

THIS IS YOUR
METRO
Owner's
Manual



Your Metro . . .
How To Use It

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
600 Fifth Street, N.W., Washington, D.C. 20001



TABLE OF CONTENTS

I. METRO IS HERE.....	3	V. WHAT IS PHASE I AND WHERE ARE THE STATIONS.....	12
II. WHAT IS METRO.....	3	• Station Locations and Addresses.....	12
III. TERMS AND FACTS YOU NEED TO KNOW.....	5	• Station Entrances.....	12
• Identification Pylons.....	5	• Type of Station.....	12
• Surface, Subway and Aerial Stations.....	5	• Location Of Facilities For the Handicapped.....	12
• Free Area/Paid Area.....	5	VI. HOW TO GET IN ... GET ON ... GET OFF AND GET OUT.....	14
• Fare Gates.....	5	• Parking Facilities.....	14
• Temporary Collection Fare Kiosk.....	6	• How To Find Your Station And How To Enter.....	14
• Information Kiosk.....	6	• How To Pay Fare And Get A Transfer.....	14
• Station Attendant.....	6	• How To Get Information—Kiosks, Maps and Pylons.....	14
• Mezzanine.....	6	• How To Get To The Platform.....	14
• Information Pylon.....	7	• Waiting For The Train.....	15
• Color-Coded Lines.....	7	• Boarding The Train.....	15
• System Maps/Neighborhood Maps.....	8	• When To Get Off The Train And How.....	15
• Park & Ride.....	7	• Exiting The Station, Now And In The Future.....	15
• Bus & Ride.....	7	VII. YOUR METRO CAR.....	16
• Kiss & Ride.....	7	• Comfort and Other Features.....	16
• Facilities for Handicapped.....	8	• The Train Operator.....	16
• Platform Lights.....	8	• The Automatic Train Control System.....	16
• Third Rail.....	8	VIII. STATION DESIGN AND SECURITY.....	17
IV. INFORMATION TO HELP YOU RIDE.....	8	• Designed For Comfort And Security.....	17
• Hours Of Operation.....	8	• Metro Transit Police.....	17
• Fares And Frequency Of Service.....	8	• Closed Circuit Television Surveillance.....	17
• Transfers.....	9	IX. HOW TO CARE FOR YOUR METRO.....	18
• Parking.....	9	X. KEY POINTS TO REMEMBER.....	20
• Fare Collection.....	9		
• Handicapped/Senior Citizen Fares.....	9		
• Use Of Elevators For The Handicapped.....	9		

I. METRO IS HERE . . .

And with it comes that very special feeling from owning something of value. Like that new house, that sleek car, that special something you have always wanted, you can't help feeling good about the fact that it's yours.

Metro is yours . . . and it's great! It isn't finished yet. Refinements are still being made. But Phase I is operating and the ride—even though it's only 4.6 miles—is a grand experience. Soon this opening segment will be reaching out in all directions of our community, expanding the service area until, in just a few short years, the full 100-mile system will be operating for your convenience and pleasure.

Most important is that Metro belongs to you, the citizen, the taxpayer. It was your decision to build it. It is your investment that sustains it. And you have every reason to be proud of it.

That's why this booklet is called the "Metro Owner's Manual." It is devoted to showing you how to use your Metro system, how to maintain it, and how to get the best personal return on your investment dollar.

The Owner's Manual is more than a promotional tool. Its size, its structure, its illustrations and its language are all aimed at providing you with an easy reference on how to get the most out of your Metro. It will fit into either your pocket or your purse so you can keep it handy whenever you need to know something. We hope all your questions have been anticipated and answered.

Enjoy *your* Metro. Be proud of it.

Warren Quenstedt
Warren Quenstedt
Acting General Manager

II. WHAT IS METRO

A System

Metro is the product of more than fifty years of talk and some two decades of specific citizen and governmental action at all levels to try to relieve the oppression of polluting traffic congestion and to improve the physical character, economic well-being and environment of our National Capital region.

A major step came in 1959, when a Congressionally-authorized Mass Transportation Study recommended the introduction of a rapid rail system in the region. This led, in 1960, to the creation by Congress of the independent National Capital Transportation Agency (NCTA) to begin planning for rapid rail. In 1965, Congress approved the heart

of the network, a 25-mile system.

In 1967 NCTA was replaced, as Congress had intended, by the Washington Metropolitan Area Transit Authority. WMATA is a public authority uniquely responsible to—and representative of—the District of Columbia, Northern Virginia and the Maryland suburbs. Its job is to build Metro and to operate both Metro and Metrobus.

Metro really began in 1968 when the eight participating jurisdictions of the region, working through WMATA, agreed on routes and financial cost-sharing for a 98-mile regional rapid rail system. Federal participation in the project was passed by Congress and signed by the President December 9, 1969.

The same day ground was broken at Judiciary Square and construction began for Metro.

Designed For You

Your first Metro ride will be an eye-opener. It will be an entirely new transportation experience. Millions of man-hours went into planning the system, including the smallest of details to make it easy and safe for you to get to where you are going. Little touches like the station platforms that slope imperceptibly away from the tracks, so an un-locked wheelchair or a dropped baby bottle will roll away from the track area, are all part of making your Metro safe. Pulsating lights along the platform edge tell you when a train is approaching the station. An abrupt change of flooring material from smooth quarry tile to rough granite lets your foot know immediately that you are close to the edge of the platform. Fast, smooth escalators allow you to enter and leave stations effortlessly. Ease of visibility across the stations, elimination of dark corners and hidden spaces, closed circuit television surveillance—all support the special Metro transit police force to assure your personal safety. Year-round temperature controls in the stations and on the trains keep your environment comfortable—no matter what the weather outside. Special pads beneath the tracks and sound-proofing in stations and cars let you escape the customary din of daily urban travel. These are only a few of the highlights of how Metro was designed . . . with you in mind. You will find many more as you go through this manual . . . and as you use your Metro.

And The Future

A safe and sane metropolitan train will ultimately carry you through the most modern transit system in the world. Over 100 miles of rapid rail service will take you in and out of the city and along eight radial corridors covering the National Capital region.

Ease of movement will provide access to jobs in different locales, helping to promote orderly growth in suburban areas and attract new business and industry which will, in turn, help create new jobs, strengthen real estate values and broaden the tax base.

Phase I, with its five operating stations and 4.6 miles, running through the heart of Washington, is only the beginning.

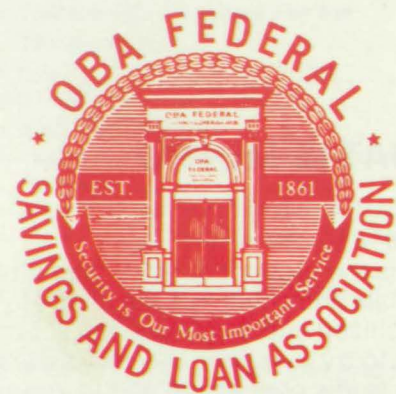
The next few years will see Metro expanding through the suburbs with a total of 87 stations serving your transportation needs.

Completion of the 100 miles of subway and surface rail is scheduled for 1982. Your completed regional system will operate daily from 5 a.m. to 1 a.m. with trains running every two minutes during rush hours on the main routes—every four to eight minutes on branch lines.

Patrons who elect to drive to a station and then ride the train to their destinations will find parking facilities—almost 30,000 spaces available throughout the regional system.

And, once on board you'll experience a gliding kind of riding at an average speed of 35 miles per hour including stops, with a potential of up to 75 miles per hour. No stalls in traffic. Simply a fast, convenient way of getting where you want to go . . . in a safe and comfortable manner.

Metro, the most modern transit system in the world, is here building for the future, and it's yours.



Washington's Oldest Established 1861

OBA FEDERAL
Savings and Loan Association

600 F Street, N.W. Washington, D.C. 20004
Phone 628-7300

III. TERMS AND FACTS YOU NEED TO KNOW

Once you have taken your first ride on Metro you will realize how easy it is to use but, as with anything new, there are a few terms and facts you ought to know to help you get around. These terms are used throughout this manual in the detailed explanations, so a quick review of their precise meaning will be helpful.

As you approach a Metro station you will see a distinctive bronze-colored *pylon* with the lighted Metro "M" on all four sides at the top. These *identification pylons* are located at every station entrance so you can spot them easily, day or night.

You will find escalators at Metro stations to transport you in and out. Attractive granite walls mark the entrance and exit ways of *subway* stations. The names of stations appear on the granite over the entrances.

As you descend the escalator you will enter the *passageway* in *subway* stations. This will lead you to what is known as the *free area* which is the station area before you pass through the *fare gates*. Once you have paid your fare and enter the station you will be in the *paid area*.



Stations are classified as either subway, surface or aerial. There are no surface stations in Phase I.



Rhode Island Avenue Station is the only station in Phase I that is aerial. The other four operating stations are subway.

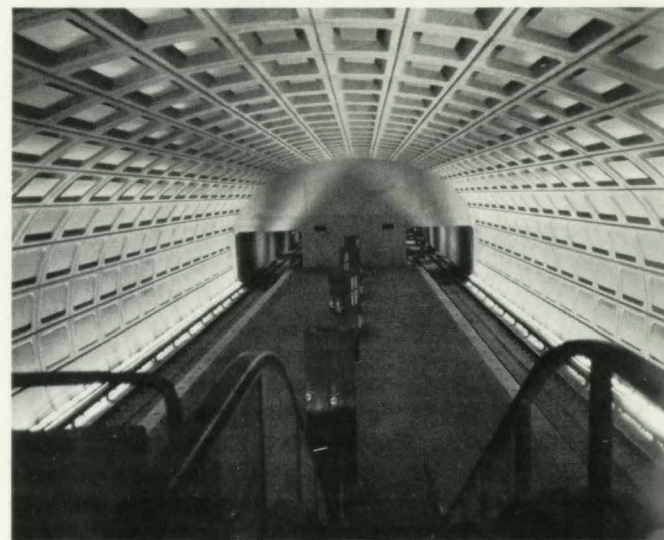
In Phase I, your fare will be collected by an attendant in a small booth known as the *fare collection kiosk*. Place your fare in the collection box at either side. **Exact change will be required.** Later on, this temporary fare collection equipment will be replaced by modern *automatic fare collection* equipment and the temporary kiosk will be removed to make way for automated *fare gates*.

The large booth behind the fare collection kiosk is called the *information kiosk*. It will be staffed by the station attendant whose job is to help you (the attendant does not carry change or sell anything) and to monitor the activity of the station by direct view as well as closed circuit television surveillance. The *station attendant* also has some control over station operations such as escalators, lighting and public announcements. You can always identify *station attendants* by their bright orange jackets.



Platforms, or boarding areas, are classified as either *center platform* or *side platform*. At *center platform* stations, trains run on tracks at either side of the platform and you board from the middle of the two sets of tracks (as pictured on the left). *Side Platform* stations have the tracks running down the middle of the station and you board from the side (as pictured on the right).

6



The *mezzanine* area of a subway station is located above the *platform*. In most Phase I stations there is a *mezzanine* at both ends of the 600-foot long *platform* where you will catch your train. You will descend to the *platform* via the escalator from the *mezzanine* and reverse the sequence at the other end of your trip.

Information pylons are located throughout the stations on *mezzanines* and *platforms* to give you directions each step of the way. They contain route information, entrance and exit information and other directions to help you. These *information pylons* are similar to, but somewhat smaller than, the outside Metro pylons.



Metro routes or *lines* are color-coded. Each of the five continuous *lines* has a distinctive color to make it easy for you to identify which train you want. In Phase I, you will be traveling on a portion of the *Red line*: from Rhode Island Avenue Station to Farragut North Station (and return). In addition to being referred to by color, *lines* will also be identified by the eventual terminal points.



So the *Red Line* is also known as the *Glenmont/Rockville line*. (The map on pages 10 & 11 shows you the color-codings for each line.)



The *line destination* sign on the outside of the train will give you the name of the terminal point of a specific route. In Phase I, the *line destination signs* will read Farragut North or Rhode Island Avenue. The *line destination sign* background will be the color of that line with white letters. In Phase I, the background color of the *line destination signs* is red.



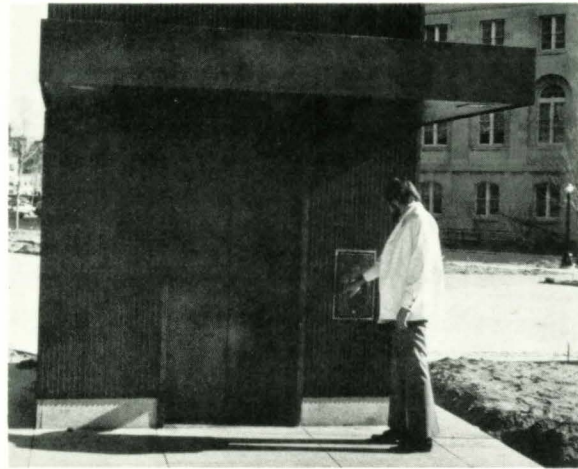
Park & Ride is a feature of many Metro stations. It means you can drive your car to the station, park in the parking lot located there and ride Metro the rest of the way. In Phase I, Rhode Island Avenue station is the only station with *Park & Ride* facilities. The cost is a dollar per day, acceptable only in token form as explained on page 9. You pay by *special token* on exiting the lot. Just follow parking signs into the lot. Park and take the Metro. Special parking is provided for the handicapped. Free storage is available for bicycles.

Bus & Ride Metro is really the best way to get around. Take Metrobus to a Metro station and ride the train the rest of the way. Transfers are available between Metrobus and Metro as described on page 9. Many stations will have special bus lanes entering and exiting to speed you along your way as you connect, or *interface*, with the bus and the train. All stations will connect conveniently to bus routes.

Kiss & Ride is a term used to indicate special areas where a Metro rider can be dropped off right at the station. The *Kiss & Ride* lanes are set up so that a passenger can be dropped off and the driver can easily continue out of the station area.

7

Every station will have *system maps* which show all the Metro *lines* and *neighborhood maps* which show in detail the area within 15 minutes walking distance of the station. These are found on the sides of the public telephone booths in both the *free* and *paid* areas. They are easy to spot because they are colorful and lighted.



Metro stations have special *elevator facilities* for the handicapped. A typical elevator for the handicapped looks like the one pictured at Judiciary Square Station. Special instructions on using facilities for the handicapped are provided on Page 9 of this manual.

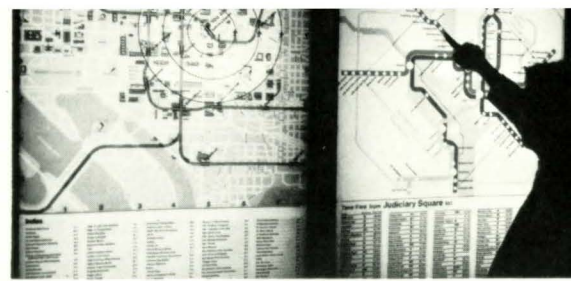
Metro runs on 750 volts of direct current which is brought to the train via the *third rail*. The other two rails should be avoided because they are the ground, or return path, for the current. Metro's surface routes are all fenced off from the public and a protective shield, as shown, covers the live *third rail*. Tell your children to keep away from Metro tracks. They are definitely off-limits.

IV. INFORMATION TO HELP YOU RIDE

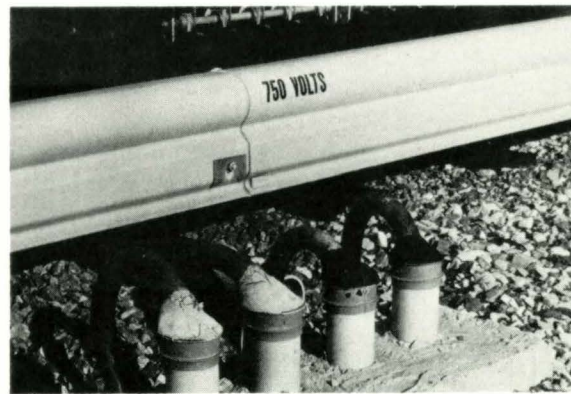
There is some very basic information about your Metro that will make travel much easier for you. Take a few moments to review this material before your first ride. It will save you time, eliminate uncertainty and you will enjoy your trip more.

Hours of Operation: During Phase I Metro

8



The *platform lights* in the granite edge of each platform will pulsate to notify you a train is arriving in the station.



will operate Monday thru Friday from 6 a.m. to 8 p.m. There will be no weekend or holiday service.

Fares and Frequency of Service: During *Rush Hours* (6:30 to 9 a.m. and 3:30 to 6 p.m.) your fare will be 55¢. During the *Non-Rush Hours* your fare will be 40¢. **Exact fare will be required** at all times. **Change making facilities are not provided and no scrip will**

be issued. During Rush Hours, trains will run every 5 minutes. During Non-Rush Hours, every 10 minutes. Senior citizens and the handicapped pay full fare during the Rush Hours but only 20¢ during Non-Rush Hours. You must have a *Metro Handicapped* or *Senior Citizen Identification Card*.

Transfers: You will be able to transfer between Metro and Metrobus by using the following procedure.

Metrobus to Metro: 1) Pay the full fare which applies to the bus zone of your final destination. 2) Ask for your transfer, punched to indicate the bus zone of your final destination. 3) Present your transfer at the Metro Station. 4) Pay an additional 15¢ if your Metro ride is during Rush Hour.

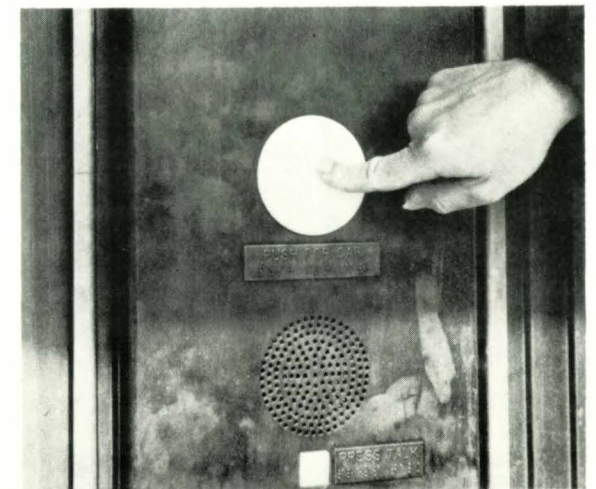
Metro To Metrobus: 1) Pay the full fare which applies to the bus zone of your final destination. 2) Pay an additional 15¢ if your Metro ride is during Rush Hour. 3) Ask for your transfer, punched to indicate the bus zone of your final destination. 4) Present your transfer to your Metrobus operator.

Metrobus To Metro To Metrobus: 1) Pay the full fare which applies to the bus zone of your final destination. 2) Ask for your transfer, punched to indicate the bus zone of your final destination. 3) Show your transfer at the Metro station and pay an additional 15¢ if your Metro ride is during Rush Hour. 4) **Keep Your Transfer.** 5) Present your transfer to your Metrobus operator.

Parking: During Phase I operations there will be only one Metro station which provides parking. The Rhode Island Avenue Station, located in northeast Washington at Rhode Island Avenue and 8th Street, offers 300 parking places for your convenience. You will be able to park at the station all day for \$1. **A special parking token will be required to operate the parking gate.** Tokens are available in the *free area* of the station from vending machines. Vending machines will accept either coins or a dollar bill. Place your token in a hopper basket to activate the parking gate when exiting the parking area. Don't forget . . . you'll need that special parking token to get out.

Fare Collection: During Phase I your Metro fare will be collected by Metro station attendants at temporary kiosks. You will pay your fare just as on Metrobus. Don't forget . . . you must have exact change. Metrobus tokens will be accepted (plus 15¢ during rush hours). In the near future fares will be collected by automatic fare collectors.

Senior Citizen and Handicapped Identification Cards: Senior Citizens, 65 years old and older, may obtain identification cards at any of the 77 public libraries in the metropolitan area. Handicapped persons must obtain identification cards at Metro headquarters, 600 Fifth Street, N.W. You may call 637-1245 or 637-1246 for further information.



Use of Elevators for the Handicapped

Elevators are controlled by *station attendants*. Two buttons are located on the outside of each elevator. To use the elevator, push the "*Press To Talk*" button. The *station attendant* will answer your call and give you further directions. A second button is the *elevator call button*. Both the "*Press To Talk*" and the *elevator call button* are identified by raised printing and in Braille. Once inside the elevator, push the button by the door to activate the elevator. If further assistance is needed, the elevator has an intercom which will also put you in contact with the station attendant. For further information about this important service for handicapped persons, call 637-1245 or 637-1246.

9



Washington Metropolitan Area Map

Metro Phase I Service

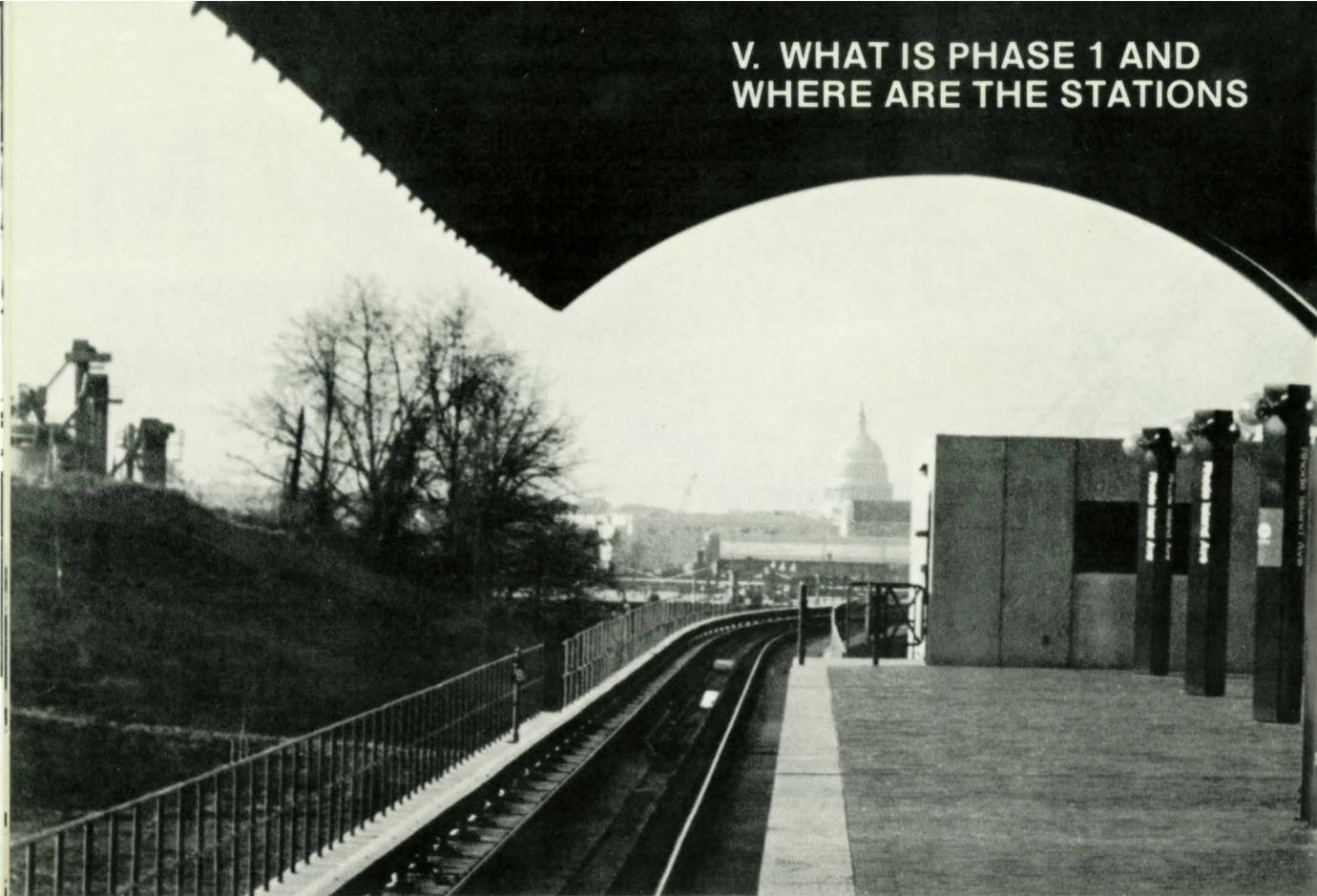


For Metro Transit News **Listen to**

WTOP 15
NEWSRADIO

**THE RADIO STATION THAT
COMES TO YOUR MIND**

V. WHAT IS PHASE 1 AND WHERE ARE THE STATIONS



During Phase I, a total of five stations located in the downtown area of Washington—all on the *Red line*—will be open. Four of these stations are *subway* and the fifth, Rhode Island Avenue, is an *aerial station*.

Rhode Island Avenue Station is located on the south side of Rhode Island Avenue and 8th Street, N.E., and is a *center platform station*. During Phase I it will be a *terminal station*, and has a parking lot with 300 spaces, including a special section reserved for the handicapped. The elevator for the handicapped is located inside the station enclosure and near the escalators. Parking spaces for motorcycles, racks for bikes, *Kiss & Ride* islands where riders can be dropped from cars, as well as a large number of bus routes serving riders, complete the facilities. Easy to recognize by its gull-wing shaped platform cover, the station has a unique view of the Capitol dome.

Shortly after leaving Rhode Island Avenue

12

Station, the tracks dip underground, with the next stop **Union Station-Visitor Center** at Massachusetts Avenue and First Street, N.E. One entrance is located in the west portico of Union Station. The other entrance is on First Street, N.E. Access to the handicapped elevator is by way of the First Street entrance until the National Visitor Center opens. At that time access to the elevator will also be from the Visitor Center. This elevator will go from the garage to the mezzanine. From the mezzanine a second elevator will take the handicapped person to the platform. (You can see one elevator from the other.) The National Visitor Center garage is off the First Street, N.E. ramp between Massachusetts Avenue and G Street, N.E. This *center platform* station is the terminal and originating point for over thirty bus routes, and is just a short walk from the Capitol, Congressional offices, the Supreme Court and the Library of Congress.

Next station on the *Red Line* is **Judiciary Square**, a *side platform station* which has two entrances. One entrance leads off F Street in the middle of the block between 4th and 5th Streets, N.W. This is immediately south of the "Old Pension Building." The second entrance is located on 4th Street, N.W., just north of D Street. This is across Third Street, N.W., from the new Tax Court Building.

The two elevators for the handicapped are located near the station entrance off F Street between 4th and 5th Streets. One elevator serves the platform for trains going toward Rhode Island Avenue. The other elevator will take the handicapped to trains headed for Farragut North. An intercom at the elevators connects the handicapped person with a station attendant who will help see that the correct elevator is used.

Judiciary Square is the hub of Police Headquarters, District and Superior Courts, Metro Headquarters, and the Government Accounting Office.

The **Gallery Place Station** is located under the National Portrait Gallery, with station entrances located on the southeast corner of 9th and G Streets, N.W. (this is kitty-corner from the Martin Luther King Memorial Library) and on the southeast corner of 7th and G Streets, N.W. Although operational, **this station will not be open** to the public during Phase I due to a court order pertaining to facilities for the handicapped.

Metro Center Station, named because of its location in the central business district and because it will become the major system transfer point, is the next stop. It is located at 12th and G Streets, N.W., with two entrances to open in Phase I and two more to open later. The entrances are on the southeast corners of 11th and G Streets, N.W., and 13th and G Streets, N.W. The 11th and G Streets entrance is in the corner of the Woodward and Lothrop building. The entrance elevator for the handicapped is on the northeast corner of 12th and G Streets, N.W. This station is a two level station, where *lines* will eventually interchange but, during Phase I, only the upper level and tracks will be in use. This area is the heart of the downtown shopping district, and only a short walk



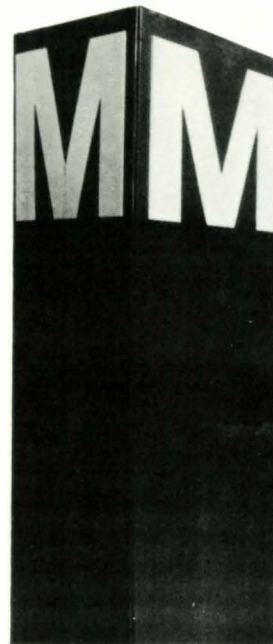
from such attractions as Ford's Theatre, the National Portrait Gallery and the National Theater.

The fifth station in Phase I is **Farragut North** with the entrance located on the northeast corner of Connecticut Avenue and L Streets, N.W. Two other entrances—the southwest corner of Connecticut and L and the southeast corner of Connecticut and K—will not be open during Phase I. The two entrances will open shortly thereafter depending on construction schedule. However, the facility for the handicapped at this station, an inclined elevator, will be operational in Phase I and entered through the Connecticut and K Street entrance. This area contains many of the major airline and travel sales agencies, restaurants and bars, as well as banks, hotels, legal and medical offices. Farragut Square is one of the major areas for Metrobus service.

13

VI. HOW TO GET IN . . . GET ON . . . GET OFF . . . AND GET OUT

Phase I runs along a portion of the *Glenmont/Rockville Line* . . . the *Red line*. The operational stations are: Rhode Island Avenue, Union Station—Visitor Center, Judiciary Square, Metro Center, and Farragut North.



No matter how you arrive at a station—whether you *Bus & Ride*, *Kiss & Ride*, *Walk & Ride*, *Park & Ride*, or *Bike & Ride*, you will always be able to spot the Metro station by the distinctive bronze identification pylon with the big "M."

At the Rhode Island Avenue Station, and other stations in the future with parking lots, you can zip into the lot, park and lock your car and take the train to your downtown location. When you return to the station be sure to buy your dollar parking token from the vending machine in the *free area* of the station before you exit. You must have it to exit the parking lot.

To locate the station most convenient to your origin and destination, just look on the map in this manual on *pages 10 & 11*. If you need help finding how to get there by Metrobus, call your Metro Travel Agent at **637-2437** for route, schedule and fare information. If you are in the station and need to know Metrobus information, check with the *station attendant* at the *information kiosk*. Remember *station attendants* are the people in the bright orange jackets. As you

14

approach the escalator you will notice the name of the station on the granite wall.

As you pass down the escalator through the passageway you will notice a few colorful advertising displays on the walls. Below the displays is a hand rail to aid the visually or physically handicapped as well as the elderly. You should note the location of the public telephones, the map displays, the trash receptacles, and the ash trays upon entering the station. The ash trays are a practical reminder that smoking is *not* allowed in Metro.

As you stand in the *free area* you will see the temporary fare collection kiosk directly ahead. This kiosk will be manned by a fare collector. On either side of the kiosk is a farebox. Drop the **exact fare** into the box (no scrip will be issued and **no change is available anywhere in the station**). If you need a transfer, ask the fare collection attendant.

As you move ahead into the *paid area* on the *mezzanine* of *side platform* stations you will see the *information pylons* which direct you to the proper escalator down to the *platform*. Just follow the direction of the arrow on the *pylon* to the nearest down escalator. In *center platform* stations take any escalator to the platform where you will find the *information pylons*.

The *platform* is the area where you wait and board the train. The lights along the edge of the platform will pulsate as your train approaches. As you look around the platform take notice of where trash receptacles are and, please, always use them. Don't throw anything on the track area or on the floor in your Metro.

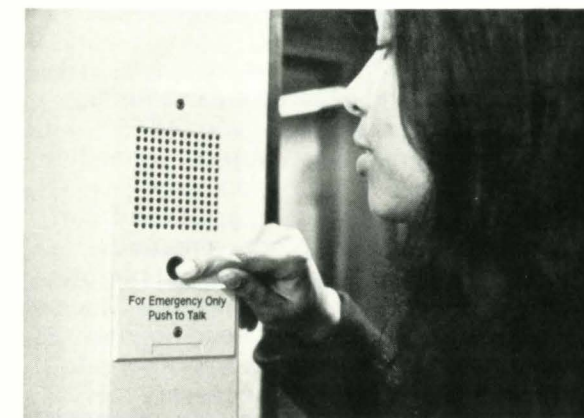
Information pylons are spaced at intervals along the platform. They contain information about the direction the trains are traveling.

Since each line is *color-coded*, you simply look for the five-inch color dot signifying the line you want and check the station names next to it to determine how many stations there are between you and your destination. If the color of your line is not on the pylon or your desired station isn't listed, you are probably on the wrong platform.

As you wait for the train you will see the tracks below the platform with the live *third rail* on the far side from you. You will notice

that the familiar clickety-clack sound is absent as the trains roll over the tracks. This is so because the trains run over quarter-mile, steel rail segments welded together, which are cushioned to reduce noise and vibration.

As the train approaches, stand back from the edge and wait for the train to stop and the doors to open. You will see the *color-coded line destination sign* with the name of that particular train's terminal station on the front and along the sides. Make sure you have the right train and then board through any of the wide doors along the platform edge. Find yourself a comfortable spot and begin to enjoy your ride. As the doors close you will hear a *bell tone*. Never stand in the doorway . . . even though the doors cannot fully close on you.



While on the train you will want to familiarize yourself with the location of the *emergency call box*—one of which is located at each end of your car. If you ever have cause to use the call box, simply push the button on the box and the train operator will respond.

Also, notice that each car contains a system map adjacent to each door and line maps for the particular route you are traveling. Familiarize yourself with the system and the stations along each line. By reading the line map from left to right you will be able to determine the train's direction. Also, note that some stations are listed which have not yet opened.

As the train approaches each station, an announcement will be made saying "The next stop is . . ." (and the name of that par-

ticular station). When the train stops, the announcement will say: "This is . . ." (and the name of that particular station).

When the train reaches your stop, exit quickly keeping to your right. In *side platform* stations, such as Judiciary Square, you will always exit from the doors on the right side of the car as you face to the front of the train. In *center platform* stations, such as Rhode Island Avenue station, you will always exit from the left side of the car as you face front.

Proceed to the nearest *information pylon* to determine your best exit. The arrows on the pylons will point you to the exit you want. For example, you will see the phrase "Exit to G Street" in white letters with a white arrow pointing to the correct escalator. Proceed along the platform away from the train and track area and take the escalator.

Remember some stations, such as Metro Center, have more than one exit while others, such as Farragut North during Phase I, only have one exit and entrance. Check the information pylon to be sure.

During Phase I you can proceed directly out of the station to the street, parking area, *Kiss & Ride* or *Bus & Ride* areas. However, after the *automatic fare collection* equipment is installed, you will have to insert your *farecard* in the *fare gate* to get out. The fare will be subtracted from the card as you leave.

Remember there will be no change available in Phase I, so be sure you carry the exact change with you. Also, if you park at Rhode Island Avenue Station, you will need a dollar to purchase a special token in the *free area* of the station as you are exiting. This token has to be dropped in the basket provided at the parking lot exit in order for the gate to rise and let you out. The gate will only let out one car at a time.

You should also bear in mind that no food or beverages are to be consumed in the station. There are no public rest room facilities available. If an emergency arises, contact the *station attendant* in the *information kiosk*. **If you have questions about routes or schedules on Metro and Metrobus, call 637-2437.** For complaints, suggestions or special help call one of your Consumer Representatives at 637-1328.

15

VII. YOUR METRO CAR

A soft "whoosh" and some fairly muted sounds of steel wheels on steel rail is about all that is audible from your Metro train.

As the train glides into a station you will see the large windows in front to keep the train operator's visibility open to the track area. Visibility and openness, the elimination of clutter, are features of the Metro car design as well as the station design.

Tinted panoramic windows line the walls of the car to give you a clear view outside without glare and the discomfort of direct sunlight. Three sets of doors are evenly spaced along each side of the 75-foot car. The car interiors are lined with 81 padded seats, heavy-duty carpeting in earth tones, fluorescent lighting and air-conditioning to make your ride as comfortable, pleasant and safe as possible. Each 10-foot-wide car has standing room capacity of 94 persons in addition to the 81 seats. As you ride, standing or sitting, you will notice only the slightest indication of sway as the train rounds a bend. This is so because the alignment of the track was designed to reduce centrifugal force on turns and the car is built to minimize swaying.

The electronic equipment at Metro's Operations Control Center regulates the speed and spacing of your train. The operator is there to override the electronics, should it become necessary, and to monitor the opening and closing of the doors.

The train averages 35 miles per hour, including stops. Between some stations the train can travel at speeds up to 75 miles per hour. As the train leaves each station and enters the next there will be announcements on the train advising you of your next stop. An intricate telephone-radio network enables train operators to be in instant communication with station attendants, security personnel and the Operations Control Center. Aboard the train, passengers may speak with the train operator by intercom at each end of the car. The train operator may also use the system to address the passengers.

Metro transit police, some in uniform, will patrol rapid rail cars.

Automatic Train Control System

Metro uses an *Automatic Train Control*

16



At all times the electronics of Metro are under human supervision. The automation is there to prevent human error and the human is there to make certain the automation always performs.

system composed of three subsystems:

1. *Automatic Train Supervision (ATS);*
2. *Automatic Train Operation (ATO);* and
3. *Automatic Train Protection (ATP).*

The *ATS* system takes information from one of two digital computers and, under orders to operate an on-time, high performance rail network, will electronically "advise" the rail cars of the speeds, spacing intervals, how long to stay in stations and other performance characteristics necessary to achieve that goal.

The *ATO* converts signals from the *ATS* into operating instructions to the rail cars.

But before these directions are relayed to Metro's trains, the third subsystem—the *ATP* comes into play. The *ATP* acts like a traffic policeman, stopping trains or setting safe speed limits and other restrictions on train operations, to insure safety no matter what the *ATS* demands to provide on-time performance.

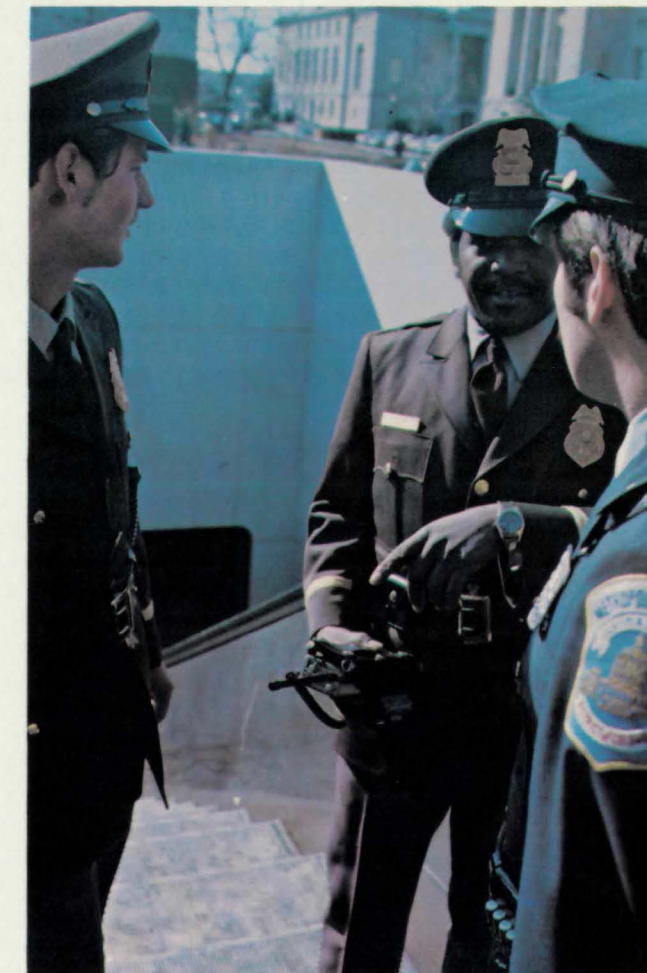
A variety of fail-safe features have been designed into the Automatic Train Control System to assure that during the sequence of events described above, a) instructions are not misinterpreted; b) false signals are not transmitted; c) actual signals do not go awry; and d) any malfunctioning of components results in a safer, rather than a more dangerous situation.

VIII. STATION DESIGN AND SECURITY

Everything about Metro was designed with two major considerations in mind: your *comfort* and your *security*. The idea is to attract the maximum number of people to ride Metro. The stations are spacious, with the monumental design of the large vaulted areas and free-floating mezzanines, open platforms on outdoor stations and roominess throughout. Air conditioning in subway stations is a unique feature of Metro. Indirect lighting bathes the walls of each station. The padded seats, soft carpeting, pleasant lighting, large tinted windows, air-conditioning of the cars are all there for your comfort.

While less than half of the 87 stations in the total system are *subway*, each station is essentially the same in design concept. The stations are 600 feet long (to accommodate eight-car trains), 60 feet wide and some 30 feet high. They are all built on a straight section of track so there will always be minimal separation between the platform and the train.

The recessed walls in the passageways, the free floating mezzanines, the escalator locations and other features are designed to prevent people from coming into contact with the walls. The elimination of corners and recessed or hidden areas in the system



leaves wide open sight lines for security purposes. From the *information kiosk* to the *mezzanine*, the station attendant has an almost completely unobstructed view of the station area and platform. Closed circuit television cameras scan the other areas of the station for monitoring by the *station attendant* in the *kiosk*. A telephone communications system ties the attendant into the *Operations Control Center* which, in turn, has direct communication with all local police, fire, rescue and emergency agencies. The highly trained Metro transit police force, both uniformed and in plain clothes, will be aboard trains. Local jurisdictional police, backed-up by Metro transit police, will enforce laws in the stations.

Metro is pleasant and secure for you.

17

IX. HOW TO CARE FOR YOUR METRO

Be proud of it! It is yours. You paid for it. It was built by you and for you. But, like anything else of value, it can be destroyed all too quickly—like that new home or sleek car that takes so much saving to buy. A dropped cigarette on the carpet, a spilled drink, scribbling on the wall by children of all ages, or the remainder of a sandwich on the floor—you wouldn't permit it in your home or car, don't permit it in your Metro—by anyone! Your Metro transit police are highly trained and present not only to protect you, but to help enforce *your* laws. Help them to help you. This country, especially this city, is a repository of beautiful monuments built over the past two centuries. That they've lasted for generations is proof of the care and pride you and your forebears have demonstrated. Metro is the latest of these monuments, and perhaps more important, a monument with more social significance than most. Destroy it and you break with the past. Take care of it, and it will take care of you—far into the future.

Passenger Conduct Ordinance:

The Washington Metropolitan Area Transit Authority Passenger Conduct Ordinance prohibits the following on Metro and Metrobuses: a) Smoking or carrying a lighted or smoldering pipe, cigar, or cigarette, b) Consuming food or drink, c) Expectorating, d) Discarding litter, e) Playing any radio, cassette or recorder unless it is connected to an earphone that limits the sound to the individual user, f) Carrying any flammable liquids, live animals, birds, reptiles, explosives, acids, and other dangerous articles, except for seeing-eye dogs properly harnessed and accompanied by blind passengers, and small animals properly packaged, g) Standing in such a manner as to obstruct the vision of the operator, h) Boarding any bus through the rear exit door, unless so directed by an employee or agent of the carrier, i) Refusing to pay the established fare or present a valid transfer.

In addition, the Washington Metropolitan Area Transit Authority or its agent or employee has the right to refuse to transport any person or persons whose conduct constitutes a breach of the peace.

Violation of this ordinance carries a fine of not less than ten (\$10) nor more than fifty (\$50) dollars for a first offense and not less than fifty (\$50) nor more than one hundred (\$100) dollars or ten (10) days in jail or both for each second and subsequent offense.

If everybody observes the rules, life will be very pleasant for Washington area travelers. The penalties and the Metro police force will provide a combined incentive for compliance with the law.

INDEX

aerial station	5, 17	handicapped	8, 9, 12, 13, 15
areas—free/paid	5, 14	information	6, 14, 17, 20
attendant, station	6, 14	kiosk	6, 14, 17
automatic train control	16	kiss & ride	7, 12
boarding	15	locations, stations	12
bus & ride	7, 12	lights, platform	3, 4, 8
closed circuit television	6, 17	maps	6, 10, 11
collection, fare	5, 6, 9, 15	metro transit police	4, 17
color-coding	7, 10, 11, 14, 15	mezzanine	6, 14, 17
design, station and train	16, 17	operation, hours of (rush, non-rush)	8, 20
detraining	15	operator, train	16
entering station	12, 14	parking, park & ride, token	4, 7, 9, 12, 14
exiting, station	15	platforms	3, 4, 6, 7, 8, 12, 14, 15, 17
elevators, handicapped	9, 12, 13, 15	pylons	5, 7, 14, 15
fares	8, 20	rush hour, non-rush hour	8, 20
fare collection	5, 9, 15	third rail	8, 15
frequency of service	8	transfers	9



