

# DOT News

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## Beat the Boot!

To Cure Parking Paranoia  
Take Metro-Rail Twice Daily (Page 3)



Some 200 volunteer workers, all Vassar alumnae, were a key factor in making this year's book fair the best yet. In five days some 127,000 books were disposed of, bringing in about \$50,000 to support the Vassar Club of Washington's scholarship program. The club contributes to maintaining 16 Washington area students at the school.

### Baron Munchhausen Was There

## Vassar Book Fair Sets Record

Books! Tens-of-thousands of books of every description, from A (for art) through Z (for zoology) and including in between fairy tales, science, politics, history, health and Zen for fun and profit.

Sixty tables layered with books. Books in cartons, on shelves and stacked one on top of the other on the floor. Books being lugged in one door and carried out the other in what seemed like perpetual motion.

This was the scene for five days in June—from the 8th through the 13th, with Sunday off—during the annual Vassar Book Sale held for the first time this year in the Nassif building.

"It was a smashing success, in every way," said a beaming Sally Roman,

chairman of this year's event. "We've topped \$50,000 in sales which is quite a bit more than we have ever made before."

Proceeds of the sale, which has been an annual Washington literary event for the past 29 years, are used to provide scholarships for men and women at Vassar College. The Vassar Club of Washington currently sponsors 16 local scholarship students—eight from Maryland, one from Virginia and seven from the District.

The cash register tally was unwittingly forecast by assistant book sale chairman Chris Tyson when the sale was only a few hours old on June 8. Looking over the dense crowd packing the "show-room" she exclaimed to an aide, "Oh

my, I hope we don't sell out the first day!"

Sell out they didn't. In the last few hours of the five day event, an eyeball inventory of the stock produced the educated "guess that some 10,000 books remained.

"We'll wipe these out with our 5 o'clock blockbuster," said Roman. "That's when we make the announcement that you can have all the books you can carry for \$1."

By some standards, 10,000 is a lot but not all that much when compared with (about) 127,000—which is the estimated number of books on hand when the doors opened at 10 a.m. on the first day.

"Some of our clients arrived here in the early dawn and spent part of the night in sleeping bags," said Roman. "A goodly number of these early birds were dealers, as is to be expected, but there were quite a few people there who just like books."

One such bought 150 books over the five-day period, Tyson reported. While this number of books is high, she said, multiple purchases are the rule rather than the exception at Vassar book sales. "That's why we also sell shopping bags," Tyson said.

Collectors items abounded. A Renoir etching brought \$250. A book of Thurber cartoons went for \$650, the highest price paid for anything offered.

A large number of art books and volumes with beautiful illustrations were on sale, including "The Illustrated Adventures of Baron Munchhausen," the legendary German with a gift (weakness, some say) for embellishing the details of his various adventures.

His book brought \$10—by the baron's reckoning that would come out as something like \$400.

The space for the sale was donated by Nassif Associates.

### From Loch Ness?

## The Case of the Disappearing Turtle

A Loch Ness monster it wasn't, but for its size our Chelydra serpentina proved to be as much a crowd pleaser as its distant Scottish reptilian kin.

Not that its size was insignificant. It was about 18 inches long and weighed about 20 pounds.

With the unburied grace befitting an animal whose ancestry goes back 150 million years it nibbled tidbits from DOT lunchers as it swam elegantly around the Nassif building plaza pool on a warm afternoon in early May.

Chelydra serpentina, as it is popularly called by reptile fanciers (and no one else), is also known as a snapping turtle. They've been known to bite the hand that feeds them.

### Dinosaur Playmates

This habit goes back through tens of millions of years, when "our" turtle's ancestors romped with various dinosaurs such as the Brontosaurus, the Triceratops, the Plesiosaurs and the Ichthyosaurs.

And of course, the Pterodactyl, nature's prototype of the canary.

How this moss covered denizen of the deep got into the Nassif pool is unknown; how it got out (and it did) is an even greater mystery.

Don Jenkins, building manager for the Nassif company, called the National Zoo for a pickup. At the same time the OST Office of Public Affairs arranged a pickup by the Society for Prevention of Cruelty to Animals.

At 5 p.m. the SPCA man arrived but the turtle had vanished. OST Public Affairs assumed the zoo had got there first. Case closed.

Not so, as a call from Jenkins' office early the next morning made plain. The zoo people were unable to find the turtle.

Who has the turtle? When and where will it surface next—the reflecting pool, the tidal basin, the Potomac, or in someone's back yard?

And just when you thought it was safe to go back in the water . . .

### He Turns Boy-power into Man-power

## DOT Photographer Heads Scout Troop

Bruce K. Beuzard is a good Scout. He's got the badges to prove it, and if that is not enough, he is the scoutmaster of Troop 1656 in Seat Pleasant, Md.

In his other life, Bruce is a photographer and lab technician in the Office of the Secretary of Transportation.

He came to DOT in 1970 after 14 months as a photographer in the Library of Congress, his first civilian job after completing a 25-year career in the Army in July 1968.

But scouting, and the opportunity to guide young men toward worthwhile life goals is an important part of Beuzard's life. The 26 boys in his troop are seldom far from his thoughts as he mentally juggles his spare time between managing his own troop and his other duties as coach and counselor training young adults to become scoutmasters under the demanding "Cornerstone" program prescribed by Scout headquarters.

"Scouting has come a long way since I got into it as a boy in the '30s back in Providence, Rhode Island," Beuzard says. "Then, any willing adult was tapped for scoutmaster. Not any more—now its formal training all the way."

The "Cornerstone" program is built around 8 tape recorded lessons, with accompanying study guides and text

materials. It teaches management and psychological principles, along with the time-honored Scout Oath with its emphasis on respect for self, others, community and country.

"One of our scouts just got his Eagle badge," Beuzard said, referring to the

highest honor a scout can achieve. "And we have two more who will probably make it before the end of summer."

Naturally enough, most of the scouts in his troop have earned the merit badge for photography.

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Bruce K. Beuzard (far left), an OST photographer, is also a developer of young men. He received the "Scoutmaster of the Year Award" for the Marlborough District of the Washington Area Council for 1977 for his outstanding leadership of Troop 1656. Scoutmaster since 1973, Beuzard retired from the Army 10 years ago after 25 years of service.

# Riding Metro-rail to DOT is the Way to Go To Save Time, Money and Avoid the Traffic Hassle

Life in the big city doesn't have to be a bumper-to-bumper hassle in a cloud of carbon monoxide, with a costly fender-bender to occasionally give you another downer you don't need.

Have you tried our new Metro-rail system? It could be the answer you've been seeking to your commuting woes.

DOT employees who work in the Nassif building are luckier than most government workers. The L'Enfant Plaza station is 90 feet below their building and those who work in FOB-10A have only to cross the street to use the same station.

Metro-rail is clean, fast, safe, convenient, and restful. You can read, crochet, talk or just snooze your way to and from work in bright, cheerfully decorated air conditioned cars.

Compared to driving your car, it is an inexpensive way to go. When you ride Metro-rail you can forget about snow tires and chains, crazy drivers and the dangers of creeping parking neurosis. And the worst of all—the dread Denver Boot for parking scofflaws.

The most expensive ride on the Metro-rail now costs 90 cents during rush hour (6 a.m.-9:30 a.m. and 3 p.m.-6:30 p.m.) and 50 cents during non-rush hours. New fares became effective on July 2. Under the new fare structure, the non-rush hour fare to all points in the system is 50 cents.

For this you glide in from Silver Spring, 12 miles to the north, in 18 minutes "rolling" time.

Add to the rolling time almost a minute for each of the nine enroute stations for passenger boarding and discharge, plus anything from no delay to up to five minutes at the Metro Center transfer point during rush hour. The maximum wait at Metro Center during non-rush hour travel is 10 minutes.

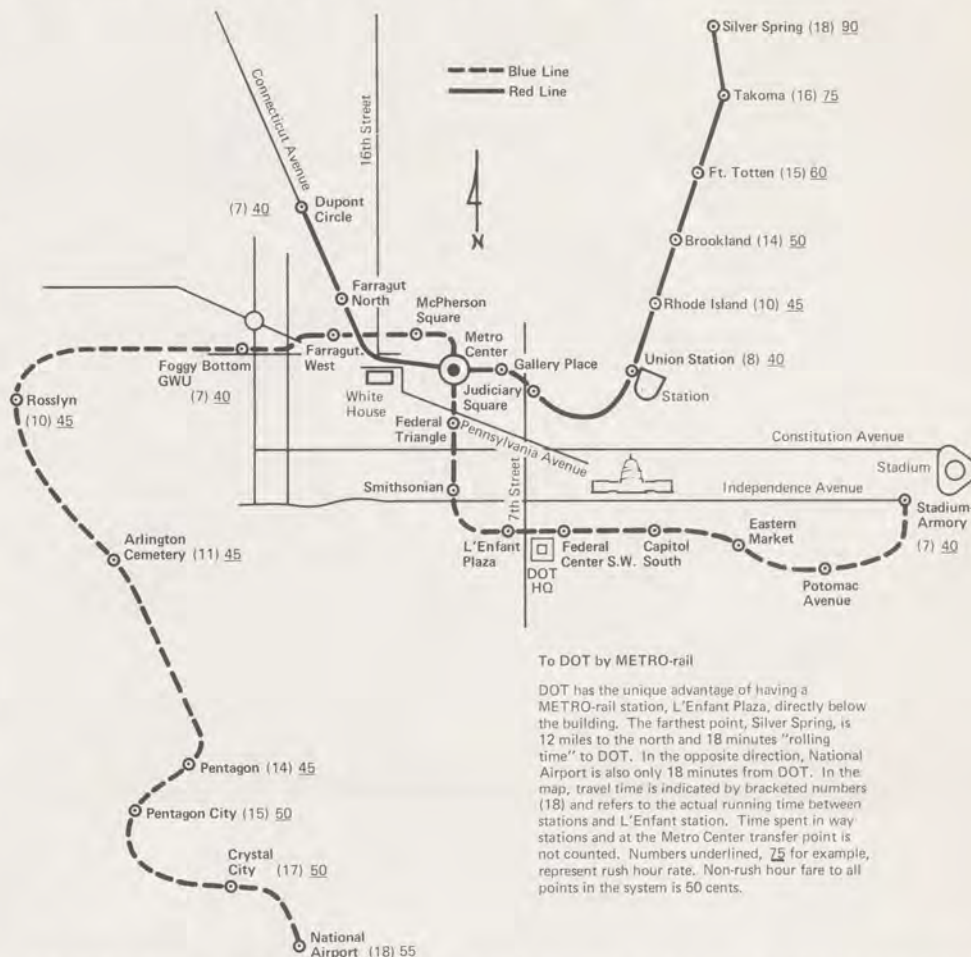
The glitches, clanks, gremlins and the workings of Murphy's law (anything that can go wrong will go wrong), have been pretty well eliminated from the farecard vending machines and those guarding the gates to and from the trains, according to Marilyn McGinty, of Metro's office of public affairs.

"New bill validation sensors have been installed in the vendors accept currency that would have panicked the older machines," she said. "And, a new 'transporter' system in the gate machines has eliminated most of our mutilated ticket problems."

Other mechanical problems have been met and conquered. Sticking doors, caused by the cars bowing under capacity loads, have been cured by shaving the door bottoms. Electrical, signal and brake malfunctions have been corrected. Train crews and shop maintenance technicians are becoming more familiar with the subway cars and systems. The shakedown period is about over.

Metro-rail patronage, she said, has steadily increased, since the line opened two years ago. In January of this year the ridership was 2,869,160. In February it was 3,090,081. March: 4,148,693. April 3,669,669 and in May 3,978,754.

The average daily ridership for the week beginning May 15 was 177,191. "We expect to reach the 200,000-a-day mark this summer," Ms. McGinty said.



To DOT by METRO-rail

DOT has the unique advantage of having a METRO-rail station, L'Enfant Plaza, directly below the building. The farthest point, Silver Spring, is 12 miles to the north and 18 minutes "rolling time" to DOT. In the opposite direction, National Airport is also only 18 minutes from DOT. In the map, travel time is indicated by bracketed numbers (18) and refers to the actual running time between stations and L'Enfant station. Time spent in way stations and at the Metro Center transfer point is not counted. Numbers underlined, 75 for example, represent rush hour rate. Non-rush hour fare to all points in the system is 50 cents.

"The weather plays a role," she said. "Bad weather will increase ridership during commuting hours and good weather will boost patronage during the lunch hour. Increasing numbers of people are skipping lunch to go shopping or do other things downtown."

Metro expects to extend the Blue Line, which now runs from the stadium to the airport via L'Enfant Plaza, to New Carrollton in November. New Carrollton is about 15 miles northeast of the city and will require some 20 minutes of travel time to reach DOT headquarters.

This segment could easily prove to be the most heavily traveled route for a long time to come since it extends deep into the Maryland suburbs and overlooks the Capital Beltway.

The New Carrollton station will have 1,900 parking spaces. Other stations enroute to the stadium station will have parking for 1,000 at Landover; 500 at Cheverly; 220 at Deanwood; and 327 at Minnesota.

These and the other stations also have "kiss-and-ride" parking, and many of them have limited parking from 10:00

a.m. to 3 p.m. for riders with errands that will take them in and out of the city for relatively short periods.

All stations have bike racks and most will soon have bike "garages", small lockable shelters which will rent for less than \$50 a year.

Both the DOT and the Coast Guard Credit unions have subway fare cards, bus tokens and bus tickets. The fare cards come in \$8 denominations, tokens cost 50 cents each, and bus tickets come in booklets ranging in cost from \$5 to \$13.

## Underground Washington . . . .

There is more to the Metro-rail system than meets the eye. Considerable work on the tunneling north and west of the District has been completed.

The tunnel for the K route, from Rosslyn to Ballston station (once called Glebe Road station) has been dug and trains will be running in it by late 1980.

The tunnel from Dupont Circle to just inside the Beltway, north of Bethesda Naval Medical Center, is completed except for a one-mile section under Rock Creek near Calvert Street.

The Van Ness station on this line will open early in 1981, and approximately a year later it will be possible to go all the way from DOT headquarters to Rockville on this route.

South of DOT headquarters, the tunnel under 7th Street to the Washington Channel under the Flagship restaurant is completed. This route will travel under Potomac Park (to be dug) and cross over the Potomac (bridge is in place) to the Pentagon and on to Alexandria. This is to be ready for service in mid-1981.

In mid-May the first of the three 2,800-ton tubes which will carry the trains under the water was lowered to the Channel bottom. The steel tubes are 340 feet long, 37 feet wide and 22 feet deep. When joined, they will provide subway tubes for each direction stretching more than 1,000 feet and 40 feet beneath the surface.

All the tubes will be in place by late October. The three will then be joined by divers, and additional concrete added to complete the installation.

## Buying a Car? Take it to a Car Wash Before Signing on the Dotted Line

Kick the tires if you want to, but if you're buying a new or used car taking the object of your affection through a car wash makes a lot more sense.

Do this before you sign any papers. Or part with any money.

Some new and used cars leak around the door sills, fresh air ducts on the hood and around the opening for sun roofs and the new removable "T-tops."

How about trying a car on for size? Yes, size. If you are too big for the car you might not have the freedom of movement you need to maintain control in an emergency. Or you might become painfully uncomfortable on a long trip and thus become vulnerable to an accident.

Being too small is just as bad. If you can't adjust the seat to operate the controls, or to see in a wide enough arc, what you are buying might just as well be a hearse or ambulance.

So you buy a new car and the warranty (do you know the difference between limited, full and extended?) is the usual 12,000 miles or 12 months, whichever comes first. During the shakedown cruise the car develops a few ailments covered by the warranty and the dealer sets the matter straight without a struggle. Nice man.

He stamps the bill "No Charge" and you leave the garage with the warm feeling of having met an honest man. Except, the dealer neglected to itemize the work done. No harm done—he didn't charge for whatever it was he did.

But this means you can never prove that the problem was there from the beginning but never corrected.

"One of the most common complaints against new car dealers is that repairs are duplicated again and again—or, despite repeated attempts, are not effective. Subsequently, after the warranty runs out, the owner may have to have proper repairs done at his own expense."

The quote above, and all the rest of the foregoing auto buying lore is from

"Common Sense in Buying a New Car," published by the DOT Office of Public and Consumer Affairs.

The 31-page pocket-sized booklet was written principally by Bernard M. Ames, a consumer affairs specialist in the National Highway Traffic Safety Administration.

Ames doesn't miss much in guiding the car buyer through the minefields of acquiring a new set of wheels. A typical Ames-ism: "Repair and maintenance problems don't work themselves out—they get worse."

He covers dealer servicing, safety, comfort, testing for performance and fuel economy, services covered by warranty and a general checklist of pitfalls to avoid in buying a car.

And he explains the differences in limited, full and extended warranties.

Single copies of the booklet can be obtained from the DOT Office of Public and Consumer Affairs, rm. 10409, and also from the DOT credit union.

## DOT Photographer Heads Scout Troop

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Following the recommendation of leaders of his neighborhood, church and scouting officials, he was selected as the "Scoutmaster of the Year" for the Marlborough District of the Washington National Capital Area Council for 1977.

He's looked at a good part of the world through his view finder, first glimpsing a foreign shore when his unit landed in North Africa in 1944. From there on it was Italy, Scotland, France, Belgium, Holland, Germany and several other European countries.

He's been to Guam, Hawaii and Korea, and on this side of the oceans, to Panama and a half-dozen of the states.



Zumstein

Yost

Stewart

## Carter Picks 3 for Admiral Stars

President Carter has nominated three Coast Guard captains for promotion to rear admiral.

Selected were William H. Stewart, deputy chief of staff, Coast Guard headquarters; Louis L. Zumstein, chief of operations, 7th Coast Guard District, Miami; and Paul A. Yost, Jr., chief of staff, 17th Coast Guard District, Juneau, Alaska.

Stewart, 51, is a 1949 graduate of the Coast Guard Academy. In 1957 he entered George Washington University, Washington, D.C., where he earned a masters degree in public administration.

In 1967 Stewart became commander of the Cutter "Androscoquin" with duty in Viet Nam. From there he was assigned to Coast Guard headquarters as special assistant to the Commandant and later, as administrative aide to the Commandant.

Zumstein, 49, graduated from the Coast Guard Academy in 1951. After serving aboard three cutters he was assigned to flight training school in 1954 and won his wings in 1956.

Following various flying assignments, Zumstein went to Purdue University where he worked toward his masters degree in industrial administration. From the middle '60s until 1969 he was an aviation repair and maintenance officer.

After a tour at Coast Guard headquarters he became commander of the Coast Guard Air Station at Cape Cod, Mass.

Yost, also 49, is a 1951 graduate of the Coast Guard Academy. He served aboard ships and overseas before returning to the Academy in 1955 as a tactics officer.

Following his Academy assignment he served two years as commander of the Cutter "Agassiz" and then spent a year at the Naval War College as a student.

A tour of duty in Viet Nam followed and in 1970 he returned to Coast Guard headquarters where he became special assistant to the Assistant Secretary for policy and international affairs. He later served as Captain of the Port at Seattle, Wash. and moved in 1975 to his present assignment at 17th Coast Guard District headquarters.

## Coast Guard to Listen in on CB '9'

"Mayday . . . Mayday . . . we're sinking . . . we're three miles southeast of Breezy Point . . . gotta go."

This frantic message sent flashing through the air via a Citizen Band radio shortly after noon on the last day of May saved the lives of five Washington area men.

The call went out over CB channel 9, reserved by the FCC for emergency transmissions, and was picked up by the Coast Guard station at Taylors Island, Md.

This terse plea for help brought an instant response. Station chief BMC J. D. Little ordered MK2 Donald Horne and his crewmates, BM3 Curtis Bull and FNMK Ronald Creedon to get underway in the station's 40-foot boat.

On their way within three minutes, the rescuers sighted the foundering boat within 30 minutes and had the men safely aboard a few minutes later.

This kind of fast reaction to life-and-death boating situations is expected to become more widespread this summer now that the Coast Guard officially monitors CB emergency calls.

"We'll have some 210 Coast Guard shore units around the country monitor-

ing CB channel 9 in an effort to increase the margin of safety for those boaters not equipped with standard marine radios," CDR James G. Williams, assistant chief of the Coast Guard telecommunication division said.

"However, let me emphasize that the Coast Guard is not instituting a CB maritime distress system," Commander Williams said. "Our primary voice communications system, including distress calls, will remain on 2182 kilohertz and VHF-FM channel 16."

Since additional personnel will not be used to implement the program, the CB equipment may be turned down or off at times if it interferes with the primary duties of the monitoring personnel.

The CB coverage around each station will be whatever can be gained using FCC type-accepted equipment and a standard base station antenna. A coverage area of about 5 to 10 miles is expected.

Requests for radio checks, weather information or local marine conditions will not be answered as this type of communication violates FCC rules.

Seven stations in Maryland, seven in Virginia and two in Delaware are equipped to monitor CB channel 9.



Al Rockwell, NHTSA, (left) shakes Henry Newport's hand after presenting him with a check for his prize winning performance in the DOT golf tournament May 23. Tournament chairman, Israel Valdez, Sr., (center) registers his approval. Other tournament officials were: Gilbert Butler and Armando Rodriguez, both of UMTA. Thomas Priola, FHWA, Al Rockwell, NHTSA, and Jack Pope, OST. Reestablished after a two-year layoff, the tournament attracted 86 players.