



metro

WASHINGTON
METROPOLITAN
AREA TRANSIT
AUTHORITY

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Washington, D.C. 20001

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METRO '77

OWNER'S MANUAL



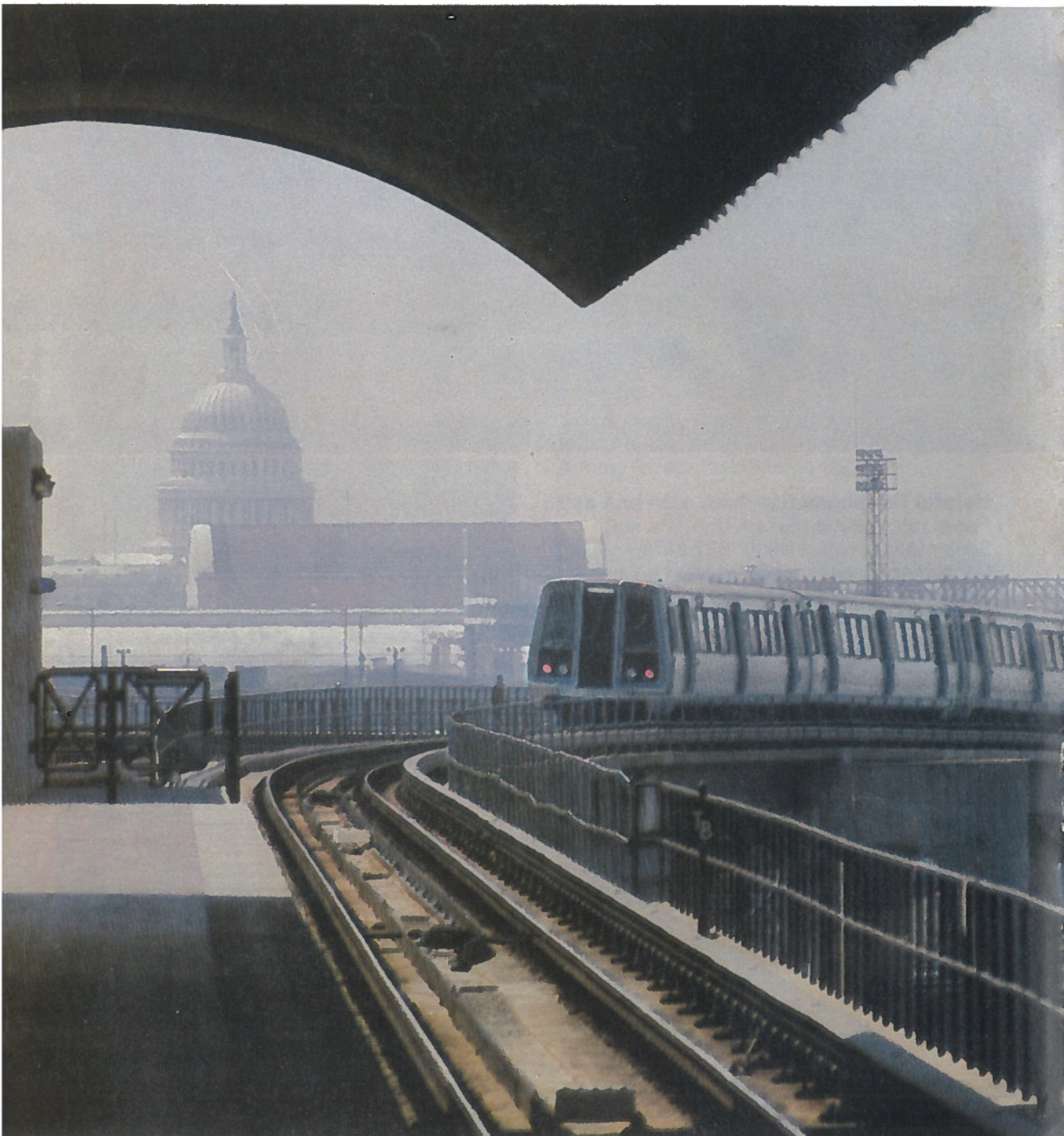
★
Metro Crosses
The River,
25 Stations
Are Open

★
Blue Line
Links National
Airport,
Downtown,
RFK Stadium

★
Red and Blue
Lines Meet
At Transfer
Point
Downtown

★
Automatic
Fair Collection
Begins; Bus
Route Changes
To Start

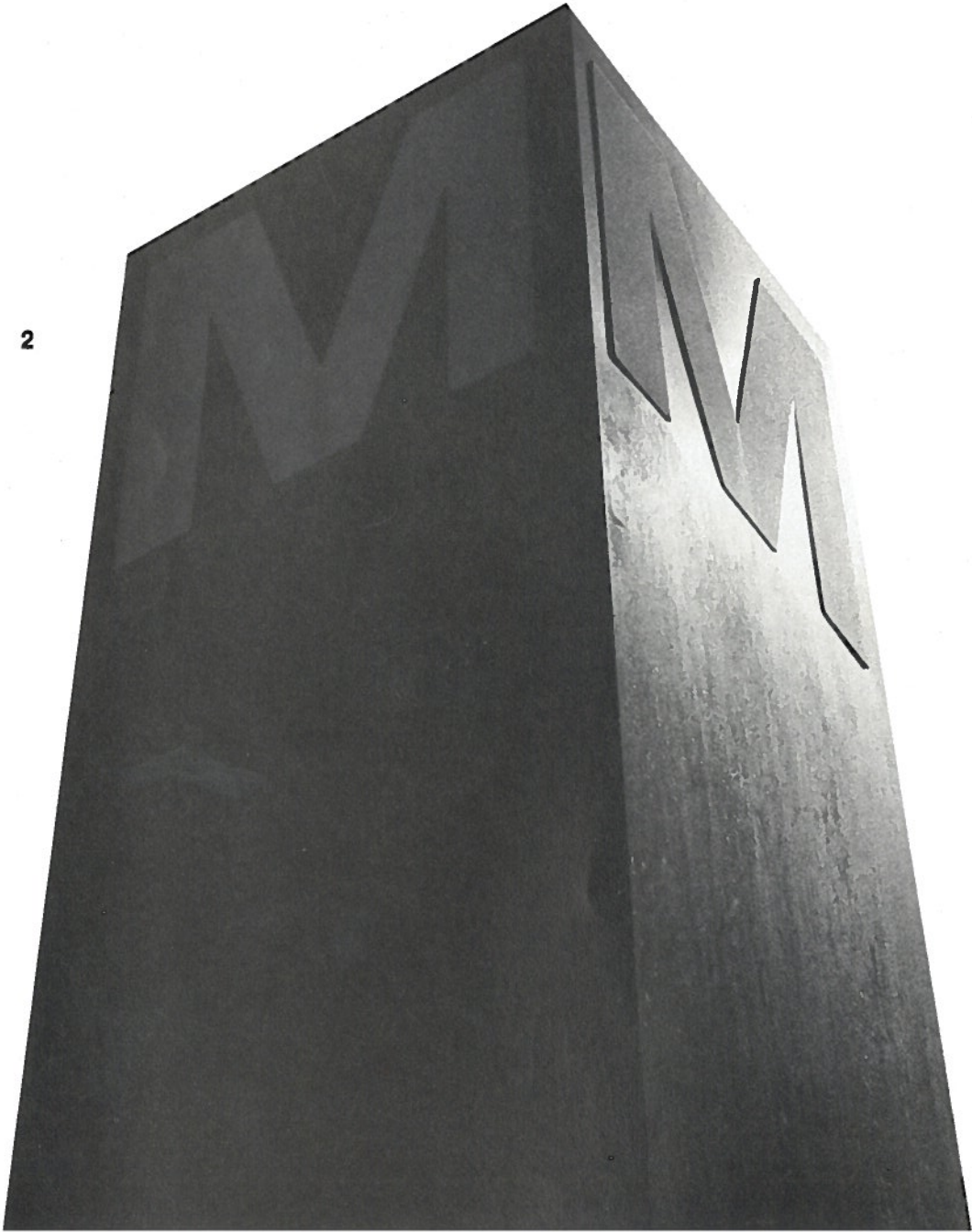
★
Silver Spring
Phase To
Open Next



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Metro Takes A Giant Step

Though it is little more than a year old, Metro has taken a giant step toward becoming a speedy and effective regional transportation system. These are the new developments:

- As of July 1, there are 25 stations open along 18 miles of rail. The new Blue Line extends all the way from National Airport in Virginia across downtown Washington, where it serves the major office buildings and stores, to RFK Stadium. The present Red Line, running from Dupont Circle, N.W. to Rhode Island Avenue, N.E. will connect with the Blue Line at Metro Center, a major transfer station downtown. This expanded Metro system will carry millions of riders to offices, schools, stores, and recreation centers on both sides of the Potomac River. In November, the Red Line will advance from Rhode Island Avenue, N.E. to Silver Spring, Maryland, adding another four stations and six miles of track. Next year, Metro will extend into Prince George's County, Maryland.



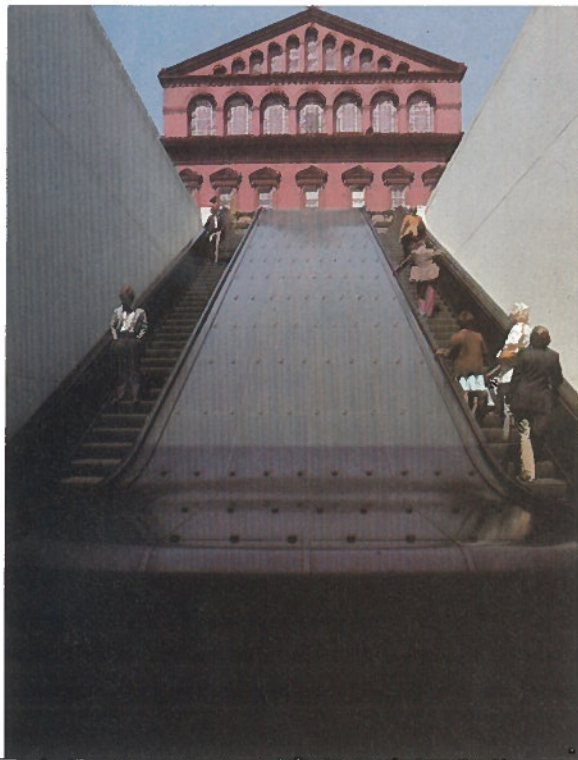
- Automatic fare collection begins with the opening of the Blue Line. Now you won't have to carry exact change and insert coins in a farebox. Instead, you'll buy a farecard at a vending machine in the station, insert it into a slot that pops it back to you in a half-second, and walk on to your Metro train. You can buy a 40 cent card for a single ride or one with up to \$20 worth of rides on it.

- The bus lines are starting to become feeders for Metro. This is a very important development. It means that bus and rail will become connecting parts of a single transportation system. Starting on July 17, many bus routes traveling from all parts of the region will begin to terminate at the outlying Metro stations. For example, much of Prince George's County bus service will turn around at either the Rhode Island Avenue Metro Station or the Stadium-Armory Metro Station. Most of the bus service in North Arlington County will also be turned around at this time at



the Rosslyn Metro Station. In September, Virginia bus service operating along Shirley Highway and through Alexandria will also become part of the feeder system for the Metro.

- The rapid growth of Metro will bring many benefits to citizens throughout the region.
- It will reduce travel time for many commuters, students, and shoppers. Metro travels at an average speed of 35 miles per hour—and sometimes up to 75. The average speed of auto traffic in rush hours is 8 miles per hour. Most Metro trips take only a few minutes.
- As Metro grows, it will begin to ease traffic jams, reduce air pollution, and save precious energy.



- Perhaps most important of all, Metro will allow us to come closer together as a region, so we can do a better job of solving common problems in more sensible ways. Local citizens and businesses will be able to move closer to station locations to reduce dependence on the automobile. Others will be able to move farther out to less expensive areas without adding to their present travel time or becoming isolated from shops, stores, schools, banks, and offices.

But all of this will happen, you may say, only if our region's citizens accept Metro and want to ride it. The evidence is that they will—enthusiastically. At the end of June, 1977, Metro had been in operation for only 15 months. During that time it carried nearly eight million riders—about three times the number that had been estimated for that period of time.

If you have been a rider of Metro, you know why it has been so popular. If you haven't used it, now is the time to begin. Please read the rest of this manual. It will tell you, step by step, how to use your Metro and get the most out of it. Metro belongs to you. You're one of its owners. Use it. Enjoy it.



How To Ride Metro, Step By Step

Look For the "M"

Near the entrance of every Metro station is a tall, brown-colored column or pylon. At the top of it on all four sides is the Metro letter "M". Walk to the "M" and you will find the station entrance.

Enter The Station

The name of each station appears over the entrance. Granite walls mark the entrance and exit ways of the subway stations. You will see an



escalator to take you inside. When you reach the bottom, you will find several things in this area of the station: Farecard vending machines, a color-coded map of the Metro system, a map of the neighborhood surrounding the station, telephones, trash receptacles, and ash trays. (Smoking, eating, or drinking is not allowed in Metro.)

Look At The Color-Coded Map

If you're not sure how to get to your destination, or what your fare will be, look at the color-coded map near the Farecard vending



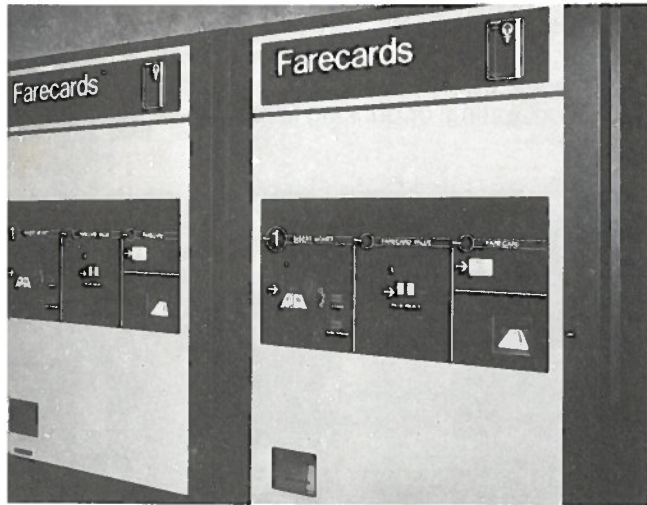
machines. The Red Line will be shown in red and the Blue Line in blue. You can easily count the number of stations between the one you're in and the one you want to get to. At the bottom of the map you will find fare information and time information. If you still feel unsure, ask the attendant in the information booth you'll find near you. You also can pick up a map of the system at the booth.

Buy Your Farecard

To use Metro, you have to use a farecard. Money will not be accepted. A farecard is needed both to enter and exit the rail station. More than one person cannot use the same farecard. You must have your own farecard to ride Metro. To buy your farecard, go to one of the vending machines marked FARECARDS. It will accept your money. You can use either bills or coins, depending on the value of the farecard you want to buy. If you're making a single 50 cent trip, and that's all you want, you can buy a 50 cent farecard. Most riders, however, use the Metro often and will buy a farecard with greater value. You can

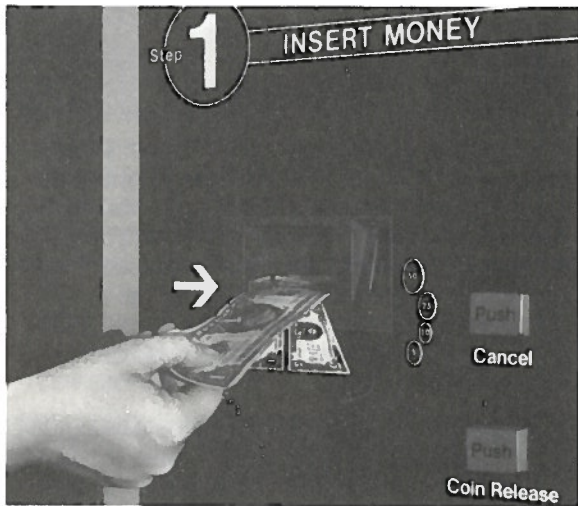


buy one worth up to \$20. This is the simple process for making the purchase:

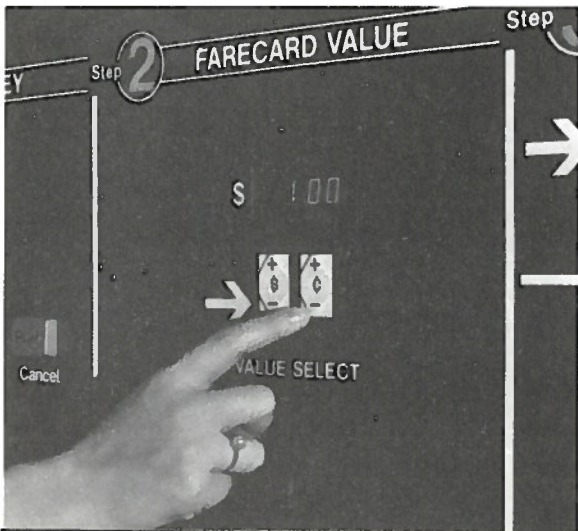


● Go to the machine marked FARECARDS.

6

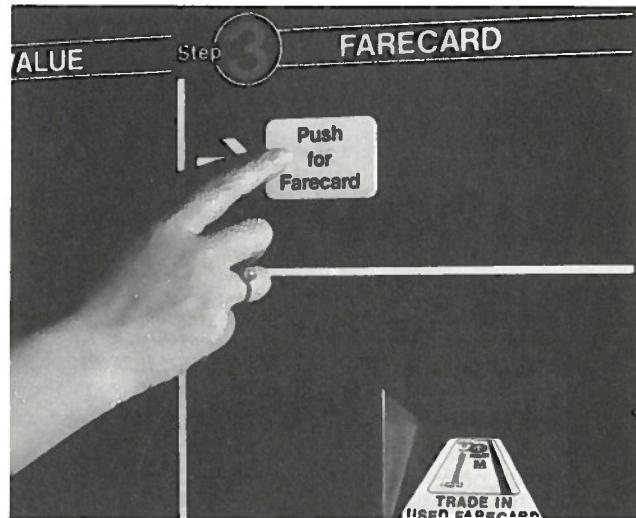


● At Step 1 on the machine, insert bills and/or coins. It will take nickels, dimes, quarters, half dollars, one-dollar bills, and five-dollar bills.



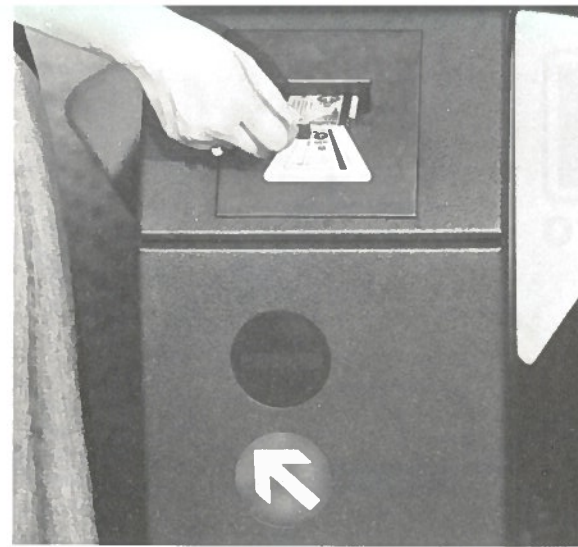
● At Step 2 on the machine, the amount you have put in will light up under the words FARECARD VALUE. If you want a farecard worth exactly that amount, all you do is press the white button marked PUSH FOR FARECARD. Your farecard will come out.

● If you want a farecard for less than the amount you have put in, press the minus (-) button until the amount you want shows on the machine. (Pressing the minus (-) button under the dollar amount will decrease \$1 at a time. Pressing the minus (-) button under the cents amount will decrease 5 cents at a time.) As you keep pressing one of the buttons, the amount displayed will keep changing. When it reaches the exact amount you want on your farecard, press the white button marked PUSH FOR FARECARD and you'll get a farecard with that amount on it and your change. You'll get the hang of it pretty quickly.



● What happens if you make a mistake and deduct too much money? No problem. Just press the plus (+) button until you come back to the right amount. Then press the white button and get your farecard.

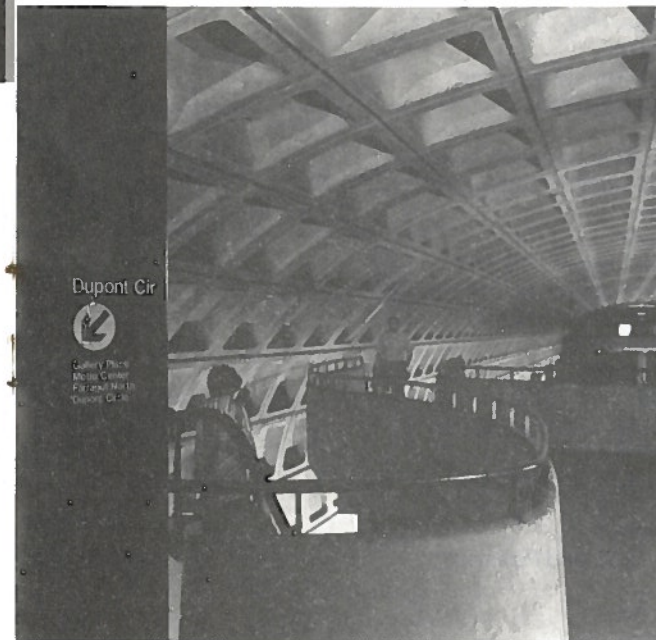
● Here's how you use the farecard to get through the entrance gate: Each entrance gate is marked by a green light and white arrow to show you which one to go through. Insert your farecard in the slot of the machine to the right of your entrance aisle. (If you insert it in the machine to your left, you'll be paying a fare for someone else.) Within a half-second after you insert it in the farecard slot on your right, it will pop up again. After you take the farecard, the barrier will open and let you through. *Keep your card.* You will need it to leave the station. (You



will see no change in your farecard at this point. Your rides are recorded on a magnetic strip. More on that later.)

Follow the Signs

As you go through the entrance gate, you will see signs that will tell you which way to go to get to your train. After you ride Metro a bit, you'll notice that some stations have platforms on both sides of the tracks. Some have a single platform in between the tracks. When it's a side-platform station, it's important to go down the escalator that will take you to the right train. You will know which side to go down by the signs and arrows that tell you which way that train is going. If it's a center-platform station, you can take any escalator down to the platform. There will be signs down there that tell you which side of the platform your train will be on.



Enter Your Metro Car

You will know that the train is about to come when the lights on the edge of the platform beneath your feet begin to blink. As it approaches, stand back and wait until it comes to a stop. You will see on the front and sides of the train the name of the final operating station on that particular line. (The background of the sign will be blue for the Blue Line and red for the Red Line.) Make sure you have the right train and go aboard. As the doors close, you will hear a bell tone. You will find the car to be modern, clean, comfortable, and well-lighted. As the train approaches each station, you will hear an announcement for that stop.

Leave Your Metro Car

When the train reaches your station, leave the car promptly. Walk to the nearest sign to find out which exit you want. On each platform you will find Metro route information and street exits.



Specific Metrobus schedule and route information will be available at the mezzanine level or from the station attendant. Certain Metro stations will be Metrobus terminal stations and will have specific bus bays from which your Metrobus service will operate. Each bus bay will be marked indicating which Metrobus serves the bay.

Leave The Station

Now it's time to use your farecard again. Insert it in the exit gate machine. It will automatically deduct your fare depending on the distance you traveled. It will also print the amount left on your card. If there is still value remaining on the card, the card will pop back to you. If, on the other hand, the value remaining on your farecard happened to be the exact fare for your trip, the barrier will open to let you out, but the machine will keep the card.

There is one other possibility: Suppose the fare for your trip happened to be *more* than the

(Continued on Page 10)

Metro Lines and Stations Open As Of July, 1977



Street Addresses of Stations

RED LINE

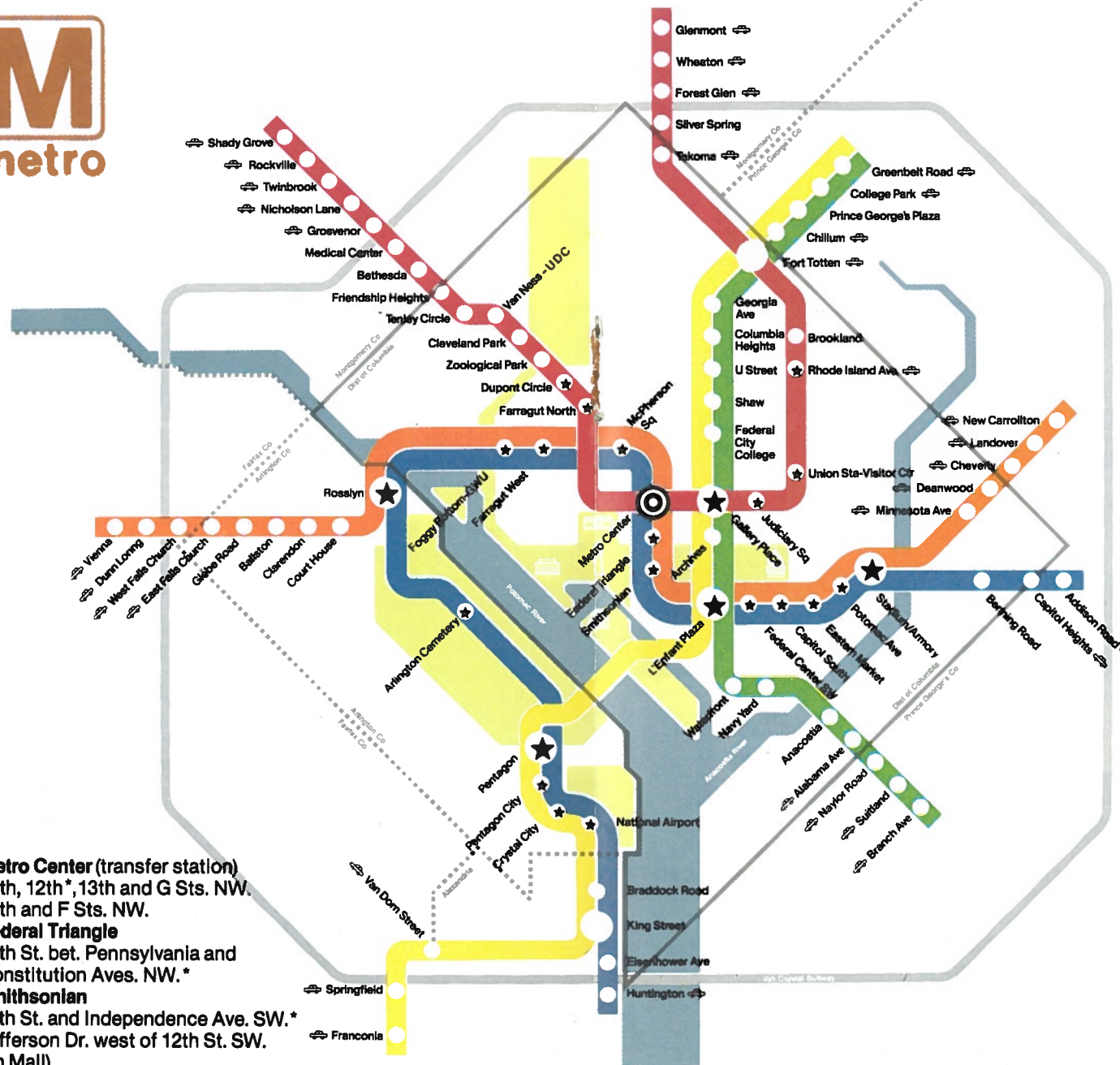
- ★ **Dupont Circle**
20th and Q Sts. NW.*
Connecticut Ave. and 19th St. NW.
- ★ **Farragut North**
Connecticut Ave. and L St. NW.
Connecticut Ave. and K St. NW.*
- ★ **Metro Center (transfer station)**
11th, 12th*, 13th and G Sts. NW.
12th and F Sts. NW.
- ★ **Gallery Place**
7th and G Sts. NW.*
9th and G Sts. NW.
- ★ **Judiciary Square**
F St. bet. 4th and 5th NW.*
4th St. bet. D and E NW.
- ★ **Union Station - Visitor Center**
1st St. and Massachusetts Ave. NE.*
West portico of Union Station terminal
- ★ **Rhode Island Avenue**
8th St. and Rhode Island Ave. NE.*

BLUE LINE

- ★ **National Airport**
Opposite North Terminal*
(Shuttle bus to Main Terminal)
- ★ **Crystal City**
Crystal Square Complex
North of 18th St. bet. Clark St.*
and Jefferson Davis Highway
- ★ **Pentagon City**
Hayes St. bet. Army-Navy and 15th St.*
- ★ **Pentagon**
At bus island at SE face of Pentagon*
Concourse level opposite
Woodward & Lothrop
- ★ **Arlington Cemetery**
Memorial Dr. west of Jefferson
Davis Highway*
- ★ **Rosslyn**
N. Moore St. bet. 19th and Wilson*
Ft. Myer Dr. bet. 19th and Wilson
- ★ **Foggy Bottom**
23rd and I Sts. NW.*
- ★ **Farragut West**
17th and I Sts. NW.
18th and I Sts. NW.*
- ★ **McPherson Square**
14th and I Sts. NW.*
Vermont Ave. and I St. NW.

- ★ **Metro Center (transfer station)**
11th, 12th*, 13th and G Sts. NW.
12th and F Sts. NW.
- ★ **Federal Triangle**
12th St. bet. Pennsylvania and
Constitution Aves. NW.*
- ★ **Smithsonian**
12th St. and Independence Ave. SW.*
Jefferson Dr. west of 12th St. SW.
(on Mall)
- ★ **L'Enfant Plaza**
East wing of Plaza at D St. SW.
DOT courtyard bet. 6th and 7th Sts. SW.
E. of 7th, N. of C Sts. SW.*
- ★ **Federal Center, SW**
3rd and D Sts. SW.*
- ★ **Capitol South**
W. of 1st St. bet. C and D Sts. SW.*
- ★ **Eastern Market**
E. of 7th St., S. of Pennsylvania
Ave. SE.*
- ★ **Potomac Avenue**
14th St. bet. G St. and Potomac
Ave. SE.*
- ★ **Stadium/Armory**
19th and C Sts. SE.*
19th and Burke Sts. SE.

* Location of entrances for the handicapped

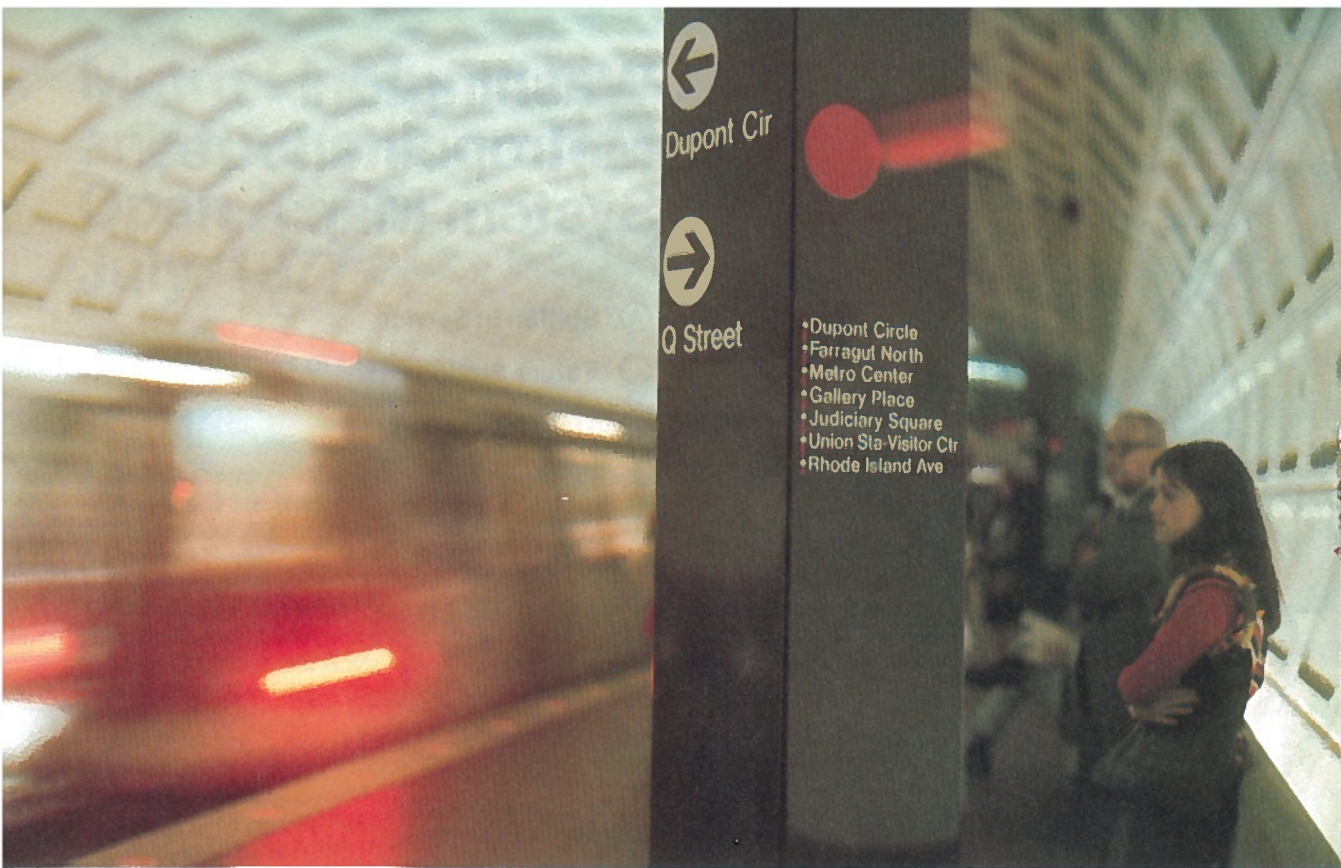


Washington Metropolitan Area System Map

- ★ Station in Service
- Future Station
- ⊙ Transfer Station
- 🚗 Parking

Legend

- Red Line - Glenmont / Shady Grove
- Blue Line - Addison Road / Huntington
- Orange Line - New Carrollton / Vienna
- Green Line - Branch Avenue / Greenbelt Road
- Yellow Line - Franconia / Greenbelt Road



RUSH HOUR FARES

FARE NEXT PHASE

	Arlington Cemetery	Capitol South	Crystal City	Dupont Circle	Eastern Market	Farragut North	Farragut West	Federal Center SW	Federal Triangle	Foggy Bottom	Gallery Place	Judiciary Square	L'Enfant Plaza	McPherson Square	Metro Center	National Airport	Pentagon	Pentagon City	Potomac Avenue	Rhode Island Ave	Rosslyn	Smithsonian	Stadium-Armory	Union Station	Brookland	Fort Totten	Takoma	Silver Spring						
14	50	40	40	55	40	40	45	40	40	40	40	40	40	40	40	40	40	40	60	55	40	40	60	45	60	70	80	85						
5	19	60	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	55	40	40	40	40	40	40	40	40	40						
13	9	18	50	40	45	45	50	45	45	45	45	45	45	45	45	45	45	45	40	40	40	40	40	40	40	40	40	40						
15	1	21	10	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40						
10	8	15	1	9	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40						
6	8	11	7	10	4	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40						
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23	21	28	19	22	17	17	20	16	19	15	13	18	16	15	29	25	26	24	8	21	17	25	12	7	5	2	40	40	40	40	40	40	40	40

TIME

NON-RUSH HOUR FARES

FARE NEXT PHASE

	Arlington Cemetery	Capitol South	Crystal City	Dupont Circle	Eastern Market	Farragut North	Farragut West	Federal Center SW	Federal Triangle	Foggy Bottom	Gallery Place	Judiciary Square	L'Enfant Plaza	McPherson Square	Metro Center	National Airport	Pentagon	Pentagon City	Potomac Avenue	Rhode Island Ave	Rosslyn	Smithsonian	Stadium-Armory	Union Station	Brookland	Fort Totten	Takoma	Silver Spring			
14	45	40	40	45	40	40	45	40	40	40	40	40	40	40	40	40	40	40	50	50	40	40	50	45	50	55	60	65			
5	19	50	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40		
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6	8	11	7	10	4	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	
13	1	18	8	3	6	7	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
9	5	14	4	6	3	4	4	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
4	10	9	9	11	6	1	9	5	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
9	7	14	4	8	3	4	6	2	5	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
10	8	16	5	10	4	5	7	3	6	1	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
11	3	17	7	4	5	6	1	3	7	5	6	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
7	7	12	6	9	3	1	6	2	2	2	4	5	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
8	6	13	3	7	2	3	5	1	4	1	2	4	1	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
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2	16	3	15	18	12	8	15	11	6	11	12	14	9	10	5	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
4	18	2	16	19	13	9	16	13	8	13	14	15	10	12	3	2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
17	3	22	12	2	11	11	4	8	13	10	11	5	10	9	23	19	20	40	40	40	40	40	40	40	40	40	40	40	40	40	40
15	13	20	10	14	9	9	11	8	11	6	4	10	8	7	21	17	18	15	40	40	40	40	40	40	40	40	40	40	40	40	40
2	12	7	11	13	8	4	11	7	2	7	8																				

Fares During Non-Rush Hours

(9:30 a.m. to 3 p.m. -
6:30 p.m. to 8 p.m.)

Use the same method to find the non-rush fare between any two points. The chart for non-rush hour fares is found on page 11. During these hours, the fare between Eastern Market and Metro Center is 40 cents.

Fares For Senior Citizens and Handicapped

Fares are one-half of rush-hour fares at all times. Special farecards must be purchased over-the-counter at any of the Metro Sales Outlets or Metrobus divisions located at:

Metro Headquarters

600 Fifth Street, N.W. (Lobby)
Washington, D.C. 20001

Sales Office

1422 New York Avenue, N.W.
Washington, D.C. 20005

Washington Terminal

Tenth & Pennsylvania Avenue, N.W.
Washington, D.C. 20001

Pentagon Sales Office

Pentagon Concourse

Northern Division

4615 - 14th Street, N.W.
Washington, D.C. 20001

Western Division

5230 Wisconsin Avenue, N.W.
Washington, D.C. 20017

Southeastern Division

17 M Street, S.E.
Washington, D.C. 20003

Royal Street Division

600 N. Royal Street
Alexandria, Virginia 22301

Four Mile Division

3501 Glebe Road
Arlington, Virginia 22202

Arlington Division

707 N. Randolph Street
Arlington, Virginia 22203

Prince George's Division

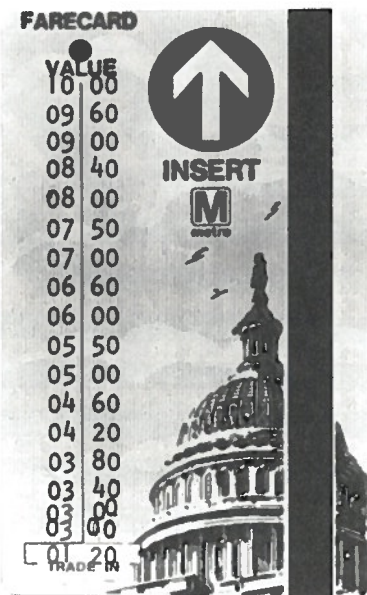
4421 Southern Avenue, S.E.
Washington, D.C. 20019

WMATA Senior Citizen and Handicapped identification cards are needed in order to buy a special Metrorail farecard. You can get a Senior Citizen Identification Card at any of the above locations or at one of the 77 libraries in the Washington area. Handicapped Identification Cards are only available at Metro Headquarters. For further information on Handicapped services call 637-1245 or 637-1246. For Senior Citizen information call 637-1179.



Trading In Your Farecard

When the amounts printed on your farecard reach the box marked "trade in" and there is still value left on it, you must trade it in for a new one. The process is simple. Just go to the machine marked FARECARDS—the same kind from which you bought your farecard in the first place. Insert your farecard in the slot marked: TRADE IN USED FARECARD. The value left on your card will light up under the words FARECARD VALUE. If all you want is a new farecard with that same value on it, just push the button marked PUSH FOR FARECARD and you'll get a new one. However, if you want a new farecard with a larger value on it, insert money and follow the same steps you did when you bought the card. (If you need a reminder, look under "Buy Your Farecard" on page 5.)



Caring For Your Farecard

Your farecard has a magnetic strip on it that keeps a record of how much it's worth, how many times you've used it, and how much value is left on it. Treat it as you would any credit card. *Don't fold it or get it wet.* And, because of the magnetic strip, be careful not to get it close to magnets, or lay it down on an office machine or near heat-producing home appliances such as toasters or irons. This might erase the value on your card. So when you're not using it, keep it in your wallet or purse.

Transferring Between Rail Lines

To go from a station on the Blue Line to a station on the Red Line, or the other way around, you must transfer. At this time, Metro Center is the only transfer station that connects the Red and Blue Lines. Actually, it's a two-level station

or, to put it another way, one station on top of another. The Red Line is on top, the Blue Line on the bottom. Escalators connect the two. To get off one line and get on another, all you have to do is take the escalators from one level to the other.

Travel Times Between Stations

To find out how long it takes to get from one station to another, check the chart on page 11 just as you did to determine the fare. For example, from Eastern Market to Metro Center takes 7 minutes.

Facilities For The Handicapped

See page 8 for locations of special station entrances for handicapped persons. See page 12 for list of locations at which special farecards can be bought. As stated, fares for the handicapped are one-half of rush-hour fares. To determine the fare between any two stations, look at the rush-hour fare table on page 11 and divide by 2. For example, the reduced fare from Eastern Market to Metro Center is 20 cents. There are elevators for the handicapped at all stations (see photo below). 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.

Station and Car Security

Metro stations have been designed with a combination of beauty, comfort, and security in mind. Indirect light bathes the walls and softens shadows. The free-floating mezzanines and





the trains and local police make frequent trips into the stations. Metro has been a very safe place for citizens.

Security also is built into the design and operation of the cars and equipment. As you ride, you will notice only the slightest indication of sway as the train rounds a curve. This is because of the design of both track and car. The electronic system at Metro's Operations Control Center regulates the speed and spacing of your train. The on-board attendant can override the electronic system, if ever he should need to, and monitor the opening and closing of doors. However, three highly-sophisticated electronic systems combine to keep trains running safely. Where children are concerned, one caution is observed: keep them entirely out of the track area and away from the third rail. Metro runs on 750 volts of direct current that are brought to the train by the live third rail. Metro's surface routes are fenced off and a protective shield covers the third rail. But it is dangerous, nevertheless, and must be avoided.

Park And Ride Information

Park and Ride is a feature of many future Metro stations. At present, the Rhode Island Avenue station provides its own lot. There, you can park your car, lock it, and drive it away again by depositing a \$1 parking token, available from vending machines in the station. In Phase II, parking will also be available at the Stadium-Armory for approximately 1,000 cars.

Bus And Ride Information

Bus and Ride is an ideal way to get around the region. As bus routes continue to become feeders for Metro stations, it will become increasingly efficient for you to transfer between Metrobus and Metro train. You can transfer between bus and train by doing the following:

Metrobus to Metrorail - Pay full fare on both; transfer ticket is not needed.

Metrorail to Metrobus - Use farecard on Metrorail. Get a bus transfer at your originating Metro station and present transfer to bus operator. If bus fare is more than the value of the transfer, deposit additional fare. Remember, get your bus transfer at the station you *enter*.

recessed walls in passageways and on platforms provide open lines of sight in all directions. From the information booth, the station attendant has almost a straight line view of the whole station area and platform. Closed circuit TV cameras scan all other areas of the station and are monitored from the booth. A telephone system directly links the booth with police, fire, rescue, and emergency services. Uniformed and plain-clothes Metro police ride

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Helpful Telephone Numbers

Travel Information: 637-2437
 Senior Citizen Information: 637-1179
 Consumer Assistance: 637-1328
 Lost and Found: 637-1195
 TTY (For hearing impaired individuals)
 638-3780
 Handicapped Information: 637-1245 or
 637-1246

**ADDITIONAL INFORMATION
 MATERIALS ARE
 AVAILABLE IN ALL
 METRO STATIONS**

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