langsea and *Port Townsend & Jefferson County Leader* reporter Tristan Hiegler on Wednesday, March 13, 2013 at Jefferson Transit’s Sims Way offices to wade through a nine-year paper trail.

After hours of combing through endless financial printouts and receipts with a calculator in hand, I was relieved to discover that all was in order. Actually, that’s an understatement. I was amazed to find how frugal Transit’s management had been. I mean, a public agency, nine years, millions of dollars in grant money and virtually no waste or padding! For me, there was only one thing to do.

On June 18, 2013 I addressed the Jefferson Transit Authority Board to withdraw my opposition to the Four Corners project and offer support. The minutes record my statement:

Darrell Conder—Mr. Conder stated that after examining nine years’ worth of financial statements for the Four-Corners project, he believes that Transit management and the Authority Board have been frugal and cautious in their spending. He feels that transit patrons can trust the current Board and management to build the Four-Corners project within budget. He publicly offered his support for General Manager Tammi Rubert, her staff and the Authority Board as they proceed with this project.³⁶⁶

This past year, 2013, two public hearings were held to inform the public of the progress of the Four Corners project and to display the impressive architectural drawings. If all goes according to plan, the new transit facility will be a reality some eleven years after the whole thing started, or at the beginning of 2015. However, the man who began the project will not be on board to see its completion. We will get to that, but first let’s return to 2009.

In July 2009 fares increased with a day pass going from \$1.25 to \$1.50. On September 16, 2009 Dave Turisinni issued “Policy on Animals on Transit Vehicles, Resolution: 0922.” With few exceptions, this policy allowed almost any critter to accompany a passenger on a JT bus—although

³⁶⁵ Email from Robert “Bob” Hinton to Darrell Conder, subject: Editorial comment, date: Friday, November 1, 2013.

³⁶⁶ Jefferson Transit Authority Board Meeting Tuesday, June 18, 2013, 1:30 p.m. Port Townsend Fire Station, 701 Harrison Street, Port Townsend, WA., p. 1, Washington State Archives - Digital Archives, *op. cit.*

later some guidelines were imposed after a passenger brought a miniature horse on board a Tri-Area route #6 bus.³⁶⁷

On September 15, 2009 Authority Board member John Austin moved to issue a proclamation commending Peter Badame for his work in establishing and managing Jefferson Transit. The move was seconded by Catharine Robinson and the motion carried unanimously:

Mr. Badame thanked the Authority Board and also thanked County Commissioners B. G. Brown and Bud O’Meara for ‘having the guts’ to address public transportation issues and move the idea of a public transportation forward, City Council members Frieda Imislund, an advocate for senior citizens and public transportation and Janis Hunt, who went from a transit opponent to advocate, [and] John [Dean] Parker, who was a strong advocate for public transportation ...

It’s an unfortunate fact that big city transit systems have become accustomed to violent passenger behavior, the most extreme case being the murder of King County Metro driver Mark McLaughlin. Fortunately, passenger violence was virtually unknown in Jefferson County—that is until Sunday, October 4, 2009.

At approximately 5 p.m. Jefferson Transit driver Charlene Buckley was in the driver’s seat of her bus at the P&R when a twenty-one-year-old tourist boarded and, without warning, viciously attacked her. Fortunately, JT driver Alice Lane was parked nearby. Alice ran to Charlene’s defense and was able to push the attacker out of the bus and onto a sidewalk where two men subdued and held him until the police arrived. In the process of defending her coworker, Alice was injured, as was a twelve-year-old girl outside the bus. General Manager Dave Turisinni reported that “The guy just boarded the bus and started swinging. He just started throwing punches... Alice was there soon after the incident started, and she tried to get the guy off of Charlene.” Fortunately, neither Charlene Buckley, Alice Lane nor the young girl were seriously injured, at least not physically.³⁶⁸

By the end of the year, Jefferson Transit General Manager Dave Turisinni had accepted the express bus program manager’s position with Sound Transit in Seattle. He officially resigned from Jefferson Transit on Tuesday, December 15, 2009 when the Authority Board met at the Port Townsend Fire Station on Harrison Street. The minutes record:

Dave Turisinni presented his letter of resignation and thanked the board, staff and community. He looks forward to advancing his own career and seeing Jefferson

³⁶⁷ In April 1986 the Authority Board voted to allow dogs on JT buses if they were on a leash and sitting in the lap of their owner. There was a further restriction of allowing only one dog on the bus at a time. Since a pet policy was already in place at the time of Resolution 0922, this was essentially an update.

³⁶⁸ Chew, Jeff. “Good Samaritans honored for help during attack on Jefferson Transit bus drivers.” *Peninsula Daily News*, November 18, 2009: “... Police Sgt. Ed Green identified the man as Yang Li, saying Port Townsend police would recommend that the Jefferson County Prosecuting Attorney’s Office file two charges of third-degree assault and one count of fourth-degree assault on a child against Yang. Green said the assailant spoke little or no English, and an interpreter was having a problem figuring out the reason why the man attacked the driver. ‘No one knows why he attacked the bus driver,’ Green said. ‘We have no idea what set him off.’” Eventually, Yang was deported back to China. Also see, Chew, Jeff. “Passenger from China attacks two Jefferson Transit drivers.” *Peninsula Daily News*, Tuesday, October 20, 2009.

Transit’s future progress.... [former JT Manager] Peter Badame congratulated Turisinni on his new position at Sound Transit and spoke about the selection process of the GM position. He stated it is extremely important to give thought to the selection process and consider the idea of securing the services of an interim General Manager from the outside while doing a wider recruitment process using a ‘headhunter’ or other resource to conduct the recruitment.

The outgoing Turisinni did not agree and recommended hiring JT Operations Manager Carla Meyer as the interim general manager—a recommendation the majority of Jefferson Transit employees strongly opposed.

When interviewed by a reporter from the *Peninsula Daily News*, the fifty-one-year-old Turisinni made clear the reason for his departure: “‘They made me an offer I couldn’t refuse,’ Turisinni said Saturday at his Port Ludlow home, where he and his wife, Danille, have lived for nine years. This is a great opportunity.”³⁶⁹

“While I was at Jefferson Transit I was impressed with the employees’ commitment to their mission and how they took service delivery very personally. I know of instances where passengers were driven to destinations by employees in their personal vehicles after the close of business. Now that’s dedication!”—Former General Manager David Turissini, Friday November 22, 2013.

At the Wednesday December 30, 2009 Board meeting “... Turisinni reiterated his recommendation to appoint

Carla Meyer as interim General Manager.” The Board rejected his recommendation and instead focused on Mike Pollack, an eight-year veteran of Jefferson Transit who had served as training and services supervisor from January 2006 to November 2009. Pollack had also distinguished himself in the summer of 2009 as the coordinator of public transit during the Hood Canal Bridge project, which entailed his planning for and managing bus service during the time the floating bridge was closed for repairs. Board member “John Austin proposed a motion to direct the chair to negotiate with Mike Pollack to serve as Jefferson Transit’s interim general manager; member George Randels seconded the motion and it carried unanimously.”³⁷⁰

On Monday afternoon, January 11, 2010 the Authority Board signed a contract with Mike Pollack to serve as interim general manager until the hiring of a permanent general manger.

During the first week of April 2010 Jefferson Transit introduced something called “connector routes.”³⁷¹ Even though this concept was the brainchild of Operations Manager Carla Meyer, who had the strong backing of former GM Dave Turisinni, it fell to Interim General Manager Mike Pollack to implement and sell a skeptical public on what essentially amounted to a complete overhaul of Jefferson Transit routes.

On April 13, 2010 Pollack told a reporter that the new schedules were “the biggest route changes to roll out in Jefferson Transit’s history.” Speaking at a noon luncheon of the Jefferson County

³⁶⁹ Chew, Jeff. “Turissini to quit Jefferson Transit for Seattle transit post.” *Peninsula Daily News*, Saturday, December 12, 2009.

³⁷⁰ Jefferson Transit Authority Minutes, Wednesday December 30, 2009, Washington State Archives - Digital Archives, *op. cit.*

³⁷¹ “Connector” routes combined all city routes—the half hour schedules #11, #12, #13 and #14—into two one hour routes: #2 and #3. Out-of-county routes #1, #6, #7 and #8 essentially remained the same.

Chamber of Commerce, he went on to say “We’re really covering the same territory, [but] we’re basically doing it more efficiently.”³⁷²

Essentially, the new routes would consolidate four routes into two and meant that a rider need not transfer to another bus. In other words, stay on a bus long enough and eventually it would get you to your destination: “The Northwest Connector route runs from transit’s Haines Place Park and Ride through downtown and uptown, then to W and Redwood streets, Admiralty Avenue, Jefferson County Fairgrounds, the Bell and Cook neighborhoods, Hastings Avenue, Castle Hill, 19th Street and back through uptown and downtown. The Southeast Connector route runs from the Park and Ride through uptown and downtown, then up to Castle Hill, Umatilla Hill, San Juan Avenue, Fort Worden State Park and back down Fir Street, with another swing through uptown and downtown.”³⁷³

To introduce the new change, Jefferson Transit offered free rides through April 24. But, alas, it didn’t work. Both drivers and passengers loathed the complicated schedules and they made their displeasure known to both the management of Jefferson Transit and the Authority Board.

After months of vetting candidates for the post of Jefferson Transit’s general manager, Monday and Tuesday, April 5-6, 2010, saw five finalists gather in Port Townsend for public inspection. Peter Behrman, former director of transportation for Veolia Transportation, the largest public contractor for Las Vegas, Nevada, Rapid Transit; Peggy Hanson, since 2007 director of transit operations at TriMet in Portland, Oregon; Brad Patterson of Greeley, Colorado, transit services division manager for four years and a former transportation specialist for the Colorado Department of Transportation; Frank Poulsen, former Clallam Transit operations manager from 2005-2009 and before that operations manager of Santa Fe (New Mexico) Trails transportation; and Kim Stone, manager of business operations for North County Transit District in Oceanside, California, since 2000.

Fifty-one-year-old General Manager Peggy Hanson’s first day at Jefferson Transit was on Monday, May 17, 2010. Hired at a salary of \$85,000 per year, she brought with her a twenty-four-year history with TriMet, the bus and rail system in Portland, Oregon, where she had started as a driver and rose to supervise a staff of some 1,500.

During her first months at Jefferson Transit, Hanson earned the respect of both staff and JT passengers, the latter being especially impressed by seeing her regularly riding buses. She also scored points by restoring the downtown shuttle route, which had been discontinued earlier during the restructuring of JT’s routes: “I understand why they made the decision to discontinue the route . . . They were looking to cut expenses, and wanted to provide ‘one-ride’ services without making riders transfer. But even if that was more convenient for some riders, it resulted in empty buses in the middle of the day for several routes.”³⁷⁴

The other major problem facing Peggy Hanson was getting a proposed 0.3% sales tax increase for transit on the February 8 special election ballot. Originally, Hanson and transit advocates had wanted the measure placed on the November 2 ballot, but the Authority Board postponed that so that the

³⁷² Chew, Jeff. “New transit route changes touted as biggest in Jefferson history.” *Peninsula Daily News*, Tuesday, April 13, 2010, p. 1.

³⁷³ *ibid.*

³⁷⁴ Bermant, Charlie. “Jefferson to restore downtown shuttle route.” *Peninsula Daily News* Friday, October 1, 2010, p. 1. Although GM Hanson kept the two “connector” routes, #2 and #3, they were restructured and reduced to half-hour schedules, which amounted to a partial restoration of the previous routes #12, #13 and #14.

Jefferson County Commissioners could place a sales tax increase on the November ballot to benefit county fire and rescue services.³⁷⁵ Since three of the Authority Board's members were also the three sitting Jefferson County commissioners, many Transit supporters were upset when they voted to put off the transit tax increase in favor of the fire and rescue tax. Transit supporters felt that, by waiting until February, voters would be less inclined to vote another sales tax increase on the heels of the November vote. Their anxiety was understandable since, without the additional funds, Jefferson Transit would face dire financial problems. Indeed, GM Peggy Hanson explained to the press that if the measure failed in February, she would have no alternative but to reduce service to the county.

The *Peninsula Daily News* noted that the much-needed tax would bring in:

... 3 additional cents on each \$10 purchase or 30 cents on each \$100—about \$1.1 million needed to maintain services, including on Sundays, officials said. Transit Executive Director Peggy Hanson has said if the sales tax measure failed, up to six bus drivers would be laid off, both weekend bus service and Dial-A-Ride would be cut and weekday schedules would at times result in rider bus-stop waits of an hour or more. The loss of this service would have a significant impact on the working poor, Olympic Community Action Programs Executive Director Tim Hockett has said.³⁷⁶

With the Transit tax increase (Proposition 1, or Prop-1) on the February 8 Jefferson County special election, once again public transit advocates put on their battle armor and prepared to keep the howling anti-transit crowd at bay.

The most visible attacks on Prop-1 came from the daily comments posted on the Internet editions of *The Port Townsend & Jefferson County Leader* and the *Peninsula Daily News* during the month of January 2011. In that cyberspace battle two notable names were in the forefront. One was Sandy Eisenman, wife of current JT Supervisor Lloyd Eisenman, and the other was yours truly. We usually faced a vociferous anti-transit tax trio, whose names I shall omit lest I start a second round of exchanges. What follows is a sample of my numerous postings:

January 8, 2011—When ... writes 'the few who choose not to have their own vehicle and want the rest of us to pay for their transportation' then he might just as well write those 'who choose to sit around in wheelchairs or get sick or get old and want the rest of us to give them a helping hand,' or 'fathers and mothers who choose to lose their jobs and then expect the rest of us to keep their children warm and fed!'³⁷⁷

³⁷⁵ Chew, Jeff. "Jefferson Transit tables sales tax election question." *Peninsula Daily News* Monday, July 26, 2010, p. 1.: "The board last Tuesday voted 4-1 to table calling the election, with Port Townsend Deputy Mayor George Randels joining the three county commissioners who sit on the five-member board in opposing the resolution to call the election. That left Catharine Robinson, Transit board chairwoman and former Port Townsend mayor who still serves on the City Council, the lone board supporter for the sales tax election."

³⁷⁶ Chew, Jeff. "Transit sales tax measure close to win in Jefferson County." *Peninsula Dailey News*, Wednesday, February 9, 2011, p. 1.

³⁷⁷ *Port Townsend & Jefferson County Leader*, January 8, 2011, Internet edition, readers' comments.

January 10, 2011—To those bellyaching about ‘their’ tax dollars being wasted on Jefferson Transit, implying that those who use public transit are sponging off taxpayer generosity, let me remind you that EVERY AMERICAN relies on and indeed needs public ‘handouts’ (read subsidies) to economically survive.

If you insist that public transit patrons should pay the actual cost of running public transit, then I insist that all vehicle owners pay the actual cost of building and maintaining roads and bridges, instead of asking taxpayers—including those of us who don’t drive—to cough up endless billions of dollars year after year. Surely drivers wouldn’t mind turning every street & road in Jefferson County, Washington state and the USA into a toll road—a pay-as-you-drive service. Let’s demand all Vets pay the actual cost of VA care, instead of having taxpayers pick up the tab. I’m sure Vets, scratching out an existence on their pitiful little pensions, can afford it. Let us not forget all those millions of retirees or disabled ‘sponging’ on Social Security. No way did they pay in what they will draw out. Let’s give the old darlings what they actually paid in and then cut ‘em off cold turkey. Let ‘em flock to the streets and panhandle if need be instead of asking taxpayers to hand over the difference. Let us not forget schools. Why should those without children have to pay for those who carelessly reproduce themselves? Let parents fork out fifteen grand or more a year to educate each of their little rugrats instead of extorting endless tax dollars from the rest of us. Oh, and let’s bill everyone who uses fire, police or paramedic services on a pay-as-you-need-it basis. Why should those of us who’ve never called on one of these services, maintain fire, police and paramedics for the rest? Surely, after a person’s house has burned to the ground, or they’ve run their car head-on into a tree, or they’ve been rob and assaulted, they can afford to pay a big fat bill from the city or county for services rendered. Don’t forget farm subsidies: cut ‘em out so we can all pay the true cost of a loaf of bread, or a package of pork chops and every other food item from apple pie to spaghetti sauce. Tripling everyone’s food bill every month isn’t too much to ask in the name of fairness!

So why ask taxpayers to throw a few pennies into the pot to keep transit running? Because subsidies and federal grants are what keeps our society providing services to ALL CITIZENS at artificially low prices, that’s why! Cut one and I say cut ‘em all!’³⁷⁸

Port Townsend resident Linda Packer wrote the following in support of my arguments:

I agree with Darrell— this ‘let them eat cake’ philosophy is as ill-advised now as it was in 1789. If we only paid taxes on the things that we personally used, what would become of our police departments, public schools, public libraries, fire departments, road repairs, etc?

To those who oppose the minuscule proposed tax for public transport in Jefferson County, I ask: would you like to be presented with a bill if you needed a police officer at 1 am because someone was trying to break into your home? Arguing against

³⁷⁸ *Port Townsend & Jefferson County Leader*, January 10, 2011, Internet edition, readers’ comments.

the tax increase is arguing against the American way of running our municipalities. Your arguments are specious at best and malicious at worst.

I have personally never called 911, nor do I have any school-age children, but I pay for all of these things—and am glad to do so. I personally do not ride the buses, but I would like to think that if I ever need to, the service will be available. For that, I'm happy to pay a few extra pennies.

Perhaps instead of wasting time protesting a 36 cent per \$100 tax increase for services that benefit folks in our community, you should look at where the bulk of our taxes go—overseas wars that benefit big corporations (who don't even hire American workers) ... and a thousand other outrageous things. Helping the poor, elderly and disabled to lead a somewhat normal life is one of the very few good uses for our tax money.³⁷⁹

In addition to the numerous on-line posts, there were many letters printed in the *Port Townsend & Jefferson County Leader*. Among those who submitted strong pro-Prop-1 letters were Owen Fairbanks, Deborah Jahnke, Gordon Neilson, Cameron McPherson, Forest Shomer, Hanna Russell, Scarlett Sankey, Catharine Robinson, Gloria Braun, Arhata Osho, Timothy Hockett, Richart Talbot and Joanna Loehr. In fact, it is no exaggeration to say that the pro-Prop-1 letters dominated the *Leader's* opinion forum.

On the other side of the coin was a hard-hitting and completely unexpected anti-Prop-1 letter to the editor that caused no small amount of consternation among Transit supporters. It was hard-hitting because of the man who penned the missive:

BUS DRIVER: “NO” TO LEVY

Jefferson Transit wants a tax increase in 2011. Transit has given pay raises between \$1.50 and \$3 an hour. Exact figures are available at the Transit administration office [625 W. Sims Way, Port Townsend].

I do not support Jefferson Transit asking for more taxpayer money when it is giving out large wage increases. Transit also has created new, well-paid non-driving jobs in 2011 while saying transit is in financial trouble.

Taxpayers in Jefferson County already pay too high of a sales tax. They don't need to pay more.

I've been employed for 28 years as a driver by Jefferson Transit. I am ready and willing to accept wage and hour cuts that come with a reduced budget.

John W. Maiden, Port Townsend.³⁸⁰

The points in Maiden's letter were easily answered, but coming just days before the final vote, it gave the anti-Prop-1 crowd much-needed ammunition, which they gleefully used. However, and

³⁷⁹ *ibid.*

³⁸⁰ “Bus driver: ‘No’ to levy” *Port Townsend & Jefferson County Leader*, Wednesday, February 2, 2011, p. A6.

fortunately, in the end it didn't change the outcome: on Tuesday, February 8, 2011 Proposition 1 was "handily" passed by 6,443 votes, or 55.95% in favor and 5,073 against, or 44.05%. Authority Board Chairwoman Catharine Robinson stated "I'm relieved because we will not have to cut service, and we won't have to lay anybody off." Board member and Deputy Port Townsend Mayor George Randels said "It's great news, I believe, for the county ... We will be able to maintain and maybe expand service, and that's what's needed for the people and for the environment."³⁸¹

With the passage of Prop-1, Jefferson Transit's future seemed rosy. But roses have the unpleasant habit of wilting and falling off the stem: on March 14, 2011 General Manager Peggy Hanson sent a letter of resignation to the Board effective on March 28, or less than one year after her hiring. The announcement caught everyone by surprise.³⁸²

Here are the details of Hanson's resignation as reported in the March 21, 2011 *Peninsula Daily News*:

'We don't know what we are going to do—whether we appoint an interim or look for someone permanent right away,' said board chair Catharine Robinson, who is also a Port Townsend City Council member. Robinson said the transit system had accomplished a lot under Hanson's direction, including gaining approval from voters last fall for a sales tax increase to support transit service and renegotiating union contracts. 'We kept the buses on the road, which was my goal,' Robinson said.

In her resignation letter, Hanson said the transit system had 'worked hard and accomplished much' during her tenure 'despite the most difficult of times. ... 'In my opinion, the Jefferson Transit employees will continue to lead the way in delivering exceptional transit service that is focused on the core principles of customer service, safety and reliability,' she wrote. Hanson had the highest praise for the community, saying that local residents 'truly valued transit.' She was less effusive in her description of the Transit Board, stating that she was hired as a chief executive officer but was often limited in her decision making abilities. 'The actions we were taking were sound, and they were transparent,' she said. 'But I got the feeling the board was always sitting at my shoulder, and I was always supposed to ask: 'Is that what you want?' ... 'I felt like I was always traveling through unclear waters and the board was acting on its previous leadership experience,' she said. 'There was a disconnect between myself and the leadership.'³⁸³

³⁸¹ Chew, Jeff. "Transit sales tax measure close to win in Jefferson County." *Peninsula Daily News*, Wednesday, February 9, 2011, p. 1. Also see "Voters say yes to schools, transit." *Port Townsend & Jefferson County Leader*, Wednesday, February 9, 2011, p. 1.

³⁸² Jefferson Transit Authority Board Meeting Minutes Tuesday, March 15, 2011, 1:30 p.m. Mountain View Commons, 1925 Blaine St., Port Townsend, WA., p. 4, "Executive session," Washington State Archives - Digital Archives, *op. cit.* Also see, Jefferson Transit Authority Board Special Meeting Minutes Tuesday, March 22, 2011, 1:30 p.m. Jefferson County Commissioners' Chambers Jefferson County Courthouse Port Townsend, WA: "Motion by Randels, second by Austin, to accept the resignation submitted March 14, 2011 by Peggy Hanson, to agree to her proposed date of March 28, 2011 as the end of her employment with Jefferson Transit, and to place her on administrative leave at the start of business on March 23, 2011. The motion passed 5-0."

³⁸³ Bermant, Charlie. "Jefferson Transit general manager abruptly resigns." *Peninsula Daily News*, Monday, March 21, 2011, p. 1.

In an editorial, *Port Townsend & Jefferson County Leader* publisher/editor Scott Wilson offered some insight on Hanson's departure: "Nobody, Hanson is saying today, told her how bad transit's finances were when she first took the job. Hanson's other public complaint upon departure was, in essence, being hemmed in by the transit authority:

Hanson was clearly bright, energetic and capable. She addressed problems head-on and opened new avenues of communication with the riding public. It looked like she would be in the driver's seat for a long time. She was ambitious and wanted to get new things going.

According to her, her board kept applying the brakes. It wanted a conservative approach—to sit tight until the financial picture got better. 'I don't even know how to run transit if only our heads are above water,' she told the *Leader*. 'Some people will ride that out, but not me.'

Her experience might also speak to the risks of hiring a highly qualified outside expert away from a much larger, urban organization and into the top job of a rural system. The difference is not just one of scale. There are also differences of culture, politics and economics. Resources are stretched. There are few, if any, assistants. More detail work has to be done by the manager. Everybody does several things, usually at once. Money is always tight. Critics are closer at hand. Small-town politics are different from city politics. The networks run in different directions, often invisible to the newcomer's eye. ... Most of the applicants for the job that Hanson took were from smaller transit systems, but the transit authority rolled the dice with Hanson.³⁸⁴

With everyone still reeling from Hanson's surprise departure, the Jefferson Transit Authority Board smoothed things over a bit by hiring sixty-one-year-old Port Angeles Mayor Dan Di Giulio as interim general manager of Jefferson Transit.³⁸⁵ However, Di Giulio's mayoral post wasn't the reason for his hiring: Di Giulio had served as Clallam Transit's general manager from 1995 until 2004.

When he reported for work on Friday, April 1, 2011, Dan Di Giulio told a reporter: "'I didn't ask for this job,' ... 'but I was asked to do it, so I'm here to help out.'"³⁸⁶

With Di Giulio daily commuting to Port Townsend from Port Angeles, the Jefferson Transit Authority Board was pressed to find a new general manager with some haste. That is why the Board decided to look inside the agency instead of advertising the post.

³⁸⁴ Wilson, Scott. "Editorial: Transit needs a driver." *Port Townsend & Jefferson County Leader*, Wednesday, March 23, 2011.

³⁸⁵ Jefferson Transit Authority Board Special Meeting Minutes Friday, March 25, 2011, 9:00 a.m. Jefferson County Commissioners' Chambers Jefferson County Courthouse Port Townsend, WA., Washington State Archives - Digital Archives, *op. cit.*, p. 1.: "Motion by Austin, second by Randels, Authorizing Board Chair Robinson and anyone she designates to help her negotiate and complete a contract for Interim Manager with Dan Di Giulio."

³⁸⁶ Bermant, Charlie. "Port Angeles mayor reports to work at Jefferson Transit in Port Townsend." *Peninsula Daily News*, April 3, 2011, p. 1. In a public statement, Di Giulio assured the citizens of Port Angeles that this temporary position wouldn't interfere with his mayoral duties, and the JT Authority Board made sure of this by giving him flexible working hours.

After a one-hour executive session on June 27, 2011, the Jefferson Transit Board announced that Jefferson Transit driver Mike Pollack had been offered the position of general manager. The following day the selection made front page headlines in the *Port Townsend & Jefferson County Leader*.³⁸⁷

Pollack's qualifications for the post have already been outlined, but additional skills include his twenty-three-year career as a Lt. Colonel in the U.S. Army, serving for eight and a half years at the Supreme Headquarters Allied Powers Europe (SHAPE), one of NATO's two strategic military commands located at Casteau, north of the Belgian city of Mons.³⁸⁸ Pollack seemed to be the right person for the post of Jefferson Transit general manager. However, his appointment was short lived.

On Friday, July 22, 2011 the *Port Townsend & Jefferson County Leader* carried the news that negotiations with Mike Pollack had collapsed and that the position had been offered to forty-nine-year-old Jefferson Transit Operation Manager Tammi Rubert. According to Authority Board Chairwoman Catharine Robinson, the Board could not come to mutually agreed-upon terms with Pollack.³⁸⁹

If one doesn't count the interspaced interim general managers, Tammi Rubert, who was hired at a salary of \$72,348, was Jefferson Transit's fifth general manager.

Given the turmoil of the past five months, Tammi Rubert's appointment was met with some apprehension. However, she was well-qualified, well-liked by Transit employees, and bus patrons liked the fact that she had started at the agency as a driver and worked her way up the ranks. They also appreciated the fact that Rubert had solid roots in the community (in the 1970s her father, Norman D. Nolan, was the lighthouse keeper at Point Wilson.)

Among Tammi Rubert's earlier career opportunities was the chance to serve as a Port Angeles commissioned reserve police officer.

In fact, it was Rubert's strong interest in law enforcement that would eventually lead to her accepting a position in the Jefferson County Superior Court Clerk's office in 1992. For the next thirteen-plus years Tammi Rubert served the citizens of Jefferson County, finally reaching the position of Senior Court Clerk/Courthouse Facilitator.³⁹⁰

Deciding that it was time for a major career change, in November 2005 Tammi Rubert was interviewed by Jefferson Transit GM Dave Turisinni for the position of transit operator, and was hired on November 28, 2005.³⁹¹ After several years out on "the front lines," Rubert moved into customer service in July 2008 and remained in that position through October 2009. In November 2009 she was named as Jefferson Transit's mobility coordinator, and when Interim General Manager

³⁸⁷ "Mike Pollack is Jefferson Transit's new general manager." Tuesday, June 28, 2011. The story was also reported in the *Peninsula Daily News*: Bermant, Charlie. "Jefferson Transit chooses new general manager." Tuesday, June 28, 2011, p. 1.

³⁸⁸ Conder, Darrell W. Interview with Michael R. Pollack, January 4, 2014, Port Townsend, Washington.

³⁸⁹ Johnson, Nicholas. "Jefferson Transit shifts gears in general manager search: Mike Pollack out; Tammi Rubert in." *Port Townsend & Jefferson County Leader*, Friday, July 22, 2011, p. 1. Also see, Bermant, Charlie; Watness, Philip L. "Jefferson Transit hires manager after negotiations with first choice breaks down." July 26, 2011, p. 1.

³⁹⁰ Conder, Darrell W. Interview with Tammi Rubert, Tuesday, February 25, 2014, Port Townsend.

³⁹¹ The choice of a career at Jefferson Transit wasn't entirely out of the "blue" since Tammi Rubert's brother, Timothy Nolan, had been driving for Jefferson Transit since September 2002.

Mike Pollack was working on the Hood Canal Bridge project, Rubert took over as training and services supervisor. In 2010 she was promoted to the post of operations manager by GM Peggy Hanson and was serving in that post when offered the top position at Jefferson Transit.

At the 1:30 p.m. Authority Board meeting on Tuesday, August 16, 2011 at Mountain View Commons, two events of note occurred: one was the surprise announcement that the Citizens Advisory Committee (CAC), after thirty years' service to Jefferson Transit, had been disbanded.³⁹² The second event was Catharine Robinson's public welcoming of Tammi Rubert as Jefferson Transit's new general manager.

After Tammi Rubert settled into her new position, Jefferson Transit began to get back on an even keel. Since her appointment, Rubert has proved her ability to lead Jefferson Transit with skill and professionalism. That hasn't been easy considering she inherited two major headaches, *i.e.*, completing the Four Corners project and the bad economy; the latter problem was going to force a drastic decision.

Sorry, We're Closed On Sundays!

On Tuesday, November 20, 2012, at 1:30 p.m., I joined a crowd of some forty other transit advocates in the training room at the Port Townsend Fire Station, 701 Harrison Street. We were there to address the Jefferson Transit Authority Board about a proposed cut of Sunday service as a cost-saving measure.

This is a bit personal for me since I was involved in advocating against the cut without some other cost-saving measures also being implemented. However, I was more lenient in my views than others because I was uniquely positioned to see that cutting Sunday was inevitable. That is, living directly across the street from the Haines Place Transit Center (the Park and Ride), throughout the day I can easily observe buses leaving and returning from their routes.

For years I had witnessed Sunday buses running nearly empty. In fact, when I boarded a Sunday route, which I did three or four times every Sunday, often I was

My memorable moment on Jefferson Transit occurred on a Wednesday, October 2, 2013 at 7:20 a.m. I was waiting at the Park and Ride when JT driver Mike Pollack pulled his bus to a stop in front of me. He jumped out and came to me exclaiming that he thought he had a dead passenger on board. He had already called for paramedics, but wanted me to look and see if I could see any signs of life in a young man lying back in his seat near the rear of the bus. Looking through a rear window at the passenger, I had to agree that the guy looked as dead as a doornail! When JT driver Perry Underdahl joined us, he took one look and agreed with our diagnosis. Soon the 911 van roared to a stop with flashing lights and blaring sirens. Two paramedics jumped out and one ran up to me, took me by the arm, and started pulling me towards a bench exclaiming that I shouldn't be on my feet! I informed him that although I might look like a walking corpse, the person he was called to assist was still in the bus! (Happily, it turned out that the young man was only sleeping very soundly and was fine.) Darrell Conder—Port Townsend, Sunday, November 3, 2013.

³⁹² "Resolution 11-21: CAC ad hoc Committee. A Resolution, of the Board of Directors of the Jefferson County Public Transportation Benefit Area ... approving the Citizens Advisory Committee structure to be changed from its current configuration to that of an ad hoc committee. ... Motion by [John] Austin second by Randels to approve Resolution 11-21 with the following amendments: Third Whereas should read: 'Current committee and organization structures are not effective.' End resolution title with 'disbanding the current Citizens Advisory Committee.' Motion carried unanimously." Jefferson Transit Authority Board meeting, Tuesday, August 16, 2011, 1:30 p.m. Mountain View Commons, 1925 Blaine St., Port Townsend, WA, p. 4, found under the posting for September 20, 2011, Washington State Archives - Digital Archives, *op. cit.*

the only passenger from start to finish.³⁹³ So I knew the numbers weren't there to justify continuing Sunday service. That is why I suggested a compromise to the Authority Board at their November 20 meeting. My remarks were reported in the *Port Townsend & Jefferson County Leader*: "I accept that the board and the general manager are facing tough decisions and you have transit's best interests at heart," Conder said. "I know there's not a lot of ridership on those [Sunday] buses. [But] show us this is the only option. Show us everything has been thoroughly considered."³⁹⁴

Among those who spoke that day were Brenda McMillan, Jesse Page, Susan Bryant, Connie Smith, Elysia D'Amico, Eldon Burrow, Margaret Lee, Cass Peters, Rose Harris, Ali Dyche, Burt Langsea, Carol Headley, Scarlet Sankey, Lyle Courtsal, Todd Wexman, Julie Duke, Edna Mullins, Walt Windblad and Kay Harper. Virtually all of the above protested the Sunday service cut.

Cutting Sunday service would impact transit patrons, and that was a fact. But that Jefferson Transit was strapped for cash, despite the sales tax increase of 2011, was also a fact.

I will not debate the merits of each position because of my personal interest in the issue, however it was true that Jefferson Transit was one of last agencies in Washington offering Sunday service. This in itself is not a justification for cuts in service, but it does demonstrate the dire financial straits of public transit across the state and the oft-drastic solution.

At that November meeting the Board didn't vote on the 2013 budget, which included cutting Sunday service as a cost-saving measure; they put it off until the next meeting, or until Tuesday, December 18, 2012. At that meeting the following was voted on: "a. Resolution 12-21: Cancellation of Sunday Service Motion by John Austin, seconded by Catharine Robinson to approve Resolution 12-21: Cancellation of Sunday Service. The motion passed 4-1, with Robert Gray voting no."

At 7 p.m. on Sunday, June 30, 2013 Jefferson Transit driver Sarah Elizabeth Trollsplinter drove route #11A from the P&R to downtown and uptown; when it returned to the P&R at 7:15 p.m., I was the last passenger on board, thus having the distinction of becoming Jefferson Transit's last passenger on their last bus on their last Sunday run.

The Real Face of Jefferson Transit

Up to this point, I have focused solely on those who built Jefferson Transit and the small army of employees, elected officials and volunteers who followed. We've shared their trials and triumphs and rightly all should be commended for a job well done. But we have been missing an important ingredient of this story, and that is the real face of Jefferson Transit, *i.e.*, the citizens of Jefferson County, Washington who ride the buses. Without the legions of faithful riders there would be no

³⁹³ "Jefferson Transit proposes elimination of Sunday services." General Manager Tammi Rubert, speaking in an interview posted on YouTube, noted that "Ninety-six percent of ridership rides Monday through Saturday [and] four percent of ridership on Sunday." NOPvideoly, posted on YouTube at <http://www.youtube.com/watch?v=Gr6OKFUH6NM>

³⁹⁴ Hiegler, Tristan. "Public urges Transit Authority not to cut Sunday service." *Port Townsend & Jefferson County Leader*, November 28, 2012, p. 1. Also see the *Peninsula Daily News*, "Proposed Jefferson Transit Sunday service cuts protested." November 20, 2012, p. 1: "I know you have Transit's best interests at heart ... Darrell Conder said ... [but] before you make this decision, I'd like you to make sure that cutting service is the only option and there are no other things to cut."

Jefferson Transit—no managers, office personnel, drivers, dispatchers, mechanics or maintenance staff—and truly this community would be much poorer for the void.

Since there's no practical way of telling you about the many, many transit patrons I've known over the years, I'm going to focus on just one to make my point.

I became acquainted with David Ewolt back in 2006 when I lived in Port Hadlock and regularly rode JT's Route #6 Tri-Area bus into Port Townsend. Back then David and his faithful malamute, Meesha, were living aboard his wooden sailboat, which was docked somewhere in or around Port Hadlock Marina. Often the two of them would share a bus ride with me into Port Townsend.

David, who was disabled, had a dream to restore his boat and sail it to South America and he worked non-stop towards this goal. Every time I saw him, David would give me an update about his progress, often being excited over a piece of exotic wood he had found at a local salvage store.

Because of his disability and limited income, David accepted that his goal wouldn't be realized over night. But he never gave up! In fact, the last time I saw David, which was aboard JT's Route #11A Shuttle on the morning of Tuesday, August 6, 2013, he was excited because at last he was ready to set sail for Panama. I was happy for him and wished him well, in case I didn't see him before he left.

On Thursday, August 8, 2013 the fifty-three-year-old David was aboard his boat, anchored offshore from the Port Townsend Boat Haven, when he suffered a seizure and fell overboard. Two nearby fishermen, Daniel Putich of Bellingham and his grandfather Lee Arey of Port Townsend, found David floating unconscious in the water and pulled him out. An extra tragic dimension to this incident was that, some ten months before, David had suffered another seizure and fell unconscious from his boat into the water. That time he was fortunate to be immediately pulled out by a nearby Northwest Maritime Center volunteer and taken to the local hospital where he was treated for hypothermia. The second time around David was not so fortunate.

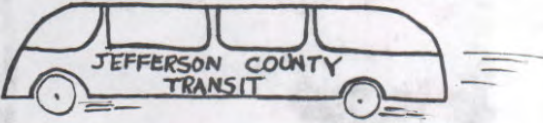
After the second incident, David was airlifted to Seattle where he died in the early morning hours of August 9, 2013.

Arguably, David Ewolt should never have been living on a boat, let alone planning to sail it to Panama. However, he refused to allow his disability to keep him from living the life he wanted and there's something to be said for that reasoning, even if it cost his life in the end. But that's not the point here.

From 3 p.m. to 7 p.m. on Tuesday, August 20, 2013 David's family hosted a "Celebration of Life" at the Marina Café across the street from the Port Townsend Boat Haven. Like me, many of those who attended were Jefferson Transit patrons, while others were JT drivers, such as Eldon Burrow, who came on his Harley-Davidson motorcycle with a bucket of fried chicken. There was retired JT driver Burt Langsea, who shared his memories of David, and JT driver Alice Lane, whose drawing of the Haines Place Park and Ride graces the cover of this history. In fact, before she went to work that day, Alice came to David's boat and placed there a beautiful arrangement of cut flowers from her own garden. Later, during her thirty-minute break from driving, Alice came over to be with those of us who had gathered in David's memory.

As I sat there on that beautiful sunny afternoon, gazing out over the sparkling water of the marina and listening to the poems and eulogies from Transit patrons and drivers, it came to me that this was the true face of public transit in Jefferson County. Long may it continue!

PUBLIC HEARING



ON

PUBLIC TRANSPORTATION

FRIDAY
 SEPT. 28th 1979
 8:30 A.M.
 JEFFERSON COUNTY
 COURTHOUSE
 PLANNING DEPARTMENT

Top, a 1980 homemade leaflet, which was distributed throughout Jefferson County informing voters about the proposed formation of a public transit system in Jefferson County. Bottom, a professionally-printed pro-Prop. 1 leaflet.

*If you are concerned about the future of Jefferson County
 Vote Yes on Prop. #1*

Paid for by Citizens for Public Transit

Can you live in Jefferson County without transportation?

Do you know someone who needs Public Transit?
 Do you need it?
 How will you answer these questions
 ... in 1981, 1982, 1983?
 ... when you retire?
 ... when gas costs twice as much?

Vote Yes on Public Transportation Proposition #1 in Jefferson County!



Office of the Mayor
CITY HALL
Barney McClure
MAYOR

PORT TOWNSEND, WA. 98368
(206) 385-3000

July 8, 1980

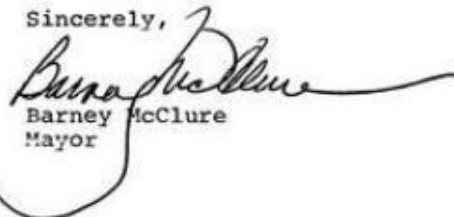
Bud O'Meara
County Commissioner's Office
Courthouse
Port Townsend, WA 98368

Dear Bud:

Enclosed is the resolution indicating the City of Port Townsend's willingness to participate in the formation of the PTBA.

Councilmembers Mike Kenna and Freida Imislund and myself are the city's appointments to the board. Please notify us as to the next procedural step.

Sincerely,



Barney McClure
Mayor

BM/km

Above, the 1980 letter from Mayor Barney McClure to the Jefferson County Commissioners offering his services and those of Mike Kenna and Freida Imislund to help form a public transit system in Jefferson County.

SPECIAL ELECTION ▸

PROPOSITION NO. 1 — Submitted by Jefferson County Public Transportation Benefit Authority

FUNDING PUBLIC TRANSPORTATION

Shall the Jefferson County Public Benefit Authority be authorized to fix and impose a sales and use tax not to exceed three-eighths of one percent (0.3%) within the Jefferson County Public Transportation Benefit Area (all of Jefferson County) for the sole purpose of providing funds for the operation, maintenance and capital needs of a public transportation system?

SPECIAL ELECTION ▸

PROPOSITION NO. 1 — Submitted by Jefferson County Public Transportation Benefit Authority

YES NO



Public Transportation Board Member: County Commissioner Carroll Mercer, County Commissioner Bud O'Meara, City Councilwoman Freida Imislund, and Mayor Barney McClure, Missing Commissioner B.G. Brown and Councilman Mike Kenna.

Time To Choose . . .
Public Transportation
Service in Jefferson County

VOTE YES

Paid for by the PTBA Board Members at their own expense.

STATEMENT

226 ADAMS STREET TELEPHONE 385-2000

PRINTERS — PUBLISHERS

Port Townsend Leader

PORT TOWNSEND, WASH. 98368

Barney McClure
 613 1st St.
 Port Townsend, WA. 98368

PLEASE DETACH TOP PORTION AND RETURN WITH YOUR REMITTANCE

| DATE | KEY # | FOLIO # | CHARGES | BALANCE | |
|-----------|-------|---------|---------------|--------------------|---------|
| | | | | CREDITS FORWARD | BALANCE |
| 0CT 30 80 | 55 # | 381 # | 51.00 | | 51.00 |
| | | | MCCLURE----- | 8.50 | |
| | | | KENNA----- | 8.50 | |
| | | | EMISLAND----- | 8.50 | |
| | | | O'MEARA----- | 8.50 | |
| | | | BROWN----- | 8.50 | |
| | | | MERCER----- | 8.50 | |

Paid By members

11-CLASS-LEGAL ADV. 22-PRINTING 23-CASH 44-MERCHANDISE 33-DISPLAY ADV. 55-TYPERWRITER+ADDS. REPAIR 57-TYPERWRITER+ADDS. RENTAL 77-SUBSCRIPTION 88-TYPERWRITER+ADDS. SALES 99-ADJUSTMENT

PORT TOWNSEND LEADER
 226 ADAMS STREET

1¢ PER MONTH CHARGED ON ALL PAST DUE ACCOUNTS

PAY LAST AMOUNT IN THIS COLUMN

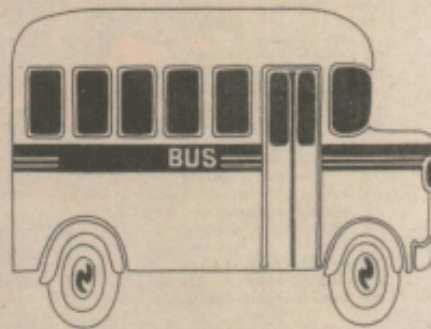
Right, a newspaper display ad in the *Port Townsend Leader* “paid for by the PTBA Board Members at their own expense” — *i.e.*, members Carroll Mercer, Bud O’Meara, B. G. Brown, Freida Imislund, Mike Kenna and Barney McClure — promoting public transit in Jefferson County. Left, the *Leader*’s bill, presented to Mayor Barney McClure. (Courtesy of the *Port Townsend & Jefferson County Leader* and Washington State Digital Archives.)

6/15/80

Public Transit

Is Coming To
**Jefferson County
&
Port Townsend**

Starting Monday, June 30



FREE

Fares First Week

Schedules Available June 25

The original ad announcing the coming of the federally-funded Jefferson County Transit, the predecessor of Jefferson Transit. The first day of operation is June 30, 1980. (Courtesy of Jefferson Transit.)

PUBLIC HEARINGS ON TRANSPORTATION IN JEFFERSON COUNTY

The Board of Commissioners of Jefferson County is contemplating creating a Public Transportation Benefit Area (PTBA). The PTBA is a single purpose municipal corporation formed to provide Public Transportation. The Authority would be composed of County Commissioners and elected representatives of the City of Port Townsend.

How Will It Be Financed?

Local sales tax of up to 3% (three-tenths of one percent) on taxable purchases by residents is feasible. (30¢ for each \$100 of taxable purchases). The state will match this with Motor Vehicle Excise Tax funds presently collected but not being returned to the county. Funds, advertising sales and package delivery will supplement the cost. Federal funds, primarily for equipment, may also be available.

Information To Be Gathered

SHOULD A PTBA BE FORMED? What will be the boundaries? How will it be financed? What will be the routes? What will be the business impact?

When Are The Public Hearings?

June 5th 7:30 p.m.
Tri Area Comm. Ctr.
June 6th 7:30 p.m. Quilting Community Center
June 7th 7:30 p.m. Port Townsend Recreation Center

ALL RESIDENTS OF JEFFERSON COUNTY ARE URGED TO ATTEND. COME AND EXPRESS YOUR VIEWS. ANY BOUNDARY CHANGES WILL BE CONSIDERED AT THESE HEARINGS.

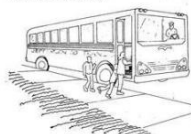


Jefferson County 5-21

Time to Choose . . . Public Transportation Service in Jefferson County?

A Comprehensive Transit Plan

Public transportation is now being seriously considered as a needed public service for many of the citizens of Jefferson County. The Jefferson County Public Transportation Benefit Area Authority (PTBA), made up of elected county commissioners and four townland city council members, has begun the process of planning a transit system to provide mobility to all parts of the county through the public decision to financially support the effort. As part of the planning process the Authority has developed the following service concepts as a preliminary plan to be considered by the public November 4 when they choose whether or not to enact a local 3/10th of one cent sales tax for transit service. This informational material represents a draft comprehensive transit plan for public consideration, a key part of the public involvement process leading to establishment and operation of an effective transit system for the citizens of Jefferson County.

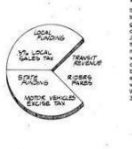


Varieties of Transit Service

The plan for a new public transportation system would provide service to both east and west Jefferson County. The entire Jefferson County would be divided into several service areas. Each area would be served by a different type of transit service. The service areas would be determined by the location of major employment centers and the location of major residential areas. The service areas would be determined by the location of major employment centers and the location of major residential areas. The service areas would be determined by the location of major employment centers and the location of major residential areas.

Financing Operations and Equipment

Local approval of a local method of financing public transportation is required before the system can be implemented. Although there have been a number of proposals for financing public transportation in Jefferson County, none have been approved. The Jefferson County Public Transportation Benefit Area Authority (PTBA) has developed the following financing plan as a preliminary plan to be considered by the public November 4 when they choose whether or not to enact a local 3/10th of one cent sales tax for transit service. This informational material represents a draft comprehensive transit plan for public consideration, a key part of the public involvement process leading to establishment and operation of an effective transit system for the citizens of Jefferson County.



A Ballot Measure November 4

The Jefferson County PTBA Authority has submitted to the voters a ballot measure in the upcoming general election which would call for a 3/10th of one cent increase in the sales tax. If approved in Jefferson County, the tax would be levied on the date of the November 4 election. The tax would be levied on the date of the November 4 election. The tax would be levied on the date of the November 4 election.

Management Concepts

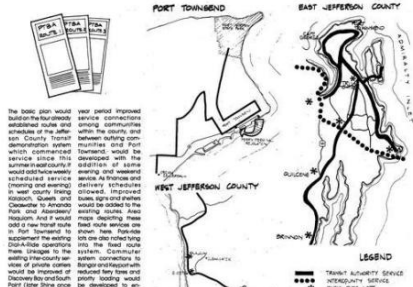
Although a public transportation system is being considered in Jefferson County, the Authority has developed the following management concepts as a preliminary plan to be considered by the public November 4 when they choose whether or not to enact a local 3/10th of one cent sales tax for transit service. This informational material represents a draft comprehensive transit plan for public consideration, a key part of the public involvement process leading to establishment and operation of an effective transit system for the citizens of Jefferson County.

Capital Improvements

The Authority has developed the following capital improvement concepts as a preliminary plan to be considered by the public November 4 when they choose whether or not to enact a local 3/10th of one cent sales tax for transit service. This informational material represents a draft comprehensive transit plan for public consideration, a key part of the public involvement process leading to establishment and operation of an effective transit system for the citizens of Jefferson County.

IT PLAN CONCEPTS FOR JEFFERSON COUNTY

Fixed Routes/Schedules



Flexible Routes/Programs

Dial-A-Ride

Dial-A-Ride service is a flexible service program that can be developed with the leadership of the Authority. When the need and cooperation of private employers and community individuals will be determined, Dial-A-Ride service could be developed. Dial-A-Ride service would be developed with the leadership of the Authority. When the need and cooperation of private employers and community individuals will be determined, Dial-A-Ride service could be developed.

Living Bus

A living bus service is a flexible service program that can be developed with the leadership of the Authority. When the need and cooperation of private employers and community individuals will be determined, Living Bus service could be developed. Living Bus service would be developed with the leadership of the Authority. When the need and cooperation of private employers and community individuals will be determined, Living Bus service could be developed.

Car Pools and Van Pools

Car pools and van pools are flexible service programs that can be developed with the leadership of the Authority. When the need and cooperation of private employers and community individuals will be determined, Car Pools and Van Pools service could be developed. Car Pools and Van Pools service would be developed with the leadership of the Authority. When the need and cooperation of private employers and community individuals will be determined, Car Pools and Van Pools service could be developed.

Handicapped Services

Handicapped services which require the use of special equipment will be developed with the leadership of the Authority. When the need and cooperation of private employers and community individuals will be determined, Handicapped Services could be developed. Handicapped Services would be developed with the leadership of the Authority. When the need and cooperation of private employers and community individuals will be determined, Handicapped Services could be developed.

Early ads informing voters about a proposed public transit system in Jefferson County. (Courtesy of Jefferson Transit and the Washington State Digital Archives.)

FREE SHUTTLE SERVICE
March 30th - April 3rd



FREE SHUTTLE SERVICE
March 30th - April 3rd

JEFFERSON TRANSIT

introduces

The Port Townsend Shuttle

Call 385-4777 for Transit Information or Pickup



Monday through Friday Bus Service

- ✓ Radio Dispatched
- ✓ Able to deviate off route for pickups & drop offs
- ✓ 50' fare (25' elderly, handicapped and students)
- ✓ Stop & go transfer
- ✓ Monthly passes
- ✓ Daily passes

DAILY TRANSFER: Valid on day of issue. Stop and go service along the way. Good for transfers from one route to another. Not valid for return trip. Available from driver.

DAILY PASS: \$1.00 fare good for all day. Valid for REGULAR fare service or SENIOR fare service on fixed route or Dial-A-Ride. Available from driver.

MONTHLY PASS: \$19 REGULAR or \$4.00 SENIOR fare for unlimited transportation for 30 days on the Jefferson Transit System. Available from driver.

REGULAR FARE RATES

- Exact fare
- Drivers do not carry change

| REGULAR FARE | SENIOR FARE (Age 65+) |
|--------------|-----------------------|
| Bus | Handicapped & Student |
| Transfer | Transfer |
| One Way | One Way |
| Monthly Pass | Monthly Pass |
| \$1.00 | \$1.00 |
| \$19.00 | \$4.00 |

Children under 6 Free with an adult

Radio dispatched bus WILL DEVIATE off route to pick you up and drop you off. Call **385-4777**

PORT TOWNSEND SHUTTLE SERVICE

Monday through Friday (All times are for departure)



| Port Townsend Place | House & Moore | Stations (Aldrich & Taylor) | Lawrence & Tyler | Highway 104 Park & Ride | Center Store | Olson Community Center | Ness's Store | Red's Hardware | Innside Store | Four Corners Store | Airport Center | Port Townsend City Limits | Hospital | Skidway & 19th | San Juan Grocery | Kab Tai | Lawrence & Tyler | Lawrence & Moore | ARRIVAL (Last Time & Port Townsend Place) |
|---------------------|---------------|-----------------------------|------------------|-------------------------|--------------|------------------------|--------------|----------------|---------------|--------------------|----------------|---------------------------|----------|----------------|------------------|---------|------------------|------------------|---|
| 8:30 AM | 8:32 | 8:34 | 8:35 | 8:38 | 8:41 | 8:44 | 8:47 | 8:50 | 8:53 | 8:56 | 8:59 | 9:02 | 9:05 | 9:08 | 9:11 | 9:14 | 9:17 | 9:20 | 9:23 |
| 9:00 AM | 9:02 | 9:04 | 9:05 | 9:08 | 9:11 | 9:14 | 9:17 | 9:20 | 9:23 | 9:26 | 9:29 | 9:32 | 9:35 | 9:38 | 9:41 | 9:44 | 9:47 | 9:50 | 9:53 |
| 9:30 AM | 9:32 | 9:34 | 9:35 | 9:38 | 9:41 | 9:44 | 9:47 | 9:50 | 9:53 | 9:56 | 9:59 | 10:02 | 10:05 | 10:08 | 10:11 | 10:14 | 10:17 | 10:20 | 10:23 |
| 10:00 AM | 10:02 | 10:04 | 10:05 | 10:08 | 10:11 | 10:14 | 10:17 | 10:20 | 10:23 | 10:26 | 10:29 | 10:32 | 10:35 | 10:38 | 10:41 | 10:44 | 10:47 | 10:50 | 10:53 |
| 10:30 AM | 10:32 | 10:34 | 10:35 | 10:38 | 10:41 | 10:44 | 10:47 | 10:50 | 10:53 | 10:56 | 10:59 | 11:02 | 11:05 | 11:08 | 11:11 | 11:14 | 11:17 | 11:20 | 11:23 |
| 11:00 AM | 11:02 | 11:04 | 11:05 | 11:08 | 11:11 | 11:14 | 11:17 | 11:20 | 11:23 | 11:26 | 11:29 | 11:32 | 11:35 | 11:38 | 11:41 | 11:44 | 11:47 | 11:50 | 11:53 |
| 11:30 AM | 11:32 | 11:34 | 11:35 | 11:38 | 11:41 | 11:44 | 11:47 | 11:50 | 11:53 | 11:56 | 11:59 | 12:02 | 12:05 | 12:08 | 12:11 | 12:14 | 12:17 | 12:20 | 12:23 |
| 12:00 PM | 12:02 | 12:04 | 12:05 | 12:08 | 12:11 | 12:14 | 12:17 | 12:20 | 12:23 | 12:26 | 12:29 | 12:32 | 12:35 | 12:38 | 12:41 | 12:44 | 12:47 | 12:50 | 12:53 |
| 1:00 PM | 1:02 | 1:04 | 1:05 | 1:08 | 1:11 | 1:14 | 1:17 | 1:20 | 1:23 | 1:26 | 1:29 | 1:32 | 1:35 | 1:38 | 1:41 | 1:44 | 1:47 | 1:50 | 1:53 |
| 1:30 PM | 1:32 | 1:34 | 1:35 | 1:38 | 1:41 | 1:44 | 1:47 | 1:50 | 1:53 | 1:56 | 1:59 | 2:02 | 2:05 | 2:08 | 2:11 | 2:14 | 2:17 | 2:20 | 2:23 |
| 2:00 PM | 2:02 | 2:04 | 2:05 | 2:08 | 2:11 | 2:14 | 2:17 | 2:20 | 2:23 | 2:26 | 2:29 | 2:32 | 2:35 | 2:38 | 2:41 | 2:44 | 2:47 | 2:50 | 2:53 |
| 2:30 PM | 2:32 | 2:34 | 2:35 | 2:38 | 2:41 | 2:44 | 2:47 | 2:50 | 2:53 | 2:56 | 2:59 | 3:02 | 3:05 | 3:08 | 3:11 | 3:14 | 3:17 | 3:20 | 3:23 |
| 3:00 PM | 3:02 | 3:04 | 3:05 | 3:08 | 3:11 | 3:14 | 3:17 | 3:20 | 3:23 | 3:26 | 3:29 | 3:32 | 3:35 | 3:38 | 3:41 | 3:44 | 3:47 | 3:50 | 3:53 |
| 3:30 PM | 3:32 | 3:34 | 3:35 | 3:38 | 3:41 | 3:44 | 3:47 | 3:50 | 3:53 | 3:56 | 3:59 | 4:02 | 4:05 | 4:08 | 4:11 | 4:14 | 4:17 | 4:20 | 4:23 |
| 4:00 PM | 4:02 | 4:04 | 4:05 | 4:08 | 4:11 | 4:14 | 4:17 | 4:20 | 4:23 | 4:26 | 4:29 | 4:32 | 4:35 | 4:38 | 4:41 | 4:44 | 4:47 | 4:50 | 4:53 |
| 4:30 PM | 4:32 | 4:34 | 4:35 | 4:38 | 4:41 | 4:44 | 4:47 | 4:50 | 4:53 | 4:56 | 4:59 | 5:02 | 5:05 | 5:08 | 5:11 | 5:14 | 5:17 | 5:20 | 5:23 |
| 5:00 PM | 5:02 | 5:04 | 5:05 | 5:08 | 5:11 | 5:14 | 5:17 | 5:20 | 5:23 | 5:26 | 5:29 | 5:32 | 5:35 | 5:38 | 5:41 | 5:44 | 5:47 | 5:50 | 5:53 |
| 5:30 PM | 5:32 | 5:34 | 5:35 | 5:38 | 5:41 | 5:44 | 5:47 | 5:50 | 5:53 | 5:56 | 5:59 | 6:02 | 6:05 | 6:08 | 6:11 | 6:14 | 6:17 | 6:20 | 6:23 |

TAXI IN TOWN SERVICE 7:00 - 11:00 A.M. - 2:00 - 6:00 P.M. MONDAY THRU FRIDAY (NO SATURDAY SERVICE)
ALL COUNTY SERVICE STAYS THE SAME

Above and below, Jefferson Transit schedules from 1981. (Courtesy of Washington State Digital Archives.)



New Radio Dispatched Service!! Call 385-4777 for Transit Information

All times are for departures

| ROUTE 1 BRIDGEMAN TO PORT TOWNSEND (VIA QUELICK) | | | | | | | | | | | | | | | | | |
|---|----------------------------|-------------------------|--------------|------------------------|--------------|----------------|---------------|--------------------|----------------|---------------------------|----------|----------------|------------------|---------|------------------|------------------|---------|
| Bridgeman General Store | Dalhousie Community Center | Highway 104 Park & Ride | Center Store | Olson Community Center | Ness's Store | Red's Hardware | Innside Store | Four Corners Store | Airport Center | Port Townsend City Limits | Hospital | Skidway & 19th | San Juan Grocery | Kab Tai | Lawrence & Tyler | Lawrence & Moore | ARRIVAL |
| 6:55 | 7:10 | 7:13 | 7:23 | 7:25 | 7:28 | 7:30 | 7:35 | 7:39 | 7:42 | 7:43 | 7:45 | 7:50 | 7:52 | 7:55 | 7:58 | 7:59 | 8:00 |
| 10:00 | 10:22 | 10:27 | 10:40 | 10:50 | 10:52 | 10:55 | 10:57 | 11:02 | 11:06 | 11:09 | 11:10 | 11:12 | 11:17 | 11:19 | 11:22 | 11:23 | 11:25 |
| 4:00 | 4:22 | 4:27 | 4:40 | 4:50 | 4:52 | 4:55 | 4:57 | 5:02 | 5:06 | 5:09 | 5:10 | 5:12 | 5:17 | 5:19 | 5:22 | 5:23 | 5:25 |

| ROUTE 2 SKIDWAY TO PORT TOWNSEND (VIA PORT UGLOW) | | | | | | | | | | | | | | |
|--|--------------|------------------------|------------|---------|----------------|---------------|---------------------------|----------|----------------|------------------|---------|------------------|------------------|---------------------|
| Skidway | Paradise Bay | Port Lawrence Entrance | Mets Store | Oak Day | Red's Hardware | Innside Store | Port Townsend City Limits | Hospital | Skidway & 19th | San Juan Grocery | Kab Tai | Lawrence & Tyler | Lawrence & Moore | Port Townsend Place |
| A.M. 6:30 | 6:40 | 6:50 | 6:55 | 7:00 | 7:05 | 7:07 | 7:15 | 7:16 | 7:18 | 7:22 | 7:23 | 7:25 | 7:26 | 7:30 |
| A.M. 1:45 | 1:55 | 2:05 | 2:10 | 2:15 | 2:20 | 2:22 | 2:30 | 2:31 | 2:33 | 2:37 | 2:39 | 2:42 | 2:43 | 2:45 |
| A.M. 3:45 | 3:55 | 4:05 | 4:10 | 4:15 | 4:20 | 4:22 | 4:30 | 4:31 | 4:33 | 4:37 | 4:39 | 4:42 | 4:43 | 4:45 |

| ROUTE 3 PORT TOWNSEND TO SKIDWAY (VIA PORT UGLOW) | | | | | | | | | | | | | | |
|--|------------------|------------------|---------|------------------|----------------|----------|---------------------------|---------------|----------------|---------|------------|------------------------|--------------|---------|
| Port Townsend Place | Lawrence & Moore | Lawrence & Tyler | Kab Tai | San Juan Grocery | Skidway & 19th | Hospital | Port Townsend City Limits | Innside Store | Red's Hardware | Oak Day | Mets Store | Port Lawrence Entrance | Paradise Bay | Skidway |
| 8:00 | 8:02 | 8:03 | 8:06 | 8:08 | 8:11 | 8:15 | 8:16 | 8:19 | 8:22 | 8:24 | 8:27 | 8:29 | 8:31 | 8:33 |
| 9:00 | 9:02 | 9:03 | 9:06 | 9:08 | 9:11 | 9:15 | 9:16 | 9:19 | 9:22 | 9:24 | 9:27 | 9:29 | 9:31 | 9:33 |
| 5:15 | 5:17 | 5:18 | 5:21 | 5:23 | 5:27 | 5:29 | 5:30 | 5:33 | 5:36 | 5:38 | 5:41 | 5:43 | 5:45 | 5:47 |

Cape George
On call 24 hours in advance
Phone 385-4777

Marrowstone Island
On call 24 hours in advance
Phone 385-4777

385-4777

In Town Service
Radio Dispatched
Monday thru Friday
7:00 a.m. to 6:00 p.m.

385-4777

JEFFERSON TRANSIT AUTHORITY

RESOLUTION NO. 4-81

A resolution declaring a need to issue warrants at interest to secure advance funds for the development and operation of a public transit system in Jefferson County, Washington

WHEREAS, the voters of Jefferson County did on November 4, 1980 authorize the levy and collection of a 3/10 of 1% sales and use tax for the support of a public transit system; and,

WHEREAS, the governing body of the Jefferson County P.T.B.A. has passed it's resolution levying the 3/10 of 1% sales and use tax in Jefferson County for the support of public transit; and,

WHEREAS, the governing body of the Jefferson County P.T.B.A. has passed it's resolution levying a 1% motor vehicle excise tax, which is a credit against the state levy, and is to be used for the support and operation of public transit; and,

WHEREAS, there is a need for advance funds for the support and operation of public transit and the funds will be required prior to the time of receipt of the tax levies for public transit; and,

WHEREAS, the transit authority is authorized in RCW 36.57A.080 to seek and secure advance payments for the support and operation of public transit in Jefferson County; now therefore,

IT IS HEREBY RESOLVED by the governing body of the Jefferson Transit System that the Jefferson County Treasurer is authorized to register, at interest, warrants drawn on the Jefferson County Transit Fund, and in such amount as is needed to meet current expenditures of the fund; and,

IT IS FURTHER RESOLVED that said warrants shall be issued in such amounts as shall be necessary to provide for rapid redemption as funds shall become available.

Dated this 19th day of January, 1981

B. B. Brown
Member

Carroll M. Mercer
Member

ATTEST:
A. P. Ladd
Clerk of the Authority

Jefferson Transit Authority
A. M. O'Meara
Chairman

Barrie McClure
Vice Chairman

Mike Kenna
Member

Frederick S. Smedley
Member

Resolution #4/81 authorizing the Jefferson County treasurer to collect sales tax to fund the new Jefferson Transit. Signed by Authority Board members Brown, Mercer, O'Meara, McClure and Kenna on January 19, 1981. (Courtesy of Washington State Digital Archives.)

JOHN SPELLMAN
Governor



DUANE BERENTSON
Secretary

STATE OF WASHINGTON

DEPARTMENT OF TRANSPORTATION

Highway Administration Building • Olympia, Washington 98504 • (206) 753-6005

August 3, 1981

KF-01

Mr. Peter Badame, Manager
Jefferson Transit Authority
P. O. Box 908
Port Townsend, Washington 98368

Dear Mr. Badame:

On July 20, 1981, new regulations were issued pertaining to Section 504 of the Rehabilitation Act.

Included in these regulations is a requirement that recipients of Section 18 assistance sign a certification of special efforts to provide transportation that handicapped persons can use. This certificate is enclosed for your signature.

Please return the signed certificate as soon as possible to Kim Dunn in the Public Transportation Office. It will then be forwarded to the Federal Highway Administration.

If you have any questions, please call Paul Gamble at (206)753-3407 or Kim Dunn at (206)754-2850.

Sincerely,

ROBERT S. NIELSEN
Assistant Secretary for
Public Transportation and Planning

By: GEORGE L. SMITH, Manager
Public Transportation Office

GLS/KKD
Enclosure

George L. Smith, Manager of Washington State Public Transportation Office was another guiding light in the early formation of Jefferson Transit. Above, one of the many communications between Smith and Peter Badame. (Courtesy of the Washington State Digital Archives.)



H 595
Clallam-Jefferson County Community Action Council, Inc.

Administrative Offices:

802 Sheridan
P.O. Box 553
Port Townsend, Wa. 98368
Phone (206) 385-0776
457-1902
385-2571

23 July 1980

Field Offices:

Community Action
106 N. Laurel
Port Angeles, Wa. 98362
Phone 457-4459

Community Action
Peterson Bldg.
Forks, Wa. 98331
Phone (206) 374-6193

Community Action
P.O. Box 281
Quilcene, WA. 98376
Phone (206) 765-3321

Tri Area Community Center
P.O. Box 207
Hadlock, Wa. 98339
Phone (206) 732-4822

Caljefco-Nutrition
215½ S. Lincoln
Port Angeles, Wa. 98362
Phone (206) 452-2325

R.S.V.P.
P.O. Box 553
Port Townsend, Wa. 98368
Phone (206) 385-2571

215½ S. Lincoln
Port Angeles, Wa. 98362
Phone (206) 457-1771

Sequim Sr. Center
190 W. Cedar
Sequim, Wa. 98382
Phone (206) 683-6806

Olympic Legal Services
106 E. 8th
Port Angeles, Wa. 98362
Phone (206) 452-3368

Head Start
P.O. Box 553
Port Townsend, Wa. 98368

First Baptist Church
6th and Laurel
106 N. Laurel
Port Angeles, Wa. 98362

Mr. Paul Gamble
Department of Transportation KF-01
Highway Administration Building
Olympia, Washington 98504

Dear Mr. Gamble,

As a followup to our telephone conversation of July 23, 1980, this letter is being written to request the continuation of our grant for public transportation assistance in non-urbanized areas for the second year at 50% of the first year level of \$69,976 or \$34,988.

If further action is necessary, please feel free to call me at (206) 385-2571. Thank you for your assistance, Paul.

Sincerely yours,

Gael R. Stuart
Executive Director

CC: Peter Badame

GRS:jhs



Former Port Townsend School Superintendent Gael R. Stuart was one of those devoted to building a public transit system in Jefferson County. Above, his photo is inset in a letter he penned as executive director of the Clallam-Jefferson County Community Action Council, Inc. to Paul Gamble of the Washington State Department of Transportation. (Courtesy of Washington State Digital Archives and the Jefferson County Historical Society.)

WEEK 1

JEFFERSON COUNTY TRANSIT
WEEKLY PASSENGER COUNT
WEEK June 30 - July 5, 80

| | <u>Transfers</u> | <u>Handicapped</u> | <u>Child</u> | <u>Adult</u> | <u>Seniors</u> | <u>Total</u> | <u>Mileage</u> |
|---|------------------|--------------------|--------------|--------------|----------------|--------------|----------------|
| Bus route #1 Brinnon - Port Townsend | 1 | 17 | 11 | 65 | 3 | 96 | 1,033 |
| Bus Route # 2 Paradise Bay-Port Townsend | 1 | 32 | 16 | 16 | 36 | 100 | 940 |
| Cape George | 0 | 0 | 0 | 10 | 0 | 10 | 93 |
| Taxi | 0 | 10 | 31 | 237 | 123 | 401 | 815 |
| County Drivers | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ----- | | | | | | | |
| Total | <u>2</u> | <u>59</u> | <u>58</u> | <u>328</u> | <u>162</u> | <u>607</u> | <u>2581</u> |

Net counting transfers

JEFFERSON TRANSIT

SEPTEMBER 1981

FROM: 9 / 04 / 81 TO: 9 / 30 / 81

| ROUTE | DAYS IN SERVICE | PASS USED | TRANSFERS | CHILD | STUDENT | HANDICAPPED | ELDERLY | ADULT | TOTAL | MILEAGE | MI/PASS |
|--|-----------------|-----------|-----------|-------|---------|-------------|---------|-------|-------|---------|---------|
| Bus Route #1 Brinnon - Pt. Townsend | 21 | 220 | 26 | 28 | 121 | 137 | 68 | 214 | 568 | 4942.4 | 8.7 |
| Bus Route #2 So. Point - Pt. Townsend | 21 | 330 | 4 | 1 | 19 | 205 | 20 | 240 | 485 | 2882 | 5.9 |
| Bus Route #5 Port Worden | 21 | 289 | 11 | 10 | 23 | 272 | 37 | 83 | 425 | 1524.9 | 3.59 |
| P.T. Shuttle | 21 | 528 | 51 | 68 | 81 | 226 | 636 | 325 | 1336 | 2177.5 | 1.63 |
| City Dial-A-Ride | 21 | 0 | 0 | 0 | 0 | 342 | 0 | 0 | 342 | 470.4 | 1.38 |
| County Dial-A-Ride | 13 | 22 | 0 | 0 | 6 | 8 | 40 | 10 | 64 | 799.9 | 12.5 |
| WEST END | 9 | - | - | - | - | - | 2 | 175 | 177 | 1908 | 10.8 |
| ----- | | | | | | | | | | | |
| TOTAL | 21 | 1389 | 92 | 107 | 250 | 1190 | 801 | 872 | 3397 | 14705.1 | 4.32 |

| | <u>PASS/DAY</u> | <u>MI/DAY</u> |
|---------------------|-----------------|---------------|
| Daily Passes Sold | 64 | |
| Monthly Passes Sold | 26 | |
| Fare Box Revenue | \$779.00 | |
| Brinnon | 27.05 | 235.35 |
| So. Point | 23.1 | 137.24 |
| Port Worden | 20.24 | 72.61 |
| Shuttle | 63.62 | 103.69 |
| City Dial-A-Ride | 16.29 | 22.4 |
| County Dial-A-Ride | 4.92 | 61.53 |
| WEST END | 19.7 | 212 |

Top, the first ridership and income numbers for the new Jefferson County Transit from June-July 1980. Below, ridership and income numbers for the new Jefferson Transit in September 1981. (Courtesy of the Washington State Digital Archives.)

Handwritten: 2-9

February 3, 1981

A.M. O'Meara
Chairman
Jefferson County P.T.B.A.
Jefferson County Courthouse
Port Townsend, WA 98368

Dear Sir:

I am presently operating a bus line in Jefferson County, dba Stevens Stage Line, and I am interested in contracting with Jefferson County P.T.B.A. to provide transportation services, or in the alternative to sell my business to Jefferson County P.T.B.A..

If the P.T.B.A. is interested in contracting with Stevens Stage Line, I would require a three year contract commencing with July, 1981. The contract price would be based on the miles involved, and on the size of the buses operated. My present equipment cost will be \$1.12 per mile for 1981. I would also need contract provisions for yearly adjustments for equipment cost increases.

I would provide equipment for the first year of the contract and would prefer to lease any additionally-required equipment through P.T.B.A.. I would further provide salaried drivers, insurance coverage with the limits of \$500,000.00-\$300,000.00-\$100,000.00, gasoline/diesel and the maintenance and repairs to the equipment. I would also maintain my charter rights.

With Stevens Stage Line providing the above services under contract to P.T.B.A. for three years, the P.T.B.A. would not have to acquire any equipment, insurance, drivers or maintenance for that time period. Since the Stevens Stage Line would be providing the drivers, P.T.B.A. would not be faced with any union negotiations while the P.T.B.A. is in the process of organizing.

Also the contract could provide an option for the purchase of Stevens Stage Line at the end of the three year contract.

If, in the alternative, the P.T.B.A. would rather purchase Stevens Stage Line at this time, the purchase price would be \$163,451.00. I would prefer quarterly payments over a period of twelve (12) years at twelve percent (12%) interest. I have attached a letter from my accountant which sets out the valuation of the business.

Please review the above offers and advise me as to whether the P.T.B.A. would be interested in negotiating with me for transportation services or in purchasing Stevens Stage Line.

Sincerely,
Sandra Stevens
Sandra Stevens
dba Stevens Stage Line

Joan P. Wright

PUBLIC ACCOUNTANT
7116 PIONEER WAY - P.O. BOX 1292 - GIG HARBOR, WASHINGTON 98335 - PHONE 858-9162

January 23, 1981

Sandra Stevens
dba Stevens Stage Lines
Box 136
Townsend, Wa. 98368

Re: Stevens Stage Lines Valuation

Sandra:

This letter is in response to your request to appraise the goodwill of business known as Stevens Stage Lines. The valuation that I have calculated should be added to the tangible assets such as business equipment, business vehicles, to come to the final net worth.

I have used the following criteria to reach my estimated valuation of business:

- 1) I have taken the net income for the quarters in which you operated under your present contracts. It is usual to average the last five years earnings, however, the earnings for Stevens Stage Lines have been subject to drastic changes due to transportation changes within your County. I feel that with your present contract, the averaging of the three quarters in which you operated under said contract will provide a stable earnings record.
- 2) The calculation is based on a formula which is approved by the Internal Revenue Service

The valuation of the business is as follows:

| | |
|---|-------------------|
| Average earnings under present contract per year | \$29,950. |
| Less average net tangible assets at 10% (10% times \$29,999) | <u>2,599.</u> |
| Average excess earnings applicable to intangibles | \$27,351. |
| Intangibles capitalized at 20% (Goodwill) | <u>\$136,805.</u> |

The value of your equipment is as follows:

| | | |
|------------------|----------------|-----------|
| Office Equipment | \$ 747. | |
| Vehicles | <u>25,899.</u> | \$26,646. |

Total value of Stevens Stage Lines \$163,451.

Sandra Stevens

page 2.

This method is a proven formula used by the Internal Revenue Service in determining the net worth of the business and has weathered many court cases.

Very truly yours,

Joan Wright
Joan Wright
Public Accountant

Above left, the February 3, 1981 letter from Sandra Stevens to PTBA Chairman Bud O'Meara offering to sell Stevens Stage Lines. Above right, January 23, 1981 letter from public accountant Joan Wright valuing Stevens' Stage Lines at \$163,451.

JEFFERSON TRANSIT AUTHORITY
RESOLUTION NO. 17-81

RESOLUTION AUTHORIZING PETITION BY
JEFFERSON TRANSIT AUTHORITY TO CONDEMN
BUSINESS ASSETS OF STEVENS STAGELINE

WHEREAS the committee of the Board of Jefferson Transit Authority heretofore appointed to purchase the public passenger transportation business assets of Sandra Stevens, doing business in Eastern Jefferson County as Stevens Stageline, as required by RCW 36.57A, has reported its inability to purchase or procure such business assets after negotiations by reason of failure to reach a mutually agreeable purchase price and has reported that in order to acquire such business assets, condemnation proceedings will have to be taken pursuant to RCW 36.57A and RCW 8.12, be it

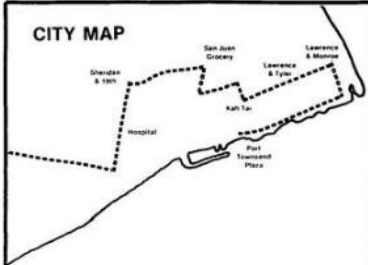
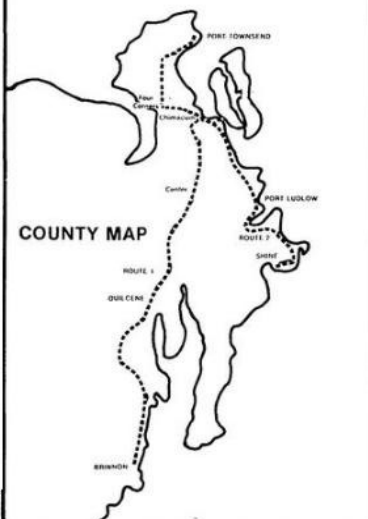

RESOLVED, that the Jefferson Transit Authority present to the County Superior Court of Jefferson County, State of Washington, a petition for the condemnation of said business assets used for the provision of public transportation in East Jefferson County as required under RCW 36.57A, and be it further

RESOLVED that compensation therefore shall be made from general funds of the Jefferson Transit Authority applicable thereto, and be it further

RESOLVED that the chairman of the Authority be and he is hereby authorized to sign and verify the petition and any and all other papers which may be required in said proceedings, and be it further

RESOLVED that the attorney for the Authority be and he hereby is authorized and directed to commence and conduct any and all proceedings necessary for the condemnation of such property.

Above, June 15, 1981 JT Transit Authority resolution 17-81 condemning Stevens' Stage Lines. Sandra Stevens would eventually sell her company for \$45,000.

| | | |
|--|--|---|
| <p>BUS FARE — 50¢ TAXI FARE — \$1.00 Elderly & Handicapped — 25¢ Children under 6 - Free FREE One-Way Transfers Pick up at home is available for elderly or handicapped phone 385-4777 or 765-3321 (Quilcene)</p> | <p>CITY MAP</p>  <p>COUNTY MAP</p>  |  <p>JEFFERSON COUNTY TRANSIT</p> <p>Schedule No. 4 - Effective January 19, 1981</p> <hr/> <p>SERVING CITY & COUNTY</p> <hr/> <p>Information: 385-4777 Quilcene Brinnon 765-3321</p> <p>(All schedules subject to change without notice)</p> |
| <p>MONDAY THROUGH FRIDAY Route 1 Brinnon — Quilcene — Tri Cities Port Townsend Route 2 Shine — Port Ludlow — Hadlock Port Townsend</p> <p>TAXI In Town Service 7:00 a.m. to 6:00 p.m. Monday thru Friday (No Saturday Service)</p> | | |
| <p>JEFFERSON COUNTY TRANSIT will not operate on the following holidays:</p> <p>January 1 - New Years Day February 12 - Lincoln's Birthday February 16 - Washington's Birthday May 25 - Memorial Day July 3 - Independence Day September 7 - Labor Day November 11 - Veterans' Day November 27 - Thanksgiving Day December 25 - Christmas Day</p> | | |

Above, JT schedule #4, effective January 19, 1981.
 (Courtesy of Washington State Archives.)



MARCH 25,
1981

Transit Service For Western Jefferson County!!

Beginning Tuesday, March 31st, Jefferson
Transit Authority is providing Bus Service
between Kalaloch & Aberdeen every Tuesday
& Friday.

Fare - 25¢

CLIP & SAVE

| SCHEDULE #60 Aberdeen - Hoquiam to Quinalt - Kalaloch (North) Tuesday & Fridays only | | | | | Kalaloch - Quinalt to Hoquiam - Aberdeen (South) | | | | |
|--|-----------------------------|--|--------------------|-----------------------------|--|------------------------------|--|---|----------------------------|
| Aberdeen (Rainier Bank) | Hoquiam (8th & K St.) | Read Across & Down Humpstulips (Grocery) | Neilton (Shell) | Quinalt (Post Office) | Kalaloch (Lodge) | Queets (Grocery Store) | Read Across & Down Clearwater School | North Shore (J.J.'s) | Amanda Park (Texaco) |
| 6:35 am | 6:45 am | 7:15 am | 7:30 am | 7:40 am | 8:35 am | 8:40 am | 8:50 am | 9:10 am | 9:15 am |
| 4:30 pm | 4:45 pm | 5:15 pm | 5:30 pm | 5:40 pm | 6:40 pm | 6:45 pm | 6:55 pm | 7:15 pm | 7:20 pm |
| Amanda Park(Merc) | North Shore (J.J.'s) | Clearwater (School) | Queets (Cafe) | Kalaloch (Lodge) | Quinalt (Post Office) | Neilton (Shell) | Humpstulips (Grocery) | Hoquiam (8th & (Montgomery K St.) Ward) | Aberdeen |
| 7:50 am | 7:55 am | 8:15 am | 8:20 am | 8:30 am | 9:25 am | 9:35 am | 9:50 am | 10:20 am | 10:35 am |
| 5:50 pm | 6:00 pm | 6:20 pm | 6:25 pm | 6:35 pm | 7:30 pm | 7:35 pm | 7:50 pm | 8:20 pm | 8:30 pm |

This service is provided under contract with Grays
Harbor Transit. Schedules are available at:

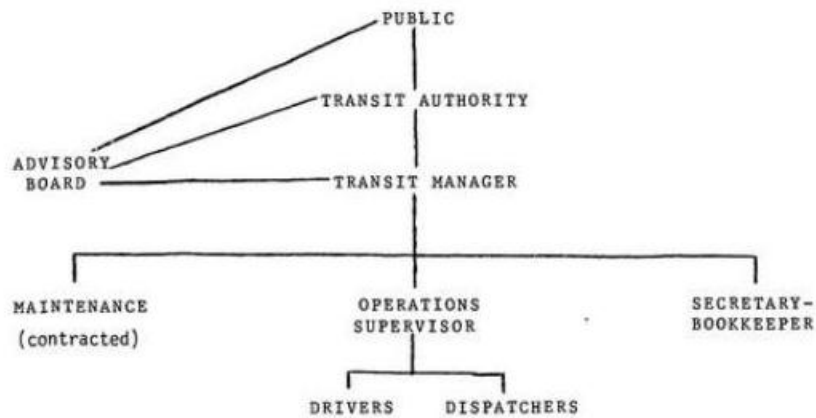
**Kalaloch Lodge
Queets
Clearwater
Vagabond Restaurant - Forks**

Jefferson Transit
Authority
P.O. Box 908
Port Townsend, WA, 98368

385-4777

Above, a March 25, 1981 announcement of bus service for West Jefferson County. Funded by a federal grant, the service would operate from 1981 through 1983 at a cost of \$22 per ride. (Courtesy of Jefferson Transit.)

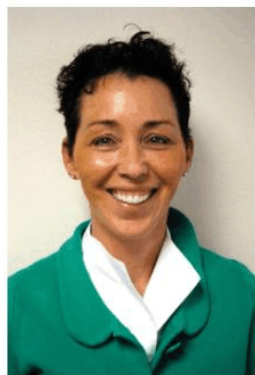
JEFFERSON TRANSIT AUTHORITY
ORGANIZATION CHART



Above, the management chart drawn up by JT's first manager, Peter Badame. (Courtesy of Washington State Digital Archives.) Below, Jefferson Transit Authority Board members Larry Dennison, B.G. Brown and Richard Wojt posing in front of the Jefferson County Courthouse, where they were serving as county commissioners. (Courtesy of the Jefferson County Commissioners Offices and Leslie Locke.)



Jefferson County Transit Owner/Managers 1915-2014



Top, 1-r: City Transfer owner & manager, Sam McGee; Lafferty Stage Lines owner & manager, John J. Lafferty; Lafferty Stage Lines owner & manager, Alton C. Mosley; F. McDowell-Lafferty Stage Line owners Frank & Maxine McDowell; Middle, 1-r: Stevens' Stage Lines owners Elmer & Sandra Stevens; Jefferson Transit Manager Peter Badame; Jefferson Transit General Managers Jeff Hamm and David Turisinni; bottom 1-r: Jefferson Transit General Managers Peggy Hanson and Tammi Rubert.

(Photo credits 1-2, Jefferson County Historical Society; 3, Elizabeth "Beth" Mosley; 4, Frank & Maxine McDowell; 5, Vern & Virginia Mullins; 6, Peter Badame; 7, Jeff Hamm; 8, Lloyd Eisenman; 9, Jefferson Transit; 10, Tammi Rubert.)



Top, one of Jefferson Transits early buses, a GMC coach. Middle, one of the new Flxette buses backed to up to Jefferson Transit first real home at Washington & Monroe Streets in downtown Port Townsend. Bottom, Jefferson Transit's fleet parked in the lot leased from the city. (Courtesy of Jefferson Transit.)





Above, l-r, Wanda Slevin, Peter Badame, Wray Chrisman, Virginia Mullins, Norm Denhoff, Linda LaCosse & Steve Iden. Kneeling: Gerry Gilbertson. Taken in front of a newly-painted Jefferson Transit van, ca September 1981. Below, #95, one of the new Orion buses received in 1982. (Courtesy of Jefferson Transit.)



Jefferson Transit Authority
RESOLUTION NO. 4-83
1983 Labor Agreement

WHEREAS, the Jefferson Transit Authority has completed negotiations with Amalgamated Transit Union, Division No. 587 and has reached an agreement between said parties; and

WHEREAS, this agreement shall be in effect for a period of one year, beginning January 1, 1983 and ending December 31, 1983;

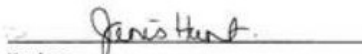
NOW THEREFORE BE IT RESOLVED, that the Jefferson Transit Authority adopts this agreement (attached) and the provisions contained within.

APPROVED THIS 14th DAY OF FEBRUARY, 1983


Chairman

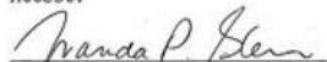

Vice Chairman


Member

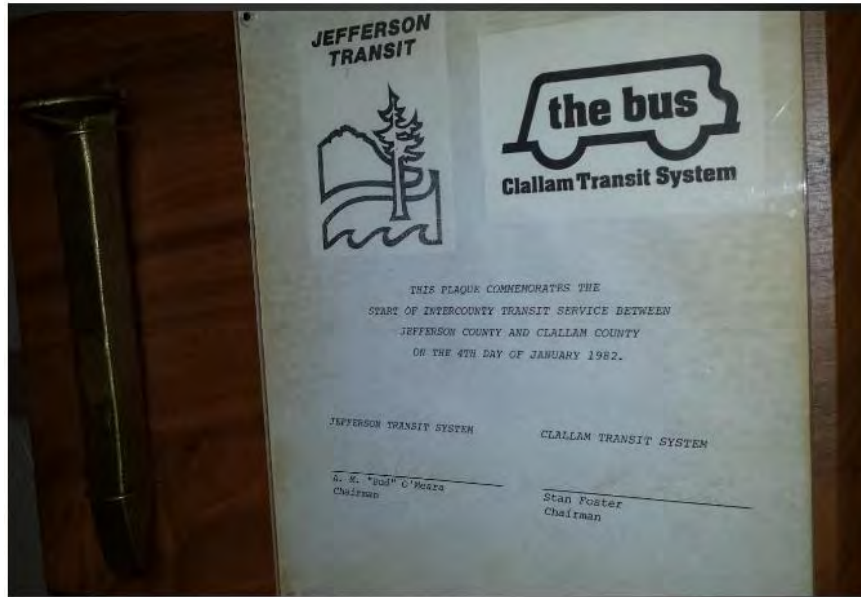

Member


Member

Attest:


Clerk of the Authority

February 14, 1983: Jefferson Transit becomes unionized with resolution 4-83. (Courtesy of Washington State Digital Archives.)



On February 11, 1982 the connection between Jefferson Transit and Clallam Transit took place in Sequim. The occasion was marked by a brief ceremony when buses from Jefferson and Clallam Transits briefly touched noses to symbolically form one transit system. Above, the Clallam Transit plaque complete with "Gold Spike" hangs on the wall of Clallam Transit. (Photo courtesy of JT driver and ATU587 Executive Board Officer, Olympic Peninsula, Ludwig Becker.)



L-r, March 1982, Operations Manager Steve Iden and Manager Peter Badame placing stencils in preparation to paint "bus zone" on a downtown Port Townsend sidewalk. Below, in May of 1986 JT Manager Peter Badame, right, oversees the installation of a new bus shelter. (Photos courtesy of the *Port Townsend & Jefferson County Leader*.)





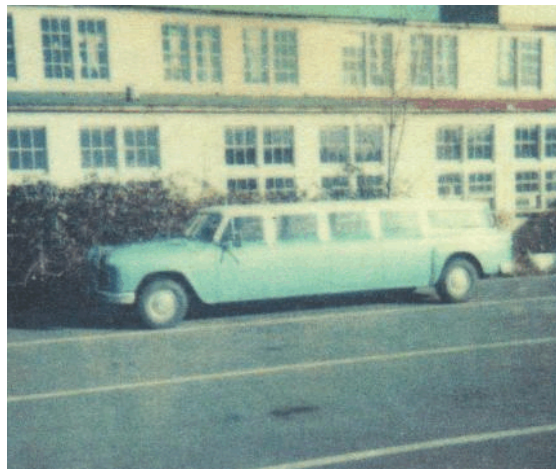
Top: JT's first Orion bus parked at JT's depot on Washington & Monroe Streets in downtown Port Townsend, ca. 1983. Middle, l-r: another view of the Orion and a Flxette coach. Bottom l-r, the 1981 Transette and a newspaper photo of JT drivers Virginia Mullins and Jerry Gilbertson standing by the Transette after it received the new JT livery. (Courtesy of Jefferson Transit and the *Port Townsend & Jefferson County Leader*.)



Jefferson Transit drivers Virginia Mullins and Jerry Gilbertson admire the freshly-painted Transette, the newest bus in the fleet. Manufactured by General Motors, two transettes were recently delivered to Jefferson Transit and painted by David Vane. This 21-passenger vehicle started service yesterday on the Quilcene-Brinnon run, and a 17-passenger bus, identical except for wheelchair lift, will be used on the Port Townsend South Point run. The busses are equipped with special "deceleration alerts" which are lights on the rear to warn a following vehicle when the bus is slowing down.



Above, Jefferson Transit's 8-door 1966 Checker limousine, #35 in service: JT driver Virginia Mullins is helping a passenger from the second door seat at Mark-It Foods (now QFC). Middle, #33 ca. 1981, before it was painted with Jefferson Transit livery, parked at Jefferson Transit's new home on Washington and Monroe Streets. Below, a copy of the original check from the owners of the Geoduck Tavern in Brinnon for the purchase of #35. (Courtesy of *Port Townsend & Jefferson County Leader* and Jefferson Transit.)



Receiving Surplus #35 Vin # 44994
GEODUCK TAVERN
 32471 HWY. 101 796-4430
 BRINNON, WASHINGTON 98320

4770

7-12 1985 15-10136
1250

PAY TO THE ORDER OF *Jefferson Transit* \$ 275.00
Two hundred, seventy-five DOLLARS
PeoplesBank MURRAY R. PERLEY
Peoples National Bank of Washington 136
 Pullman Office, P.O. Box 400
 Pullman, Washington 99136

FOR *Aussie Cook Perley*
 ⑈00004770⑈ ⑆25000⑆05⑆2367⑈00⑆7⑆⑈

FORM 15 BANK CHECK SUPPLY

Receipt copy 7/8 # 44994

Jefferson Transit Authority

RESOLUTION NO. 3-85

PUBLIC BALLOT ISSUE

DISSOLUTION OF JEFFERSON TRANSIT

WHEREAS, the question of the continuance or the dissolution of the Jefferson Transit System has become an issue of community interest; and,

WHEREAS, R.C.W. 36.57A establishes the procedure for determining this question through the public ballot;

NOW THEREFORE BE IT RESOLVED that the Jefferson Transit Authority shall place upon the general election ballot before the voters of Jefferson County on Tuesday, November ~~2~~⁵th, 1985 the question of the continuance or dissolution of the Jefferson Transportation Benefit Area.

ADOPTED by the Jefferson Transit Authority at a special meeting thereof held on the 19th day of September, 1985.

Janis Hunt
Chair

Alan L. H. H.
Vice Chair

Butch S. H. H.
Member

B. H. H.
Member

Sarah H. H.
Member

Attest:

Nanda P. H.
Clerk of the Board

Resolution 3-85: the Jefferson Transit Authority issues a "Dissolution of Jefferson Transit" question for the November 1985 Jefferson County general election. (Courtesy of the Washington State Digital Archives.)

FALL SCHEDULE




JEFFERSON TRANSIT SYSTEMS MAP

SERVING CITY & COUNTY

EFFECTIVE:
Wednesday, September 7th, 1983

SUMMER SCHEDULE



JEFFERSON TRANSIT SYSTEMS MAP

SERVING CITY & COUNTY

EFFECTIVE:
Sunday, June 10, 1984

Some of the many schedules printed by Jefferson Transit during the 1980s. (Courtesy of Jefferson Transit.)

JEFFERSON TRANSIT

Dial-A-Ride:
Portal to portal service is available within Port Townsend and the Tri Area, Monday thru Friday.
FARES: 50¢ one way ride

Greyhound:
We are an agent for Greyhound tickets and freight 365 days a year. Three daily connections to Seattle, tickets and freight to anywhere.

Local Freight Delivery:
Countywide freight delivery wherever our buses run.

Charter Assistance:
Help with any special transportation needs for groups.

Vanpool & Carpool:
Centralized Ridematching Service to assist local residents in forming or joining carpools or vanpools for low cost, energy efficient transportation.

Bus Stops:
Bus stops are listed on the schedules and et signs located throughout the city and county. Buses may also be requested to stop by waving the bus to the side of the road, providing it is a safe location to pull out of traffic.

Bus Etiquette:
To avoid passenger conflicts and to maintain cleanliness on your buses we must maintain these prohibitions: smoking, eating, drinking and radio playing are NOT permitted. Except for guide dogs, animals are not allowed unless in enclosed containers. Please give seating consideration to the elderly, handicapped and children. In an emergency, passengers must follow instructions from the driver.

FARES — Exact Change Only

Adult Fare: 50¢
Reduced Fare: 25¢
(Seniors, Handicapped or Students)

Children: FREE
(Under 6 years with adult)

Transfers: FREE
Valid on day of issue for between routes or Stop and Go. Not valid for return trip. Available from driver.

Daily Pass: \$1
Unlimited all day service.
Available from driver.

Pass:

| | | |
|----------------|--------------|----------------|
| Monthly | | 20 Ride |
| \$16 | Adult | \$10 |
| \$8 | Reduced Fare | \$5 |

Available from driver or at depot.

Summer Youth Pass:
\$15.00 for unlimited service, June 12th through September 8th.

Information:
385-4777 or Zenith 9283
425 Washington Street
Port Townsend, WA 98368

Jefferson Transit is **CLOSED** on

| | |
|------------------|---------------|
| New Years Day | Memorial Day |
| Independence Day | Labor Day |
| Thanksgiving Day | Christmas Day |

EXCEPT for Transit Connections to Greyhound.

SUMMER SCHEDULE



JEFFERSON TRANSIT SYSTEMS MAP

SERVING CITY & COUNTY

EFFECTIVE:
Sunday June 12 - Tuesday September 8, 1983


JEFFERSON TRANSIT SERVICES & INFORMATION

Greyhound
We are an agent for Greyhound tickets and freight 365 days a year. Daily connections to Seattle tickets and freight to anywhere.

Local Freight Delivery:
Countywide freight delivery wherever our buses run.

Charter Assistance:
Help with any special transportation needs for groups.

Vanpool & Carpool:
Centralized Ridematching Service to assist local residents in forming or joining carpools or vanpools for low cost, energy efficient transportation.

Bus Stops:
Bus stops are listed on the schedules and at signs located throughout the city and county. Buses may also be requested to stop by flagging the bus to the side of the road, providing it is a safe location to pull out of traffic. Flag stops are shown as  on the schedule.

Bus Etiquette:
To avoid passenger conflicts and to maintain cleanliness on your buses we must maintain these prohibitions: tobacco, eating, drinking and radio playing are NOT permitted. Except for guide dogs, animals are not allowed unless in enclosed containers. Please give seating consideration to the elderly, handicapped and children. In an emergency, passengers must follow instructions from the driver.

FARES — Exact Change Only

Adult Fare: 50¢

Reduced Fare: 25¢
(Seniors, Handicapped or Students)

Children: FREE
(Under 6 years with adult)

Transfers: FREE
Valid on day of issue for between routes. Not valid for return trip. Available from driver.

Daily Pass: \$1
Unlimited all day service. Available from driver.

Pass:

| | |
|-------------------|----------------|
| Monthly | 20 Ride |
| \$16 Adult | \$10 |
| \$ 8 Reduced Fare | \$ 5 |

Available from driver or at depot.

Information:
For schedule info, lost & found, complaints, suggestions, etc. call **385-4777** or (from Quilcena & Binnon) dial **0** & ask for **Zenith 9283**.

THANKS FOR RIDING!

FALL '85



JEFFERSON TRANSIT SYSTEMS MAP

SERVING CITY & COUNTY

EFFECTIVE: Sunday, October 27th, 1985 thru Tuesday, December 31st, 1985

#5 FORT WORDEN / CASTLE HILL (Via Downtown & Boat Haven)

MONDAY thru FRIDAY except:
Veterans Day (Nov 11); Thanksgiving & day after (Nov 28 & 29); Christmas (Dec 25)

| | | | | | |
|--------------------------|------|------|------|------|-------------|
| P. T. Plaza (Ferry Dock) | 8:00 | 8:25 | 9:00 | 9:30 | 5:00 |
| Water @ Adams | 8:01 | 8:26 | 9:01 | 9:31 | 5:01 |
| Tyler @ Lawrence | 8:03 | 8:28 | 9:03 | 9:33 | 5:03 |
| Walker @ Lawrence | 8:05 | 8:30 | 9:05 | 9:35 | 5:05 |
| Cherry @ F St. | 8:07 | 8:32 | 9:07 | 9:37 | 5:07 |
| Ft. Worden Gate | 8:09 | 8:34 | 9:09 | 9:39 | 5:09 |
| Admiralty @ San Juan | 8:11 | 8:36 | 9:11 | 9:41 | 5:11 |

THRU 5:11

#5S FORT WORDEN / CASTLE HILL (Via Downtown & Boat Haven)

SATURDAYS & Veterans Day (Nov 11); Day After Thanksgiving (Nov 29)

| | | | | | | |
|--------------------------|-------|-------|-------|------|------|------|
| P. T. Plaza (Ferry Dock) | 10:30 | 11:30 | 12:30 | 1:30 | 2:30 | 3:30 |
| Water @ Adams | 10:31 | 11:31 | 12:31 | 1:31 | 2:31 | 3:31 |
| Tyler @ Lawrence | 10:33 | 11:33 | 12:33 | 1:33 | 2:33 | 3:33 |
| Walker @ Lawrence | 10:35 | 11:35 | 12:35 | 1:35 | 2:35 | 3:35 |
| Cherry @ F St. | 10:37 | 11:37 | 12:37 | 1:37 | 2:37 | 3:37 |
| Ft. Worden Gate | 10:39 | 11:39 | 12:39 | 1:39 | 2:39 | 3:39 |
| Admiralty @ San Juan | 10:41 | 11:41 | 12:41 | 1:41 | 2:41 | 3:41 |

JEFFERSON TRANSIT & GREYHOUND CONNECTION SCHEDULE AND MAP



SUMMER '87
Effective: Wednesday, June 24th, 1987 thru Monday, Sept. 7th, 1987

FARES — Exact Change Only

Base Fare: 50¢ **Zone Lines:**
Additional: P1, Townsend City Lines, Center Store, Jefferson-Clatsop County Line.
Zone Fare: 25¢ Please pay for the entire trip as you board.
Children: FREE (Under 6 years with adult)
Transfers: Available between City and County bus routes. Ask your driver.
Daily Pass: \$2 (All Day, All Zone Service)
Monthly Pass: 1 Zone — \$16 2 Zone — \$22 3 Zone — \$28
 Adult \$ 8 \$ 9 \$ 10
 Senior, Disabled, Youth

Convenience Pass: \$5 & \$10
 (Month Pass is 25¢ Off Reduced Fare. Seniors, Disabled, Youth pay only 25¢ per day with this pass.)

CITY ROUTES

KEY
 #3 SHUTTLE
 #5 FORT WORDEN/CASTLE HILL

More 1980s Jefferson Transit schedules.
(Courtesy of Jefferson Transit.)

JEFFERSON TRANSIT



Your Bus System

Victoria, B.C. - Pt. Townsend
\$6²⁵ Trip
1982 Bus Service To
Victoria, B.C.
 (Via Ferry & Clallam Transit)

| FERRY DEPARTS VICTORIA | FERRY ARRIVES PT. ANGELES | BUS #30 DEPARTS PT. ANGELES | BUS ARRIVES PT. TOWNSEND |
|------------------------|---------------------------|-----------------------------|--------------------------|
| 6:30 AM | 8:05 AM | 9:00 AM* | 10:45 AM |
| 10:30 AM | 12:05 PM | 1:10 PM* | 2:50 PM |
| 3:00 PM | 4:35 PM | 5:40 PM* | 7:20 PM |

| BUS DEPARTS PT. TOWNSEND | BUS #30 ARRIVES PT. ANGELES | FERRY DEPARTS PT. ANGELES | FERRY ARRIVES VICTORIA |
|--------------------------|-----------------------------|---------------------------|------------------------|
| 6:45 AM* | 8:20 AM | 8:30 AM | 10:05 AM |
| 8:55 AM* | 10:50 AM | 12:45 PM | 2:20 PM |
| 1:00 PM* | 3:00 PM | 5:15 PM | 6:50 PM |
| 5:25 PM* | 7:00 PM | 9:30 PM | 11:05 PM |

One Way Fare: \$5.25 Ferry
.50 Clallam Transit
.50 Jefferson Transit
\$6.25

Monday through Friday,
Via Black Ball Ferry,
Clallam Transit Route #30, and
Jefferson Transit #8

Effective: June 18 through Sept. 3, 1982
** Automatic Transfer in Sequim*

BUS ROUTES & SERVICES

#1 Brinnon/Quilcena/Chimacum
 #2 South Point/Hadlock
 #3 P.T. Shuttle
 #5 Fort Worden
 #7 Marrowstone-Cape George
 #8 Sequim/Gardiner



GREYHOUND AGENCY

We sell tickets to anywhere
 Package Express also
 Sunday through Saturday
 Three connections per day to
 Seattle and Port Angeles

City Dial-A-Ride
County Dial-A-Ride
Local Freight Delivery
Ridesharing & Van Pooling
Monthly Passes - Free Transfers
Special Summer Student Passes

Bus Depot: 425 Washington St.
 Port Townsend

385-4777
For Information

Seattle - Pt. Townsend
\$6⁰⁰ Trip
1982 Bus Service to Seattle
 (Via Greyhound)

| Depart Seattle (8th & Stewart) | Arrive Pt. Townsend |
|--------------------------------|---------------------|
| 8:10 AM | 10:45 AM |
| 12:50 PM | 3:40 PM |
| 5:30 PM | 8:10 PM |

| Depart (Bus Depot) Pt. Townsend | Arrive Seattle |
|---------------------------------|----------------|
| 8:05 AM | 11:15 AM |
| 1:20 PM | 4:30 PM |
| 6:05 PM | 9:00 PM |

One Way Fare: \$5.50 Greyhound
.50 Jefferson Transit
\$6.00

Sunday through Saturday
Via Hadlock, Port Ludlow, South Point
Tickets available at Port Townsend Bus Depot

Effective: April 25, 1982

In December 1981 Jefferson Transit signed a contract with Greyhound. It was a major accomplishment since it marked the first time Greyhound allowed a public transit system to become a Greyhound agent. Above and below, once Jefferson Transit had secured the Greyhound bus contract, they advertised the service. (Courtesy of the *Port Townsend & Jefferson County Leader*.)



NEW GREYHOUND AGENT in PORT TOWNSEND

Your new Greyhound agent — a member of your community — has full details on low energy saving Greyhound fares, frequent schedules, scenic routes, charter buses . . . Greyhound Package Express, too! Stop in and say hello . . . today!

GREYHOUND BUS STATION
JEFFERSON TRANSIT
 425 Washington St.
 385-4777



GO GREYHOUND.
and leave the driving to us.

What will \$7.10 buy ?

A. A trip to Seattle via JEFFERSON TRANSIT & Greyhound

We've reduced the price of travel by over 32%!

For details call:
Jefferson Transit
385-4777







Western Greyhound Lines Co.

Eighth & Stewart Streets
Seattle, Washington 98101

August 2, 1989

Peter Badame
JEFFERSON TRANSIT
Port Townsend, Washington

Dear Peter,

As per our discussion, we will revert to two schedules in each direction effective September 5, 1989, as per the timetable listed below:

SEATTLE—PORT ANGELES

| READ DOWN | | SCHEDULE NUMBER | READ UP | | |
|-----------|-------|-------------------------|---------|-------|------|
| 8679 | 8677 | 507 | 8674 | 8676 | |
| FREQUENCY | | | | | |
| No. 1 | | | | | |
| 8 45 | 10 45 | SEATTLE, WA 5th | GL AL | 10 55 | 7 00 |
| 8 15 | 11 15 | Coleman Dock | GL AL | 10 25 | 6 40 |
| 8 45 | 11 45 | Winnou | GL AL | 10 00 | 6 10 |
| 7 00 | 11 55 | Pushkin, WA | GL LV | 9 40 | 5 55 |
| 7 00 | 12 00 | Pushkin, WA | WKS AL | 9 40 | 7 00 |
| 7 25 | 12 25 | Silverdale | AL | 9 35 | 6 55 |
| 7 00 | 12 00 | Shrineson, WA | KS LV | 9 00 | 6 00 |
| 7 15 | 12 15 | Point Canon Bridge, WA | AL | 9 35 | 6 40 |
| 7 30 | 12 30 | Port Ludlow, WA | LV | 9 15 | 6 30 |
| 7 00 | 12 00 | Port Ludlow, WA | JT AL | 9 00 | 7 20 |
| 7 25 | 12 25 | Bladock | AL | 9 00 | 7 00 |
| 7 25 | 12 25 | Port Townsend, WA | JT LV | 8 55 | 7 25 |
| 8 00 | 12 55 | Maynard, WA | GL AL | 8 50 | 6 55 |
| 8 15 | 1 00 | Stet | AL | 8 25 | 6 40 |
| 8 25 | 1 20 | Sequim (L.R.) | AL | 8 25 | 6 30 |
| 8 50 | 1 45 | PORT ANGELES, WA (L.R.) | GL LV | 8 10 | 6 00 |

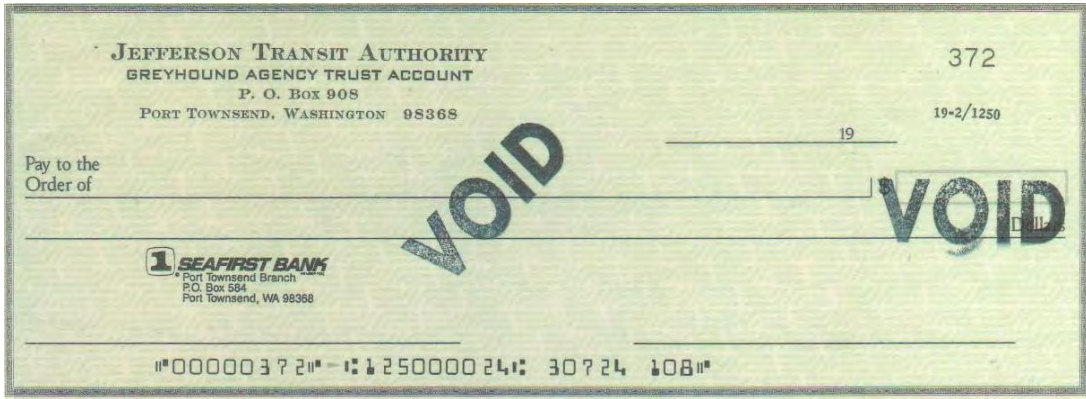
* — Back Bay Ferry Terminal Adjacent to Greyhound Station ©2007 08130
 AL — Airline Transit
 JT — Jefferson Transit
 KS — Kitsap Transit
 These schedules are subject to change in order to maintain connections with the Washington State Ferry System. Please consult your local agent for any changes in departure times.

In addition, Pt. Townsend will be listed as an express agency.

D. R. Ankney
 District Manager

DRA:ac

Left, one of the many communications between Greyhound and Jefferson Transit. Below, when Greyhound Lines and Jefferson Transit became one in Jefferson County, Transit had checks printed. (Courtesy of Jefferson Transit.)



SUMMER '85



**JEFFERSON
TRANSIT
SYSTEMS MAP**

SERVING CITY & COUNTY


EFFECTIVE: Sunday, June 16, 1985

SUMMER '86

**JEFFERSON TRANSIT
SCHEDULE AND MAP**

SERVING BOTH THE CITY AND COUNTY


Effective: Wednesday, June 18th, 1986
thru Monday, Sept. 1st, 1986.



**JEFFERSON TRANSIT
& GREYHOUND CONNECTION
SCHEDULE AND MAP**

SUMMER '87

Effective: Wednesday, June 24th, 1987
thru Monday, Sept. 7th, 1987



COUNTY ROUTES

ALL TIMES ARE DEPARTURE TIMES
AM times in light type - PM times in bold type
◆ Indicates flag stop only
Schedules read across and down.

HAPPY BUS is available to ALL residents of the Shira, Paradise Bay, Swansonville, Port Ludlow, Oak Bay, Tinian, Menowstone areas. The bus travels **every Friday**. The Happy Bus picks people up at their home and travels to Port Townsend, via Hadlock, in the morning for shopping, doctor appointments, etc. The driver provides assistance and brings the riders back to their homes in the afternoon.
Call **385-4777** by **4:00 PM** on **Thursday** to be picked up.
Fare: \$3.00, round trip.

BRINNON DIAL-A-RIDE is available to ALL residents of the Brinnon community. Operates on **Mondays, Wednesdays, and Fridays** from 8:00 AM to 10:00 AM and 3:15 PM to 7:45 PM. Door to Door service and connections to Transit buses serving Brinnon.
Call **1-800-331-1905**
Fare: 50¢
No Service on Presidents' Day (Feb. 15) & Memorial Day (May 30)

**JEFFERSON TRANSIT
& GREYHOUND CONNECTION
SCHEDULE AND MAP**

WINTER-SPRING '88


Effective: Wednesday, January 6th, 1988



**JEFFERSON TRANSIT
& GREYHOUND CONNECTION
SCHEDULE AND MAP**

Summer 1989

Effective: Wednesday, June 28, 1989



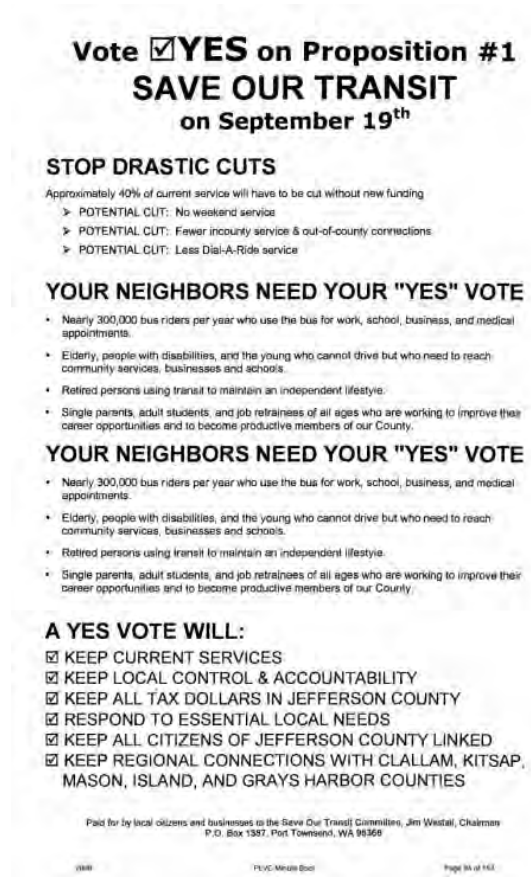
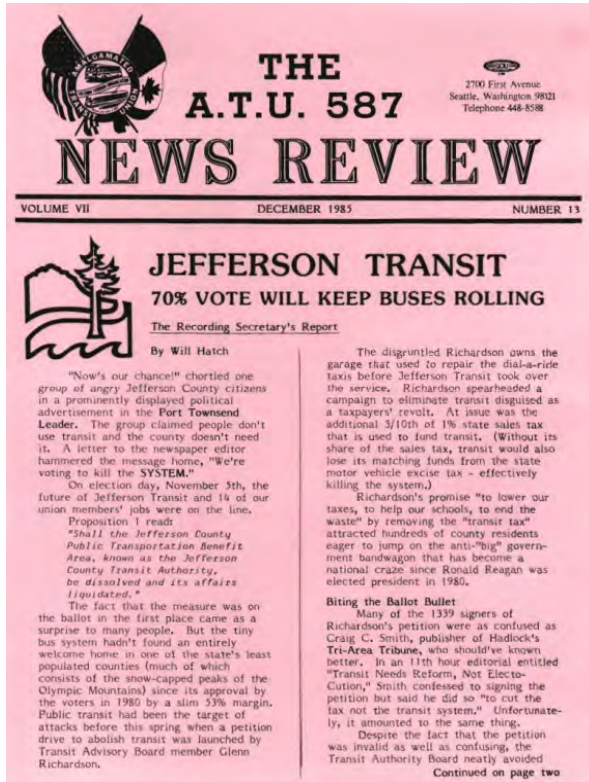
385-4777

Quilcene & Brinnon: **Zenith 9283**

Transit Office & Depot:
1615 W. Sims Way, Port Townsend, WA 98368

CLALLAM TRANSIT: 1-800-858-3747
GREYHOUND: 1-624-3456
ISLAND TRANSIT: 1-678-7771
KITSAP TRANSIT: 1-373-2877
COHO FERRY: 1-457-4491

Jefferson Transit schedules from the mid-late 1980s.
(Courtesy of Jefferson Transit.)



Above, left is the front page of the A.T.U. newsletter for December 1985 telling the story of Glenn Richardson's failed drive to have Jefferson Transit dissolved by Jefferson County voters. Above right, a "Save Our Transit Committee" flyer. Thousands of these flyers were distributed throughout Jefferson County. (Photos courtesy of Jefferson Transit.)



Above, back row: l-r, driver (d) Kathy Wyland, Linda LaCosse (dispatch), Teresa Arey (office), Vern Jones (Authority Board member), Richard Chawes (d), Jay Winters (d), Norm Dehnhoff (d), John Maiden (d), Steve Iden (operation manager), Sid Fink (taxi driver), Mike Kiesel (d), Peter Badame (general manager) Front row, l-r: Michele Conner (d), Carol Headley (d), Dorothy Frost (d) In October 1989 Jefferson Transit was one of five transit systems in the nation to receive a federal award for outstanding rural programs from the Urban Mass Transit Authority. This photo appeared in the October 18, 1989 edition of the *Port Townsend Leader*. (Courtesy of the *Port Townsend & Jefferson County Leader*.) Below, June 25, 1986: Jefferson Transit celebrates its fifth anniversary at Transit offices. Present were many of Transit founding members. In the foreground is Authority Board member B. G. Brown, left to right Board member Janice Hunt, transit dispatcher Linda LaCosse, advisory board member Alice Sell, and Manager Peter Badame cuts the cake. (Courtesy of the *Port Townsend & Jefferson County Leader*.)





Jefferson Transit marks its one millionth rider. L-R, Melanie Bozak, Carol Headly, Marvin Shipp, Jan Mathews, Norm Denhoff, Richard Chawes, Dorothy Frost, Jay Winters, Coralee Guenther, Bob Saunders, Linda LaCosse, Peter Badame. Unfortunately, the exact date of this anniversary wasn't recorded, but plans were made in November 1988 to celebrate, including the printing of the above banner. Photo courtesy of Jefferson Transit. Below, Buck & Sons Auto Dealership, 1615 W. Sims Way, ca. 1980, the future home of Jefferson Transit. Below, a side view of Jefferson Transit's new facility after it was rebuilt in 1987. (Courtesy of Jefferson Transit.)





Jefferson Transit
cordially invites you to attend
the Dedication Ceremony
for
Haines Place Park & Ride

September 19, 1995
RIBBON CUTTING AND PROGRAM at 4 p.m.
Haines Place Park & Ride Lot
12th & Landes, Port Townsend, WA
Reception to follow at Claridge Court

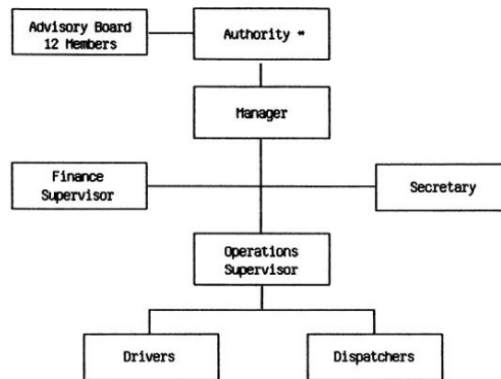


Above, l-r: local artist Ray Grier drew up several anti-Park & Ride cartoons for the *Port Townsend Leader* on February 8, 1995 and September 11, 1996. Middle, the official invitation to the Dedication Ceremony for the Haines Place Park & Ride on September 19, 1995. Below, the Haines Place Park and Ride. (Courtesy of the *Port Townsend & Jefferson County Leader* and Jefferson Transit.)





Jefferson Transit Authority



* 5 Members
 3 County Commissioners
 1 Port Townsend City Council Member
 1 Port Townsend Mayor

Manager: Peter Badame
 Address: P.O. Box 908
 Port Townsend, WA 98368
 Phone: (206)385-4779

Above left, JT driver Mary “Hill” Hillard appears in a newspaper advertisement for Jefferson Transit. Above right a later organization chart drawn up by Peter Badame. Below left, JT Driver Dorothy “Dot” Frost posing in the door of her Jefferson Transit bus. Right, Dorothy “Dot” Frost on the occasion of her being named to the Washington Department of Transportation’s Wall of Fame, on May 19, 1998. (Photos courtesy of Jefferson Transit and Dorothy Frost.)





Above left is the 1967 GM “Old Look” bus purchased in Eugene, Oregon by Jefferson Transit in February 2002. In this photo it still wears the livery of Modesto, California’s Intracity Transit. Above right, the same bus parked at Fort Worden after a complete ground-up restoration some three years later. Middle, General Manager Dave Turisinni sits inside the finished bus. The total restoration cost of #1967 came to \$168,585. (Photos courtesy of JT Maintenance Supervisor Ben Arnold, Jefferson Transit and Lloyd Eisenman.) Below, l-r front, driver Alice Lane and lead mechanic Tim Burford; rear, General Manager David Turisinni and Services Coordinator John Koschnick with mechanic Jay Proctor on the bed. The occasion was the Bed Race for Port Townsend’s Rhody Festival. (Courtesy of Jefferson Transit.)





On Tuesday, November 20, 2012, at 1:30 p.m., some forty concerned citizens met in the training room at the Port Townsend Fire Station, 701 Harrison Street, to address the Jefferson Transit Authority Board about a proposed cut of Sunday service as a cost-saving measure. Above, Lyle Courtsal, center, speaks to the Board, while on the far left Darrell Conder listens. To the far right is Tony Ketterling. In the end, the Authority Board voted 4-1 to cut Sunday service. (Photo by Charlie Bermant and reproduced by permission of the *Peninsula Daily News*.) At 7 p.m. on Sunday, June 30, 2013 Jefferson Transit Driver Sarah Elizabeth Trollsplinter drove route #11A from the P&R to downtown and uptown. When it returned to the P&R at 7:15 p.m., it had the distinction to be JT's last Sunday bus. Below, left JT's Part & Ride announcement that Sunday service will be ending; right, one of JT's buses stopped downtown at Haller Fountain. (Courtesy of Jefferson Transit.)





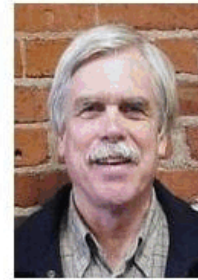
Above, Jefferson Transit’s three interim general managers. Left-right, Melanie Bozak, Mike Pollack and Dan DiGiulio. (Credits, Melanie Bozak and the *Peninsula Daily News*, used by permission.)
 Below, the current Jefferson Transit Authority Board. (Courtesy of Jefferson Transit.)



Catharine Robinson-Board Chair
 Port Townsend City Council



David Sullivan- Vice Chair
 Jefferson County Commissioner



Phil Johnson
 Jefferson County Commissioner



John Austin
 Jefferson County Commissioner



Robert Gray
 Port Townsend City Council



Lloyd Eisenman
 JTA Union Representative ATU #587

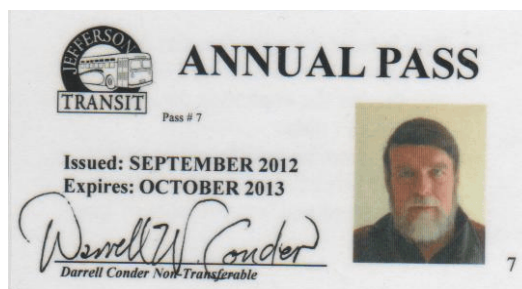
David Orrick Ewoldt



A Celebration Of Life

Will be held at The Marina Café on Tuesday, August 20, 2013. Potluck from 3pm till 7pm. Come celebrate David's life with his Family and Friends and raise a toast to a peaceful soul.

Above, this poster was placed at various Jefferson Transit locations announcing JT patron David Ewoldt's memorial. Below, is a photograph of Darrell Conder taken in September 2012 for his annual Jefferson Transit pass.



EPILOG


Public transit in Jefferson County continues to grow with the newest bus company in town, the Dungeness Line, operated by Olympic Bus Lines. Coupled with Clallam Transit System and Jefferson Transit, it links almost every spot on the North Olympic Peninsula with carriers from Canada to Mexico. Providing two trips daily between Port Angeles, Sequim, Port Townsend, Discovery Bay, and Kingston, to and from Edmonds, downtown Seattle, and Seattle-Tacoma International Airport, it also offers charter service.

Olympic Bus Lines' Dungeness Line—emblazoned with its namesake crab—was started in 2008 by Jack Heckman, who serves as president of Olympic Bus Lines, and was launched with the blessings of transit dignitaries Katy Taylor, director of the state Transportation Department's Transportation Division; Port Angeles Mayor and Clallam Transit Chairman Gary Braun; Dave Turisinni, Jefferson Transit general manager and his Clallam Transit counterpart, Terry Weed.


Partly funded by grants from the FTA and Greyhound Lines, Inc., the Dungeness Line is an independent agent for Greyhound, making a connection to their downtown Seattle location.

Currently, the Dungeness Line serves the Haines Place Park and Ride in Port Townsend where it connects with Jefferson Transit buses.

BUS
To SEATTLE / SEATAC
KINGSTON / EDMONDS



Serving:
 Port Angeles • Sequim • Port Townsend
 Discovery Bay • Kingston • Edmonds
 Seattle Hospitals • Greyhound
 Amtrak • SeaTac Airport



dungeness line
 Operated by Olympic Bus Lines
 P.O. Box 1000000, Everett, WA 98200
 360-417-0700 or 800-457-4492
 www.dungenessline.us

Olympic Bus Lines' Dungeness Line—emblazoned with its namesake crab—began in 2008. Today, it serves Jefferson County with direct runs to Seattle and SeaTac Airport. (Courtesy of Dungeness Lines.)




dungeness line
BUS TO SEATTLE



One-Way Tickets to SEATTLE
\$39 Two Trips Daily!

APPENDIX A

Authority Board Members from 1980-2014:

A. M. "Bud" O'Meara
B. G. "Brownie" Brown
Frieda Imislund
Barney McClure
Carroll Mercer
Mike Kenna
Janis Hunt
John Pitts
Brent Shirley
Larry Dennison
George Brown
Julie McCulloch
Richard Wojt
Glen Huntingford
Bob Hinton
Diane Perry-Thompson
Dan Harpole
Kate Jenks
Ian Keith
Peter Badame (Sept 1998)
Forrest Rambo
Geoff Masci
Bill Wolcott
Dan Titterness
Frieda Fenn
Catharine Robinson
Wendi Wrinkle
Pat Rodgers
David Sullivan
Phil Johnson
Scott Walker
John Austin
George Randels
Pam Thompson (ATU Rep)
Robert Gray
Alice Lane (ATU Rep)
Lloyd Eisenman (ATU Rep)

Jefferson Transit Employees from 1980-2014:

(NOTE: this list is pieced together from several sources and some names may be missing. If known, the date of hire is included as is the position. Legend: **CS** = customer service; **D** = dispatcher; **EA** = executive assistant; **F** = finance; **GM** = general manager; **GW** = grant writer; **IGM** = interim general manager; **O** = transit operator; **OF** = office staff; **OM** = operations manager; **M** = maintenance; **ME** = mechanic; **MC** = mobility coordinator; RS = road supervisor.)

Arey, Teresa A 07/01/85 **OF**
Arnold, Benjamin P. 03/06/03 **ME**
Badame, Peter 04/01/81 **GM**
Baker, Janice M. 07/01/99 **O**
Becker, Ludwig G. 09/01/02 **O**
Benson, Charles A. 11/11/02 **O**
Benton, D. 6/1981 **O**
Bogdonoff, Mike **O**
Bondurant, Robert Neil 11/01/98 **O**
Borders, Howard D 11/11/02
Boyd, Corinna
Bozak, Melanie A. 09/12/84 **IGM**
Brochin, Debra
Brolliar, Kaleigh
Bruhn, Conrad 06/11/07 **M**
Buckley, Charlene 07/25/03
Bullis, Douglas Patrick 06/17/13 **GW**
Burford, Timothy P. 09/01/91
Burks, Blake
Burrow, Eldon Lee 05/31/08 **O**
Burton, Judy H. 02/01/02
Butterfield, Cheryl
Callahan, Danna
Carden, Jan
Chawes, Richard

Chrisman, Wray **O**
 Church, Van 04/20/05 **F**
 Cotterill, Charles 11/01/98 **O**
 Coghill, Bruce **O**
 Cousineau, Paul
 Crane, Sheldon, 10/03/13 **O**
 Cross, Mary M. 04/01/91
 Crouch, Sara M. 08/31/10 **F**
 Dancer, Lynn S. 02/01/99 **O**
 Davidson, Darryl L. 04/01/91
 Dehnhoff, Norman R. 10/01/81 **O**
 Deneke, Jerry LeRoy 11/01/98
 Di Guilio, Daniel A. 04/01/11 **IGM**
 Durall, Jeff 11/07/11
 Durall, Jeffery Alan 05/01/90 **O**
 Eisenman, Lloyd David 10/02/05 **RS**
 Eisenman, Lloyd David 10/10/06 (son)
 Fenn, Frieda
 Finley, Darrell W. 11/11/02 **O**
 Fitch, Nancy
 Flores-McCleese, Tina
 Folz, Jacob M. 09/23/04
 Foster, Bob **O**
 Franklin, Kenneth D. 05/31/07
 Frost, Dorothy A. 04/04/83 **O**
 Gacek, Margie 01/01/01
 Gaydeski, Sam
 Giese, Orville 7/15/2013
 Gilbertson, Gerald **O**
 Goakey, Josh
 Guenther, Coralie
 Gurney, George
 Ham, Belinda
 Hamm, Jeffrey T. 06/04/90 **GM**
 Hanson, Peggy J. 05/17/03 **GM**
 Harper, Kay D. **D**
 Hart, Elizabeth A. 01/17/03
 Hausmann, Paul R. 02/01/92 **O**
 Headley, Carol Lynn 12/04/88 **D**
 Heisel, Trisha
 Henry, Emma H. 07/11/03 **O**
 Hillard, Marylee J. 11/01/81 **O**
 Hollingsworth, Dale 10/10/11 **M**
 Huber, Claudia **O**
 Iden, Steve **OM**
 Jackson, Raymond 02/01/02
 Johnson, Katherine Mary 01/24/95
 Jones, Sue 06/20/11 **CS**
 Jordan, Walter P. 08/01/05
 Kaahanui, Eric **O**
 Katz, Rachel L. 05/01/90 **FM**
 Kautzman, Karen S. 11/20/04 **D**
 Keller, Chuck **O**
 Kennel, Nancy Leigh 10/01/01 **GW**
 Kessler, Janet
 Kiesel, Michael J. 01/01/85 **O**
 Kirk, Farrah 03/01/02
 Koschnick, John Robert 01/01/91 **OM**
 Lacosse, Linda Rae 06/01/81 **O**
 Lane, Alice Jean 03/01/96 **O**
 Lane, Joanne Elizabeth 12/01/95 **M**
 Lange, Teressa
 Langsea, Burt R. 09/18/05 **O**
 Larsen, Raymond L. 07/01/02 **O**
 Latham, Al **O**
 LeBrane, Linda **O**
 Little, David E. 09/24/07 **ME**
 Lont, David 07/15/10 **M**
 Loran, Cheryl
 Maiden, John W. 01/25/83 **O**
 Maldonado, Roger **O**
 Marlow, Isaiah 05/17/05
 Martz, Theodore Allan 11/28/06 **M**
 Mathews, Janice F. 11/01/81
 Matthiesen, Stewart J. 01/18/03
 Maupin, Earl "Freddie"
 McCarthy, Dennis John 01/01/95 **O**
 McKelvey, Troy V. 11/01/99 **O**
 Meling, Gordon 11/07/11 **O**
 Merlino, Gary Angelo 05/16/07
 Meyer, Carla **OM**
 Meyer, Caleb **M**
 Michels, Susan R. 11/01/02
 Minish, Ken Michael 01/03/06
 Modispacher, Joy
 Moerke, Linda Kay 02/01/91 **O**

Monroe, Leesa Delayne 03/12/12 **MC**
Mullins, Virginia **O**
Mysak, Betty 10/01/01 **D**
Nickerson, Ronald K. 07/01/99
Nolan Timothy L. 09/23/02 **O**
O'Brien, Maureen
O'Donnell, Martha
Oestreich, Todd 07/01/01 **O**
Ohlson, Susan M. 11/01/96 **O**
Ogden, Melody
Olsen, Darlene 04/22/13 **CS**
Page, Raymond **O**
Patten, Natalie **GW**
Pelletier, Raymond **O**
Perry, Patricia E. **OM**
Pitts, Mary **O**
Pollack, Michael R. 09/01/01 **IGM, O**
Poole, Connie
Powers, Edna E. 01/17/11 **O**
Prescott, Gregg 07/01/01 **O**
Prince, Gregg
Proctor, James Jackson 11/01/91 **O**
Proctor, Sheri
Prudhomme, Chester Joseph 07/31/03
Pugh, C. Jean
Quayle, Casey L. 09/26/02 **O**
Ramone, Robin 11/01/11 **OF**
Reeser, Neal Allen 02/01/97
Rogers, James C.
Rondeau, Edward
Rowland, Arlene Kay 01/03/06
Rubert, Tammi L. 11/28/05 **GM**
Rudolph, D. 6/1981 **O**
Ruegg, Heidi **O**
Ryan, Ronald Dale 10/08/06
Saunders, Bob **M**
Schauer, Steve **O**
Scott, Chris
Scott, Ronald Ray 01/11/03 **O**
Scott, Terri Dee 12/01/95
Shaner, Terri Dee 12/01/95
Shimechero, Sheri
Shipp, Marvin **O**

Skov, Elizabeth K. 07/25/03
Skov, Kjel Marten 06/01/03
Slevin, Wanda F. **Ex Assistant**
Smedley, Laura Lynn 07/18/12 **EA**
Smith, Jimmy
Smith, William **O**
Smithers, Thomas 03/01/10 **M**
Stacey, Curtis David 08/04/97 **OM**
Stefan, Gary **O**
Sprouse, Edward **O**
Swanson, Cara J. 08/13/12 **EA**
Thompson, Carl Thomas 11/01/98
Thompson, Pamela Sue 02/01/98 **RS**
Thurber, Lee
Tongen, Lorna L. 05/12/90
Toombs, Corey
Trollsplinter, Sarah Elizabeth 01/03/11 **O**
Turisinni, David A. 02/12/01 **GM**
Turpin, Debra
Underdahl, Perry D. 05/09/91 **O**
Walker, Scott
Willems, Paul
Willham, Mark **O**
Williams, Desiree Lee 03/05/03 **M**
Winters, Jay L. 12/01/86 **O**
Winn, Lyric
Woodall, Brian Kenneth 12/01/97
Wyckoff, Donna
Wyland, Cathy
Yingling, Kenny Jr. 17/11/10 **M**
Younger, Matthew

APPENDIX B

Hey! There's a Freight Train Parked in the Middle of Water Street!

Remember the lyrics “once I built a railroad, now it’s done, brother can you spare a dime?” Well, in Port Townsend’s case, it would’ve been “once I built a streetcar line, now it’s kaput, brother can you spare a ride!”

When Port Townsend’s three streetcar lines failed, “public transportation” meant walking city streets or bumming a ride with a friend on the back of a horse—or in carriage, if you were fortunate enough to be in with the money crowd.

Of course, the various passenger ships docking in the harbor were forms of public transportation, however that didn’t get one uptown or out to Fort Worden or out in the county. But let’s be honest here: public transportation was not a philanthropic venture. Public transit was all about profit. If there was no money to be made, the public could walk, run, hop, crawl, swim or flap their wings!

Well, maybe there was no money in hauling people around Port Townsend, but that wasn’t the case with intercity transit. During the couple of short years that Port Townsend’s streetcars flourished and then flopped, another form of public transportation had taken root in Jefferson County: the passenger train.

The Port Townsend Southern Railroad Company (PTSRC) was chartered on August 19, 1887, and incorporated on September 28, 1887. Operating between August 30, 1890 through May 31, 1914, it made daily passenger runs into Port Townsend with connections to Quilcene and Port Angeles. Most importantly, the schedules were timed to connect with various passenger ships and ferries when they docked in downtown Port Townsend.

Port Townsend Southern Railroad Company’s successor, Port Townsend & Puget Sound Railway Company (PT&PSRC), a subsidiary of PTSRC, operated from June 1, 1914 through May 27, 1929. After that time the company ceased passenger service and thereafter hauled freight and logs.³⁹⁵

The big train news for Jefferson County occurred in 1925 when the Chicago Milwaukee St. Paul & Pacific Railroad began running passenger trains from Port Angeles into Port Townsend: “[This] ... line was built from Port Angeles to Port Townsend, then to the West End, where several log camps cropped up: Port Crescent, Ramapo, Joyce, Majestic and Twin, near Twin Rivers, which was the terminus for the Milwaukee line and a major logging community in Clallam County.”³⁹⁶

³⁹⁵ On May 28, 1929 its property reverted back to the Port Townsend Southern Railroad. This last changeover lasted until December 31, 1944, after which the company name was changed to Port Townsend Railroad on January 1, 1945. Port Townsend Railroad was sold to Chicago, Milwaukee, St. Paul & Pacific RR on May 30, 1975. Its last day of operation was June 5, 1975. “Guide to the Northern Pacific Railway Company Records 1870-1968.” posted at <http://nwda.orbiscascade.org/ark:/80444/xv68060>

³⁹⁶ Hauff, Steve. “Railroads gone, but left mark on Peninsula; train lines often determined a town’s status” *Peninsula Daily News* February 13, 2011.

When the connection was made to Port Townsend, some 2,000 people gathered in downtown to witness the mayors of Port Angeles, Sequim and Port Townsend drive a painted golden spike. Historian James Hermanson writes: “The plan was to provide two round trips each day from Seattle, which would connect with the train to Port Angeles. The *Olympic* [ferry] had almost unlimited capacity for passengers and could accommodate forty-five cars. The latter proved to be the undoing of rail service—the automobile prevailed.”³⁹⁷

There is a great photograph of this period (reproduced in this history) in the collection of the Jefferson County Historical Society showing a Milwaukee Line’s engine idling at the corner of Water and Taylor Streets on October 11, 1925 awaiting the ferry *Olympic*. Admittedly the middle of narrow Water Street was not the most convenient location to park a large steam locomotive and its passenger cars, but at least (for a time anyway) Port Townsend was linked to the outside world via rail.

By 1931 the Chicago, Milwaukee, St. Paul & Pacific Railroad had ended passenger service into Port Townsend: never again would Port Townsend see another passenger train, or any train, for that matter, running down the middle of Water Street.³⁹⁸

Fortunately, the demise of passenger trains wasn’t the end of the line for public transit in Jefferson County.

³⁹⁷ Hermanson, *op. cit.*, p. 197.

³⁹⁸ After passenger service ended the Chicago, Milwaukee, St. Paul & Pacific Railroad continued hauling freight into and out of Jefferson County.

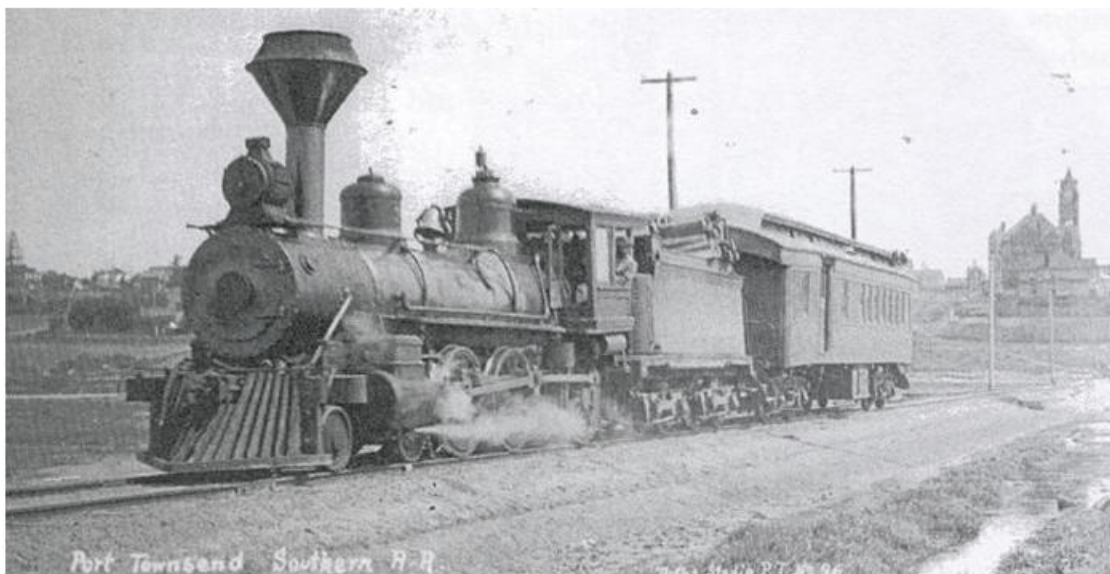


Above, a Chicago, Milwaukee, St. Paul & Pacific RR passenger train has stopped on Taylor and Water Streets, Port Townsend, Washington, October 11, 1925. Below, in the late 1920s a passenger train is stopped in Port Townsend on Water Street awaiting the ferry to transport passengers to Port Angeles. (Courtesy of the Jefferson County Historical Society.)





A Chicago, Milwaukee & St. Paul Railroad passenger train is stopped in downtown Port Townsend in ca. 1926, while a tractor pulls baggage wagons to the train for loading. On the corner is the Central Hotel. Below, a Port Townsend Southern RR passenger train with the Jefferson County Courthouse in the background. (Courtesy of the Jefferson County Historical Society.)



APPENDIX C

Port Townsend Ferries Keep On Floating

In the Preface I noted that both passenger ships and ferries were important forms of public transportation, and certainly they are that and more to port towns like Port Townsend. Indeed, they were and still are so important that it would take another book to do their story justice. Since that is beyond the scope of this work, here I will touch on a portion of that history as it relates to H. J. Carroll's ferry service, which was a subject introduced in the story of Townsend Transit.

To recap, in 1943 the Puget Sound Navigation Company essentially abandoned its Black Ball Line ferry route from Port Townsend to Keystone over on Whidby Island. Four years later, Jack Carroll, Judge A. Clemens Grady and Captain Oscar Lee formed Olympic Ferries, Inc. and purchased the Port Townsend-Keystone route.

Because the run had been out of use for three years, the ferry landing in Keystone was in shambles, mainly due to neglect and storms.³⁹⁹ By mortgaging his home, Jack Carroll was able to repair the Keystone dock and to build a new dock at the end of Quincy Street in Port Townsend. To service his new dock, Carroll bought an old wooden twenty-car ferry named the *M.V. Fox Island*,⁴⁰⁰ which Capt. Lee would pilot; and with that Port Townsend again had a ferry connection to Whidby Island.

Over the coming years Olympic Ferries, Inc. was a profitable business, in part due to a no-frills operation, which patrons didn't seem to mind. In fact, the shoe-string operation seemed to endear patrons to the line. As an example of this, Jefferson Transit driver Paul Hausmann recalls the company using empty tuna fish cans for ashtrays!

When the service outgrew the *M.V. Fox Island*, Olympic Ferries bought a new boat named *M.V. Defiance*.⁴⁰¹ This boat lasted in service until the spring of 1971 when the company purchased the *M.V. San Diego*.⁴⁰² However, by this time Olympic Ferries was losing money, mainly because it was forced by state regulations to run year round. Jack Carroll announced that if the state didn't allow

³⁹⁹ Newell, Gordon. *Maritime Events of 1947*, H. W. McCurdy Marine History of the Pacific Northwest. (Seattle: Superior Publishing Company, 1966), p. 546.

⁴⁰⁰ The *M.V. (Merchant Vessel) Fox Island* was built by Skansie Brothers in Gig Harbor in 1925. Length: 89' 5" Beam: 32' 5" Propulsion: diesel. Capacity was 20 cars. Originally it was named the Wollochet, and was put into service by the Skansie Brothers for their Washington Navigation Company running between Day and Fox Islands near Tacoma. In 1942 the ferry was sold to the Horluck Transportation Co. to run a ferry route between Port Orchard and Bremerton to service the Puget Sound Naval Shipyard, which was working around the clock for the war effort. In 1947 Horluck sold the ferry to H. J. Carroll, Captain Oscar Lee. Lee and A.C. Grady. The *M.V. Fox Island* was retired when Carroll bought the ferry *M. V. Defiance*, and was sold in 1955 to the Gulf Island Ferry Company in British Columbia, where it ran between Crofton and Vesuvius. In 1961 the ferry was transferred to B.C. Ferries and continued to sail until 1966 when it was sold to Nelson Brothers Fishers, Ltd. Its final disposition is unknown. *ibid.*

⁴⁰¹ Built in 1927 by Skansie Brothers Shipbuilders, in Gig Harbor, Washington, and named after Point Defiance, she was constructed entirely of wood.

⁴⁰² Built in 1931 by Moore Drydock Company of Oakland, California. The *Defiance* was sold off in October 1971.

the company to shut down during the off months of October through April, he would be forced to close the run. Although the state allowed the schedule change, the inconvenience it created saw patrons urging the State of Washington to acquire the route and provide year-round service.⁴⁰³

In the summer of 1974 it was announced that “Olympic Ferries Inc, is not expected to resume operations this spring. They have sold their boat *San Diego* to Embry Enterprises, Vancouver, B.C. who plan to convert it into a showboat restaurant-excursion boat named Klondike Queen complete with a dummy sternwheel.”⁴⁰⁴

Finally the end had come and, as required by state law, in the spring of 1974 Olympic Ferries was taken over by the Washington State Ferries, which still operates daily ferry runs between Port Townsend and Whidby Island.

⁴⁰³ Pickens, Steven L. *Ferries of Puget Sound*. (Charleston, S.C., Arcadia Publishing Co., 2005), pp. 45, 49,59.

⁴⁰⁴ The plans for the *M.V. San Diego* didn't work out and the boat ended up in California on the Sacramento River. From there it was illegally towed to San Francisco, where it was eventually abandoned. *Steamboat Bill No. 126, Summer 1973*. (Cranston, RI: Journal of the Steamship Historical Society of America by Various Contributors) and *Steamboat Bill Number 117, Spring 1971, op. cit.*



Top, *M.V. Fox Island* was built by Skansie Brothers in Gig Harbor in 1925. Capacity was twenty cars. In 1947 Jack Carroll bought the ferry for his service between Port Townsend and Whidby, Island. Middle and below, the *M.V. Defiance*, the ferry that replaced the Fox Island. Bottom, the *M.V. San Diego*, the last ferry operated by Olympic Ferries, Inc. before Washington State took over the service in 1974. (Darrell Conder collection.)



APPENDIX D

Get Out the Stetson Lloyd, It's Time for the Rodeo!

Sure I knew about rodeos—bouncing, jumping critters with hooves and the dummies who try to ride ‘em—but I have to confess it was only after I moved to Jefferson County and met local transit drivers that I heard about a bus “rodeo”—a name derived from “road” and “rodeo.” Perhaps the reason bus rodeos had escaped my notice was because they are fairly recent inventions, although bus races and bus demolition derbies have been around for nearly a hundred years. When I was educated about bus rodeos, it proved the old saying that it’s never too late to learn something new!

The world’s first bus rodeo was put together back in 1975 by Minneapolis/St. Paul’s Metro Transit Commission (MTC) for drivers to compete against fellow drivers to test their safety and skills. “It involves a written and behind-the-wheel test in which drivers navigate an obstacle course and execute maneuvers such as the ‘Serpentine,’ ‘Offset Street’ and ‘Rear Dual Clearance.’ Champions can advance to state, regional or even international contests.”⁴⁰⁵

Okay, so it doesn’t sound like much on paper, but the thing is that drivers loved it! In fact, the MTC competition proved so popular that the following year the concept was adapted by the American Public Transit Association and developed into an annual event. As transit managers around the country began to realize the benefits of rodeo competition, countless events were organized and from there it was a small step to a national and then international competition. But let’s forget that part of it and stay closer to home.

On August 26, 1984, three years after Jefferson Transit’s founding, the First Annual Tri-County Bus Driver Competition—consisting of Clallam, Kitsap and Jefferson Transits—was held in Silverdale, Washington. Competing against sixteen drivers, Jefferson Transit driver Bob Foster surprised himself and everyone else when he won that first competition!

In 1985 Richard Chawes won the competition and the following year John Maiden took first place. April 15, 1988 saw John Maiden winning again and thanking fellow JT driver Jay Winters for helping him prepare.

At the July 18, 1995 Board meeting it was noted that five drivers had participated in the 1995 Peninsula Cup Bus Rodeo: Mike Bogdonoff, Paul Hausmann, Chuck Keller, John Maiden and Mac MacCarthy. MacCarthy, who was JT’s newest driver, was the top scorer and went on to the state competition.

In 1996 John Maiden won once again and was slated to go on to the state competition. However, at the August 20, 1996 Board meeting it was announced that Maiden’s trip to the State Rodeo competition was cancelled because of the “tight driver situation.”

⁴⁰⁵Information from the Metro Transit website: www.metrotransit.org/bus-rodeo

The following is a list of Jefferson Transit winners, the year and bus size:

1997: Carla Meyer
1998: Pam Thompson
1999: Carl Thompson
2003: Ludwig Becker
2003: Fred Maupin, 35 ft.
2004 Carl Thompson
2004 Pam Thompson, 35 ft.
2005 Pam Thompson, 35 ft.
2006 Pam Thompson, 35 ft.
2007 Lloyd Eisenman, 35 ft.
2008 Lloyd Eisenman, 35 ft.
2009 Lloyd Eisenman, 35 ft.

Lloyd Eisenman

Now there are bus roadeo drivers and then there's Lloyd Eisenman—hey, this guy not only cleaned house locally, he left the entire state of Washington in his rear view mirrors! But Lloyd didn't stop with a state win, he drove over his competition in the nationals and dang-near came home with the gold! Let's pick up that story in this May 28, 2008 *Peninsula Daily News* article:

PORT TOWNSEND—Those who ride Jefferson Transit with Lloyd Eisenman at the wheel might feel safer knowing that they are cruising with the second-best bus driver in North America. That's right, the second-best driver in United States, Canada and Mexico.

Eisenman won second place in the 35-foot coach division of the American Public Transportation Association International Bus Roadeo in Austin, Texas, on Sunday. 'If there are buses on Mars, that would be the next level,' Dave Turisinni, Jefferson Transit's general manager, quipped during a celebration of Eisenman's victory Thursday at Transit's Sims Way offices.

Achieving his win, the 42-year-old Port Hadlock resident and Jefferson Transit driver for 2½ years, said took defying the odds of using a bus in questionable condition, one that he had never driven before. Only bus driver Arthur Murillo, an Austin Capital Metro bus driver who was on familiar turf and riding his own system's bus, rolled past Eisenman. It was no easy task for Eisenman.

He faced the driver who took first place in the 35-foot bus category at the Texas state 'roadeo' this year, and has twice before won the international championship, in 2002 and 2005.

Keeping his cool under extreme pressure, Eisenman drove down barrel-lined lanes at 25 mph with three inches of clearance on each side, and stopped just three inches from a pylon he could not even see once he was on top of it. In seven minutes, far less than the normal 20 minutes, he identified eight things wrong with a bus in a

test pre-inspection, such windows left open, a hidden gas can in the back of the bus and a missing mirror near an exit door.

‘It is a safety competition. That is what we’re practicing,’ Eisenman said. ‘Next year: Seattle.’

The experience has made Eisenman all the more hungry to ride to the top in next year’s international competition in Seattle. No stranger to bus-driving competition, Eisenman has competed successfully on the regional and state levels in 2007, making him eligible for national and international bus games. He won ‘Rookie of the Year’ at the Peninsula Cup Roadeo at the Kitsap County Fairgrounds, and fourth place at the state Public Transportation Roadeo sponsored by the Washington State Transit Association.

Eisenman owned a private bus charter service that took tourists to Canada for eight years. During those years of driving through the narrow streets of Victoria, he mastered the maneuverability that helped him miss barrels and pylons by inches to score high in competition.

But it was Jefferson Transit, he said, under the watchful eyes of Jefferson Transit’s training supervisor Mike Pollack, that supported his road to victory. ‘Having employers that let me practice at the [Haines Place] Park and Ride is the main reason I succeeded,’ Eisenman said.

He underwent a month of intensive practice in all kinds of weather, unpaid on his days off, which required blocking off about three-quarters of the Port Townsend park-and-ride.⁴⁰⁶

In 2009 in Seattle, Lloyd Eisenman took 4th place, and in 2011 captured 2nd place. In the 2010 Washington State Transit Roadeo he took 1st place and 2nd place at the last two state bus roadeos, right behind newcomer Gabe Beliz. During his driving career, Lloyd Eisenman has competed in a total of 19 bus roadeos.⁴⁰⁷

When I asked Lloyd for some background information on his roadeo wins, he sent the following reply in an email:

I started my Roadeo quest in 2007 by competing in the Peninsula Cup at Kitsap Transit, placing fourth and [was named] rookie of the year. I then went to state and placed fourth. Then went to internationals in May of 2008 and placed 2nd. ‘Only one bus operator in North America in the 35-foot category better than Lloyd Eisenman of Jefferson Transit Authority in Port Townsend, WA who won second place in Austin Texas 2008.’ Now that I had surprised the Transit circle I had to make a return and make a strong showing. Once again I placed 4th at local Roadeo, 3rd at State and placed 4th at internationals—only 25 points out of 1st place.

⁴⁰⁶ Chew, Jeff. “Jefferson Transit driver proves he’s second to one in the nation” *Peninsula Daily News*, May 8, 2008.

⁴⁰⁷ Lloyd Eisenman has been employed by Jefferson Transit since October 2005 and currently holds the position of road supervisor.

At the Olympic Peninsula Transit Bus Roadeo I Placed 1st My Transit Agency and 1st overall getting the Highest Score yet! On to State in Tacoma—not my best showing, placing fourth, I had to work harder before next State Roadeo. (Next is the invitational had a fun day the only one to complete the National Problem from Canada.) In 2009 I took 1st at Olympic Peninsula Roadeo, 4th at state. At the 2010 International in Cleveland I had a clean run but my score didn't show. You decide—700 to start, no point off for new uniform; 26 points off for tennis balls; score now 674. Pre-trip: I think I found 4 out of 50 I got 20 now score is 644. Now if someone can tell me why I got 571 and tied for 6th with less time on the course (6min 41 sec) than the other driver (6 min 59 sec), who was given 6th with me placing at 7th. Not Happy!

A day I will remember was September 19, 2010, which was the day I won the 30' transit bus roadeo with a score of 671 out of 700. From there I was off to Internationals in Memphis, Tennessee in May 2011—two times in four years! I took 2nd place at Internationals between the two from Texas. This is becoming a habit. Thanks to my union ATU 587, who helped me get to the Roadeo in Memphis in 2012, I started with a 1st place at the local roadeo, and 2nd place at state in Ben Franklin Transit, Kennewick, Wa. From there I was off to the International competition in Long Beach, Ca., placing 3rd behind Ben Franklin Transit and Capital Metropolitan Transportation Authority in Austin, TX!⁴⁰⁸

All I will add to the above is that Lloyd has one impressive trophy display—a testimony to a job well done!

⁴⁰⁸ Email from Lloyd Eisenman to Darrell Conder; subject: Lloyd's roadeo Bio. Date: Wed, 8 Jan 2014.



Left, General Manager Dave Turisinni shakes JT driver Lloyd Eisenman's hand at one of his many bus roadeo competitions. Below, a few of Lloyd's many roadeo trophies.



SELECTED BIBLIOGRAPHY

- A.T.U.587 News Review, The. Hatch, Will. The Recording Secretary's Report.* (Seattle, Washington), Volume VII Number 13, December 1985.
- Bamonte, Tony and Suzanne. *Manito Park: A Reflection of Spokane's Past.* Centennial Edition. (Spokane, WA, Tornado Creek Publications, 1998).
- Benson, Bruce L. "The Rise and Fall of Non-Government Roads in the United Kingdom" (Street Smart: Competition, Entrepreneurship and the Future of Roads).
- Benton, Homer G. *Electric Traction Quarterly*, article "Port Townsend Washington Trolleys" (Wheaton, Illinois, Traction Orange Company, Summer 1966), Volume 4, Number 4.
- Bozak, Melanie. E-mail to Darrell Conder, Monday, December 2, 2013. Subject: Jefferson Transit.
- Coffee, John M., Jr. *The Atwood-Coffee Catalogue of United States and Canadian Transportation Tokens Fourth Edition Volume Two History and Encyclopedia of Transportation Tokens* (Boston, Massachusetts: American Vecturist Association, 1986).
- Cudahy, Brian J. *Cash • Token • And • Transfers A History of Urban Mass Transit in North America* (New York: Fordham University Press, 1990).
- The Daily News* (Port Angeles, Washington: published by the *Dailey News*).
- Davison, C. Wright. *Minneapolis City Directory for 1886-7. Comprising a Complete List of the Citizens of Minneapolis, with Place of Business and Residence; City and County Record, Giving List of Churches, Schools, Banks, Societies, Secret and Benevolent, City Government, County Officers, etc. Also, A Complete Classified Business Directory.* (Minneapolis: Johnson, Smith & Harrison, 1886), p. 265, and Davison, C. Wright. *Minneapolis City Directory for 1887-8. Comprising a Complete List of the Citizens of Minneapolis, with Place of Business and Residence; City and County Record, Giving List of Churches, Schools, Banks, Societies, Secret and Benevolent, City Government, County Officers, etc. Also, A Complete Classified Business Directory* (Minneapolis: Johnson, Smith & Harrison, 1886).
- Electric Power A Monthly Journal devoted to the interests of the Electric Railway and THE TRANSMISSION OF POWER FOR INDUSTRIAL PURPOSES BY ELECTRICITY.* Edited by R. W. Pope and G. H. Stockbridge. VOLUME II. JANUARY TO DECEMBER, 1890 (New York: Electric Power Publishing Co., 1890).
- The Electrical World: A Weekly Review of Current Progress in Electricity and its Practical Applications.* Vol XX. From July 2, to Dec. 31, 1892 (New York: The W. J. Johnston Co., LTD)
- Ellensburg Daily Record.* (Ellensburg, Washington).
- Evening News* (Port Angeles).
- Fairbanks Daily News-Miner* (Fairbanks, Alaska).
- Hamm, Jeff. e-mail to Darrell Conder, Thursday, 12 Dec 2013. Subject, Jefferson Transit.
- Hauff, Steve. "The Fort Worden Engine." *Pacific News*, September, 1974 Volume 14, No. 9 (Burlington, California: Chatham Publishing Company.).
- Hermanson, James. *Port Townsend Memories* (Port Townsend: self published, 2001).
- Jefferson County Historical Society, Vertical File, Subjects: Jefferson County Government-Transportation* (Jefferson County, WA: Jefferson County Historical Society, n.d.).
- New Whatcom Directory 1891 Being a Complete Business and General Directory of New Whatcom, Washington. (New Whatcom, Speirs, The Printer, Fourteenth Street, 1891).
- Jefferson County/Port Townsend Leader.*

Jefferson County Historical Society Oral History Project (Jefferson County, WA: Jefferson County Historical Society, 1998), “John Dean Parker.”

Jefferson County Historical Society Oral History Project (Jefferson County, WA: Jefferson County Historical Society, 1998), Vol 47; “Horace John ‘Jack’ Carroll.” Two tapes.

Newell, Gordon. *Maritime Events of 1947*, H. W. McCurdy *Marine History of the Pacific Northwest* (Seattle :Superior Publishing Company, 1966).

Pacific Northwest Bell Telephone Directory for Port Townsend Port Ludlow Area Code 206 January 1970 (Pacific Northwest Bell Telephone, 1969).

Pacific Northwest Bell Telephone Directory for Port Townsend Port Ludlow Area Code 206 January 1977 (Pacific Northwest Bell Telephone, 1976).

Peninsula Daily News

Pickens, Steven L. *Ferries of Puget Sound* (Charleston, S.C., Arcadia Publishing Co., 2005).

Port Townsend and Vicinity Telephone Directory September 1950 (The Pacific Telephone and Telegraph Company, August 28, 1950).

Port Townsend & Jefferson County Leader (Port Townsend, Washington: published by the *Port Townsend & Jefferson County Leader*).

Port Townsend Daily Leader (Port Townsend, Washington: published by the *Port Townsend Daily Leader*).

Port Townsend Leader (Port Townsend, Washington: published by the *Port Townsend Leader*).

Port Townsend Morning Leader (Port Townsend, Washington: published by the *Port Townsend Morning Leader*).

Port Townsend Weekly Leader (Port Townsend, Washington: published by the *Port Townsend Morning Leader*).

Port Townsend and Jefferson County Directory Volume 1915-1916 (Seattle, Washington: R. L. Polk & Co., October 1915).

Polk’s Port Townsend and Jefferson County Directory Volume 1920-1921 (Seattle, Washington: R. L. Polk & Co., Inc., 1920).

Port Townsend and Vicinity Telephone Directory September 1950 (The Pacific Telephone and Telegraph Company, August 28, 1950).

Records of Common Council The City of Port Townsend, W.T. Commencing on Aug. 7th 1888 and Ending Aug. 30th 1889.

Records of Common Council The City of Port Townsend Commencing on Aug. 30th 1889 and Ending May 5th 1891.

The Spokesman-Review (Spokane, Washington).

Washington State Archives-Digital Archives: Record Series: Frontier Justice, Collection.

Washington State Record Series: Death Records, Collection: Seattle Death Registers Index, 1881-1907.

Washington State Archives - Digital Archives, Minutes and Meeting Records (Jefferson County, Jefferson Transit Authority Board Minutes 1980-2007).

PERSONAL NAMES INDEX

- Alford, Rev. Gordon, 62, 64
Ammeter, R. E., 44
Arey, Lee, 137
Arey, Teresa A., 115, 137
Arnold, Benjamin P., 119, 139
Atwood, Jacob P. (J. P.), 14-15
Austin, John, 126-127, 132-133, 135-136, 139
Badame, Peter, ii, 59, 73-77, 79-88, 90-91, 93-96
 99-104, 107, 113, 115, 122, 126, 127, 139
Baker, Janice M., 139
Baldwin, Dr., 13, 22
Bamonte, Tony, ii, 13-14, 22-23, 150
Bamonte, Suzanne, ii, 13-14
Barndollar, Fred, 25
Bartlett, Frank A., 18, 28
Becker, Ludwig G., 139, 147
Behrman, Jacob, 27
Behrman, Peter, 128
Beliz, Gabe, 148
Belt, Horatio N. "H. N.", 14, 16-17
Benson, Joseph "Joe", 33-34
Benson, Charles A., 139
Benson, Marie, 50
Benson, P. D., 50
Benson, R. D., 54
Benton, Homer G., ii, 10-12, 21, 24-27, 29-32, 150
Benton, D., 139
Benz, Karl, 9
Bermant, Charlie, 110, 128, 132-134
Bogdonoff, Mike, 139, 146
Bondurant, Robert Neil, 139
Borders, Howard, 139
Bowen, Walter, 27
Bowersox, Bruce, 81
Boyd, Corinna, 139
Bozak, Melanie A., 103, 109, 114-118, 122, 139, 150
Bradshaw, C. M., 27
Braun, Gary, 138
Braun, Gloria, 131
Brochin, Debra, 139
Brolliar, Kaleigh, 139
Brower, Abraham "Abe", 6-7
Brown, George, 139
Brown, Basil G. "B. G." "Brownie", 73, 75-77, 81-82,
 84-88, 94-96, 99, 101, 103-104, 106, 120, 126, 139
Browne, Virginia, 83-84, 86, 100, 106
Bruhn, Conrad, 139
Bryant, Susan, 136
Buckley, Charlene, 126, 139
Bullis, Douglas Patrick, 139
Burford, Timothy P. "Tim", 120-121, 139
Burkett, Henry L. "H. L.", 17-18, 23
Burks, Blake, 139
Burns, Robert, 101
Burrow, Eldon Lee, 136-137, 139
Burton, Judy H., 139
Butterfield, Cheryl, 139
Byers, Albert, 24
Cadero, Patsy, 81
Callahan, Danna, 139
Carden, Jan, 112, 139
Carlson, Jerry, 108
Carroll, John, 49-50
Carroll, Horace John "Jack", ii, 33, 49-59, 81, 144, 151
Castellano, Lawrence, 59
Chang, Karen, 108
Chawes, Richard, 139, 146
Chrisman, Wray, 140
Church, Van, 140
Clapp, Cyrus F., 10-11, 17
Coghill, Bruce, 113, 140
Cole, George B., 38
Conder, Darrell W., 1, 3, 23, 33-34, 41-42, 47, 50
 57-63, 65-70, 72-74, 84-85, 87, 89, 91, 101
 103-104, 106, 111-114, 116, 118-122, 125
 134-136, 149-150
Conder, Helen Marie Dooley, 5
Cook, Laura, 14-17, 23
Cook, Francis H., 13-17, 19, 22-23
Corrigan, T. J., 27
Cotterill, Charles, 140
Courtsal, Lyle, 136
Cousineau, Paul, 140
Covely, Lance, 33-34

Crane, Sheldon, 140
Cross, Mary M., 140
Crouch, Sarah M., 89, 121, 140
Crow, J. E., 46
D'Amico, Elysia, 136
Dancer, Lynn S., 114, 140
Davidson, Darryl L., 140
Dawson, Dan, 110
Dehnhoff, Norman R. "Norm", 88, 140
Delanty, Richard, 20, 27, 30
Deleo, Frank, 44-45, 92
Deleo, Michael "Mike", 44-45, 92
Deneke, Jerry LeRoy, 140
Dennison, Larry, 96, 99, 100, 103-104, 139
Devoe, W., 28
Di Guilio, Daniel A., 133, 140
Dodd, William, 27
Dooley, Thomas J. "T. J.", 10-23, 25, 27, 35, 37-38, 46
Downs, George W., 17, 28
Dudley, Jonathan, 55
Duke, Julie, 136
Durall, Jeffery Alan "Jeff", 108, 119, 140
Dyche, Ali, 136
Dyer, C. A., 27
Eisenman, Lloyd David, ii, 35, 129, 139, 140, 147-149
Eisenman, Lloyd David (son), 140
Eisenman, Sandy, 129
Eke, Reginald, 54
Eronimo, Tony, 53
Evert, Hinrich, 24
Ewolt, David, 137
Farnham, E. H., 22
Fenn, Frieda, 139-140
Fink, Sid, 100
Finley, Darrell W., 140
Fitch, Nancy, 93, 140
Fletcher, Gabriel, 117
Flores-McCleese, Tina, 140
Folz, Jacob M., 140
Foster, Bob, 98-99, 140, 146
Fowler, E. F., 27, 29
Franklin, Kenneth D., 140
Fredrickson, Tim, 107
Freitas, Lois, 100

Frost, Dorothy A., ii, 95, 107, 113-114, 140
Gacek, Margie, 140
Gamble, E. Paul, 75
Garrett, Arthur, 47-48
Gaydeski, Sam, 140
Giese, Orville, 140
Giesler, Bob, 108
Gilbertson, Gerald, 140
Gleason, Horace E., 53, 55
Goakey, Josh, 140
Gooding, David, 85, 87
Grady, A. Clemens, 49, 144
Grady, E. J., 54
Grambs, W. J., 31
Gray, Robert, 136, 139
Green, Ed, 126
Green, George, 29
Greenwood, John, 6
Grier, Ray, 109
Grillo, Charles S., 12-13, 17, 22
Guenther, Coralie, 140
Gurney, George, 114, 140
Gurney, Goldsworthy, 6
Hallidie, Andrew Smith, 8
Ham, Belinda, 140
Hamm, Dianne, 114
Hamm, Jeffrey T., ii, 101-109, 111-114, 116, 122-123, 140
Hammond, Henry, 27
Hancock, Walter, 6
Hanson, Peggy J., 128-129, 132-133, 135, 140
Hardy, Matty, 38
Hardy, Thomas, 66
Hargraves, Corky, 90
Harper, Bob, 81
Harper, Kay, ii, 57, 106, 121, 136, 140
Harper, Keith, 84-85, 87-88, 90, 93
Harpole, Dan, 111, 118-119, 139
Harris, Pamela, 117
Harris, Rose, 136
Hart, Elizabeth A., 140
Hart, Frank L., 44, 47-48
Hart, Frank S., 44, 48
Hart, Ivy Terry, 44, 48

Hart, Kenneth D., 44
 Hart, William, 44
 Hastings, Frank W., 25, 27, 29
 Hastings, Lorin Brown, 25, 29
 Hauff, Steve, 20, 24, 32-35, 142, 150
 Haugen, Martin, 57
 Hausmann, Esther, 42
 Hausmann, Paul R., 42, 61, 106, 114, 140, 144, 146
 Hausmann, Richard G., 42
 Hayden, Steve, 108
 Headley, Carol Lynn, 114, 119, 136, 140
 Heckman, Jack, 138
 Heisel, Trisha, 140
 Henry, Chuck, 88
 Henry, Emma H., 140
 Hermanson, James, ii, 11-13, 24, 33, 38, 43, 143, 150
 Hiegler, Tristan, 125, 136
 Hildt, Michael, 108
 Hill, Robert C. "R. C.", 17, 20, 23
 Hillard, Marylee J. "Hill", 91, 113, 120, 140
 Hinton, Robert "Bob", 111, 125, 139
 Hipkins, Louis, 32
 Hollingsworth, Dale, 140
 Holz, Richard T., 81
 Houser, Jack, 46-47
 Hubbard, Penny Jo, 81
 Huber, Claudia, 112, 140
 Hughes, Priscilla, 63
 Hunt, Janis, 92-93, 96, 126, 139
 Huntingford, Glen, 106, 111, 123, 139
 Hutchison, W. J., 43
 Iden, Steve, 91, 93, 112, 115, 122, 140
 Imislund, Floyd, 92
 Imislund, Frieda Schauer, 77, 81, 84, 86, 88, 9,
 126, 139
 Jackman, Thomas, 27
 Jackson, Raymond, 140
 Jenks, Kate, 139
 Johnson, Phil, 139
 Johnson, Katherine Mary, 140
 Jones, Dorothy, 117
 Jones, J., 20
 Jones, Sue, 2, 140
 Jones, Vernon W. "Vern", 53, 81, 91, 100, 103, 107
 Jordan, Walter P., 140
 Kaahanui, Eric, 140
 Kanaga, D. H., 27
 Katz, Rachel L., 140
 Kautzman, Karen S., 119, 140
 Keith, Ian, 139
 Keller, Chuck, 106, 140, 146
 Kelly, James, 24
 Kendall, Wilbur, 54
 Kenna, Mike, 77, 80-82, 84-86, 88, 139
 Kennel, Nancy Leigh, 140
 Kessler, Janet, 140
 Kiesel, Michael J. "Mike", 112, 140
 Kint, Dick, 81-82, 108
 Kirk, Farrah, 140
 Kleinenbroich, Willis M., 120
 Klinger, J. G., 27
 Koschnick, John Robert, 112, 140
 Kuhn, J. A., 27
 LaCosse, Linda Rae, 69-70, 72, 85, 113, 120, 140
 Lafferty, Charlotte Clare Elgin, 61
 Lafferty, Jennie Sharp, 63
 Lafferty, John Joseph "J. J." "Johnny", 41-48, 50,
 58-64, 66-67, 89
 Lafferty, Loretta, 63-64
 Lafferty, Lottie, 42
 Lafferty, William, 63-64
 LaForoe, Reuben, 43
 Landes, Henry, 17, 20, 23
 Lane, Alice Jean, title page, ii, 112-113, 117-118, 121,
 126, 137, 139, 140
 Lane, Joanne Elizabeth, 119, 140
 Lange, Teressa, 140
 Langsea, Burt R., 125, 136-137, 140
 Larsen, Raymond L., 140
 Latham, Al, 140
 Latimer, J. S., 27-28
 Laubach, J. N., 11, 17, 25
 Lavassor, Emile, 9
 Learned, A. F., 27
 Learned, William Henry Harrison "W. H. H.", 11,
 18-19, 27
 LeBrane, Linda, 140
 Lee, Margaret, 136

Lee, Capt. Oscar, 49, 144
Li, Yang, 126
Liebelt, Herman, 114
Little, Bob, 101
Little, David E., 140
Littlefield, D. M., 17-18, 28-29
Livermore, J. H., 27, 29
Lofts, F. P., 27
Lont, David, 140
Loran, Cheryl, 140
Louis, XIV, 6
Lyon, Judith, 117
Lysons, J. W., 27
Maiden, John W., ii, 73, 94, 104, 107, 111, 113, 131
140, 146
Maiden, Chuck, 113
Majhan, Thomas J., 83
Maldonado, Roger, 96, 140
Manley, A. B., 10-11, 17
Marlow, Isaiah, 140
Martin, James R., 54
Martz, Theodore Allan, 140
Masci, Geoff, 111, 117-119, 139
Mason, John, 8
Mason, J. R., 31
Matheson, William E. "Bill", ii, 33-34, 47, 50-52,
57, 59-60
Matthews, Janice F. "Jan", 70, 85, 106
Matthiesen, Stewart, 140
Matthila, Ron, 75
Mattson, Emugene, 77
Maupin, Earl "Freddie", 119, 140, 147
McCall, Leroy, 81
McCarthy, Dennis John, 140
McClanahan, Julie, 93-94
McClendon, Marie, 67
McClure, Barney, 75, 77, 81-82, 85, 87-88, 92, 139
McCulloch, Julie, 105, 111, 139
McGee, Sam, 38-44, 47, 64, 66-67, 71, 89, 92
McKelvey, Troy V., 140
McLaughlin, Mark, 114, 126
McMillan, Brenda, 118, 125, 136
McMillan, Gertrude, 61
McMillan, Lloyd, 61, 70

McQuillen, Mac, 67
Meeker, F. A., 41
Meling, Gordon, 140
Mercer, Carroll, 75, 77, 81-82, 86-88, 139
Merlino, Gary Angelo, 140
Merryfield, William J., 24
Meyer, Caleb, 140
Meyer, Carla, 114, 127, 140, 147
Michels, Susan R., 140
Miller, B. S., 23
Minish, Ken Michael, 140
Mitchell, L. Z., 31
Mock, L. E., 46
Modispacher, Joy, 140
Moerke, Linda Kay, 112, 140
Monroe, Leesa Delayne, 141
Morrow, G. W., 36-37
Mosley, Alton Clifford "Al", 42, 61-62, 64-67, 69, 89
Mosley, Elizabeth "Beth", ii, 61, 63
Mosley, Elizabeth Jean Lafferty, 42, 61, 63-65
Mosley, James Harvey, 61
Mosley, John Joseph "Joe", 61-63, 65, 67, 89
Mosley, Rebecca Tennessee Stevens, 61
Mueller, George F., 53
Mullins, Edna, 136
Mullins, Vernon, ii, 70, 72, 81
Mullins, Virginia, ii, 70, 72, 85, 117, 141
Mulvey, Larry, 108
Murdoch, Steve, 109-110
Mysak, Betty, 119
Nash, L. B., 16
Nickerson, Ronald K., 141
Nolan, Norman D., 134
Nolan, Timothy L., 134, 141
Nolton, T. J., 27
Nordby, A. L., 46
O'Brien, George, 24
O'Brien, Maureen, 141
O'Donnell, Martha, 141
O'Meara, Alfred M. "A. M." "Bud", 75-77, 81, 86-88,
94, 126, 139
O'Neill, Harry, 47-48, 60
Oestreich, Todd, 141
Ogden, Melody, 141

Ohlson, Susan M., 113, 120, 141
 Olsen, Darlene, 141
 Olson, Henry, 38
 Olson, Sonny, 99
 Osgood, Frank H., 26-27
 Packer, Linda A., ii, 130
 Paddock, W. A., 52-53
 Page, Jesse, 136
 Page, Raymond, 141
 Paget, Harry, 81
 Panhard, Rene, 9
 Parker, John Dean, 74, 79, 91, 126, 151
 Pascal, Blaise, 6
 Patten, Natalie, 141
 Patterson, Brad, 128
 Payne, William, 17-18, 27, 29
 Pelletier, Raymond, 140
 Pepin-Wakefield, Yvonne, 109-110
 Pepper, Pamela, 124
 Perkins, C. G., 27
 Perley, Murray, 95
 Perley, Susie Cook, 95
 Perry-Thompson, Diane, 111, 139, 141
 Perry, Patricia E., 141
 Peters, Cass, 136
 Pettygrove, Francis W. "F. W.", 27, 29
 Pink, Charles, 27
 Pitts, John, 96, 98, 139
 Pitts, Mary, 141
 Pollack, Michael R. "Mike", 127, 134-135, 141, 148
 Pollard, Joseph "Joe", 38
 Poole, Connie, 141
 Potter, Julius C., 30
 Poulsen, Frank, 128
 Powers, Edna E., 141
 Prescott, Gregg, 141
 Prince, Gregg, 141
 Proctor, Sheri, 141
 Proctor, James Jackson "Jay", 120, 141
 Prudhomme, Chester Joseph, 141
 Pugh, Jean C., 141
 Quayle, Casey L., 141
 Rambo, Forrest, 139
 Ramone, Robin, 141
 Randels, George, 127, 129, 132-133, 135, 139
 Reeser, Neal Allen, 141
 Reeves, Melvin T., 89
 Reeves, Sandra Stevens, 89
 Richardson, Glenn, 96-99
 Rinderneck, Boyd, 67
 Robinson, Catharine, 106, 120, 129, 131-136, 139
 Rodgers, Pat, 123, 139
 Rogers, James C., 141
 Rondeau, Edward, 141
 Rostedt, Dave, 107
 Roth, Bob, 108
 Routhe, E. A., 14, 16
 Rowland, Arlene Kay, 141
 Rubert, Tammi L., ii, 105, 125, 134-136, 141
 Rudolph, D., 141
 Ruegg, Heidi, 93, 141
 Ryan, Ronald Dale, 141
 Sammie, 119
 Sankey, Scarlet, 125, 131, 136
 Satterthwalte, John, 63
 Saunders, Bob, 141
 Schauer, Steven, 81-82, 141
 Schoenfeld, Rob, 81
 Scholer, Gunner, 81
 Scissons, Thomas Duane, 60
 Scott, Christy, 119, 141
 Scott, Ronald Ray, 141
 Scott, Terri D., 141
 Seeger, Pete, 1-2
 Seeley, Bert, 62, 65-69
 Shaner, Terri Dee, 141
 Shanks, David M., 22-23
 Shepard, J. V., 25
 Shimechero, Sheri, 141
 Shipp, Marvin, 141
 Shirley, Brent, 96-97, 139
 Short, Ruth Doris Benson 47, 50, 57, 59
 Siebenbaum, John, 36
 Sisley, L. A., 27
 Sissy, George E., 27
 Sjolund, Sue, 117
 Skov, Kjell Marten, 141
 Skov, Elizabeth K., 141

Slevin, Wanda F., 84, 93, 122, 141
 Smedley, Laura Lynn, ii, 95, 141
 Smith, Connie, 136
 Smith, Craig C., 97
 Smith, Frank, 64
 Smith, George L., 73, 79
 Smith, Jimmy, 141
 Smith, Russ, 67
 Smith, William, 70, 85, 141
 Smithers, Thomas, 141
 Sprague, Frank, 9, 29
 Sprouse, Edward, 141
 Stacey, Curtis David, 121, 141
 Stall, Charles, 38
 Starrett, Dan, 32
 Starrett, Geo. E., 17
 Stefan, Gary, 141
 Sterling, James Norman, 27
 Stevens, Elmer Finis Jr., 69, 70, 72, 92
 Stevens, Sandra Mae Smith, 69-70, 72, 74, 81
 83-89, 92, 120
 Stevens, William "Bill", 69-70
 Stone, Kim, 128
 Stuart, Gael R., 74, 76, 79, 106
 Sullivan, David, 139
 Summers, Harry, 27
 Sunny, 119
 Swan, James G., 27
 Swanson, Cara J., 141
 Swantner, Scott, 115
 Swigert, Charles P., 25-28
 Taylor, Katy, 138
 Temple, John Robert "J. R." "Bob", 57-58
 Terry, Frank M. "F. M.", 11, 17, 25, 27, 44
 Thompson, Carl Thomas, 117, 141, 147
 Thompson, Pamela Sue, 117, 139, 141, 147
 Thurber, Lee, 141
 Tibbals, Capt. Harry L., 37
 Tibbals, Harry Lewis "H. L.", 20-22, 27-29, 37
 Tibbals, Harvey L. "H. L.", 37
 Titterness, Dan, 120, 123, 139
 Tongen, Lorna L., 112, 141
 Tonkin, Les, 101
 Toombs, Corey, 141
 Trollsplinter, Sarah Elizabeth, 136, 141
 Trone, Samatha, 124
 Tucker, Alfred Horace, 10-11, 17
 Turisinni, Danille, 127
 Turisinni, David A., ii, 119-123, 125-127, 134,
 138, 141, 147
 Turpin, Debra, 141
 Uddenberg, Keith, 107
 Underdahl, Perry, 106, 113, 135, 141
 Vane, David, 86, 110
 Veg, Bob, 99
 von Siemens, Werner, 9
 Walker, Scott, 124, 139, 141
 Weed, Terry, 138
 Wentworth, A. E., 24
 Westall, Jim, 118
 Wexman, Todd, 136
 Weymouth, Andrew, 17-18, 27
 Wheeler, Bob, 108
 Wheeler, Dr. H., 27
 White, Cathi, 50
 White, Leo, 86, 88
 White, Oliver E., 44
 Willems, Paul, 141
 Willham, Mark, 113, 141
 Williams, Desiree Lee, 141
 Wilson, Rex, ii
 Wilson, Scott, ii, 49-50, 133
 Windblad, Walt, 136
 Winn, Lyric, 141
 Winters, Jay L., 70, 85, 141, 146
 Wintrode, A. H., 27
 Wojt, Richard, 104, 111, 118, 120, 139
 Wolcott, Bill, 111, 118-119, 139
 Wood, Red, 95
 Woodall, Brian Kenneth, 141
 Wright, Joan P., 83, 87, 89
 Wrinkle, Wendi, 139
 Wyckoff, Donna, 141
 Wyland, Cathy, 112, 141
 Yingling, Kenny, 141
 Young, Major Carl W., 54
 Younger, Matthew, 141