



# ***DIRECTIONS***

*Maryland Department of Transportation*

Fall 1991

Vol. 21, No. 3

*The National Road  
I-68 Dedication  
Transit Comes Full Circle*

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FALL 1991

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## On The Cover

On August 2, I-68 was opened from Hancock in Washington County all the way to Morgantown, West Virginia. The Sideling Hill Cut, shown here, is just one segment of the 82-mile National Freeway which links Western Maryland with the Port of Baltimore.

Photo by Dan Breitenbach

William Donald Schaefer  
Governor

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O. James Lighthizer  
Secretary

# FROM THE TOP

By William Donald Schaefer

## United Charity Campaign Helps Our Maryland Families

**T**his is the time of the year when we tend to think about our families. Our children have just gone back to school. We're making plans for family celebrations at Thanksgiving and Christmas.

As we think about our families, we should also think about our larger family—the people of Maryland. Many of those family members are in trouble right now. They have children who need drug counseling or aging parents who need extra care. Some of them don't know where their next meal is coming from or where they're going to sleep tonight.

This is the time of the year when we can do something to help each other. The United Charity Campaign gives us the opportunity to support any or all of more than 600 participating agencies through

direct contributions or payroll deductions.

United Charity agencies serve the whole family of mankind. They feed the hungry, clothe the needy, help heal the sick and comfort the dying. They provide shelter for the homeless and refuge for battered families. Their programs help our youth, the handicapped, the illiterate and substance abusers. Whatever the need, a United Charity agency is there to help.

Many of these agencies are hurting right now too. Many of them depend on government funding to help provide their services. This year much of that funding has been cut. More than ever before, these agencies are depending on private contributions to continue the worthwhile work that they do. This year, more than ever before, you can make a real difference.



*William Donald Schaefer*

# SECRETARY'S MESSAGE

By O. James Lighthizer

**"It was the best of times,  
it was the worst of times."**

Charles Dickens' words pretty much sum up what's going on in state government right now. With the recession taking its toll on state revenues, the public has real concerns about programs and services. Employees have equally real concerns about their jobs.

On the other hand, these difficult times demand the best from each of us as we learn to work smarter and find creative solutions to everyday problems. When you were asked to find ways to cut your own budgets, you responded. When you were asked to forgo out-of-state travel, you did. Because MDOT anticipated some of the current fiscal problems and you acted responsibly, we're probably in better shape than some other state agencies.

That's one of the messages we're taking to legislators and local elected officials as we tour the state with the draft of the State Report on Transportation. We have just enough people and money to maintain our existing transportation network. But we had to cut \$1.6 billion from our budget for capital programs. We don't have the resources to expand

the system to accommodate more cars on our highways or meet demands for better transit service.

But we can't just mark time until the economy turns around. It's to the whole department's advantage to find better and more cost-effective ways to do things.

The Motor Vehicle Administration recently announced some changes that will both improve efficiency and make life easier for Marylanders. Starting in January, driver licenses will be good for five years instead of four, and anyone who buys a new car and transfers a registration will have a full year before the registration expires.

We're also asking the General Assembly to extend the registration period for automobiles and small trucks from one year to two, and to allow MVA to renew a driver license at the same time that a lost or stolen license is replaced. These changes will cut down on the number of visits to MVA offices and will significantly reduce the amount of paperwork that MVA employees handle.

All across MDOT, employees are having to make do with less, are being reassigned and are



taking on new or additional duties. We're all in this together. If we continue to work together, we'll be able to come out of it together.

Thanks to all of you for your efforts during this transition and in the face of so many challenges.

# THE NATIONAL ROAD . . .

## "Oh, give me a home where the buffalo roam . . ."

When you learned "Home on the Range" as a child, it probably never occurred to you that the words you were singing described Maryland. In fact, in the distant past herds of buffalo did roam in these parts, especially in Western Maryland where they wore a trace over the mountains west of Cumberland, through Pennsylvania to the Ohio River.

Since the buffalo followed the high ground, where the snow was blown clear in winter, the trace ran out of Cumberland in almost a straight line to nearly the top of Wills Mountain, a very steep grade. From there it descended to level ground at Sandy Gap and proceeded on a tortuous course across Savage and Negro Mountains to the Great Meadows of Pennsylvania.

## The Road to Fort Duquesne

The first actual construction of the road west of Cumberland is credited to the man who was to become the father of his country. In 1754, George Washington was sent from Virginia with troops to drive the French from their American holdings at Fort Duquesne, the site of present-day Pittsburgh. Because the road wasn't wide enough for his wagons of ammunition and stores, he sent sixty men ahead to widen the trail to six feet.

A year later General Braddock began a great march through Maryland to Fort Duquesne, accompanied by hundreds of wagons. George Washington's road was too narrow for Braddock's entourage, so he sent 600 men ahead to widen the road to 12 feet.

Near the top of Wills Mountain, one of Braddock's men observed a valley skirting the mountainside which looked like an easy and natural way out of Cumberland. He surveyed the passage from the ground and built the Narrows Road, the first important relocation of what was to become U.S. 40. The road was built in four days by an engineer and 100 men and became the route for those elements of Braddock's troops that had not yet crossed Wills Mountain.

## America's First Interstate Highway

By the end of the 1700s, our pioneer ancestors were on the move. Wagons took settlers west into new territory, and brought back produce and livestock headed for the port of Baltimore. When Ohio became a state, two percent of the revenue derived from federal land sales in the new state was allocated for building a road "from the navigable waters emptying into the Atlantic to the river Ohio."

On March 29, 1806, President Thomas Jefferson signed a bill appropriating \$30,000 for a preliminary survey from Cumberland, through the Cumberland Narrows and across the mountains to the Ohio River at Wheeling. The first contract was let in 1811, and the road was opened by 1818. The road was built to the best standards then known to American engineers and paved to a width of 20 feet.



SHA File Photo  
MARKED BY BOTH FEDERAL AND STATE historical markers, "The Narrows," on U.S. Route 40 near MD Route 36, was a natural way out of Cumberland. The road was built by an engineer and 100 British soldiers for General Braddock's troops in 1755.

# ... FROM BUFFALO PATH ...



SHA File Photo

*TODAY CASSELMAN RIVER is spanned by the bridges of I-68 (top), the 1933 concrete and steel bridge on U.S. Route 40 and David Shriver's original stone arch, built in 1813.*

## A Bridge Built To Last

The Casselman River Bridge near Grantsville was the largest stone arch bridge in America when it was built in 1813 as part of the National Road.

Each stone in the 80-foot, single-arch span was hand-cut and hand-placed. The huge arch of the bridge was so unusual that many citizens predicted it would fall as soon as the wooden supports were removed.

The night before the bridge was opened to the public, construction superintendent David Shriver quietly ordered the removal of the supports while he stood under the arch, proclaiming that death in the event of failure would be preferable to a ruined reputation.

The Casselman Bridge was in continuous use until 1933, when a new concrete and steel structure was erected by the State Roads Commission. The original bridge is still standing.

## Shades of Death

By the 1820s, regularly scheduled stage coaches made the trip between Baltimore and Wheeling in as little as 52 hours. Rival stage coach lines built their own taverns to cater to travelers, and fare wars were common. Meals could generally be had for as little as 25 cents. Local farmers found the National Road hotels to be an excellent market for their grain, meat and dairy products. Common whiskey was plentiful and sold for 3 to 5 cents per drink.

Although the passage was cheap and the food was good, a trip on the National Road was not without its dangers. Robberies were numerous, especially in a section known as the Shades of Death, the most dreaded passage on the old road.

The Shades of Death ran through a pine forest so dense that the light of day could barely penetrate. The thick woods provided ample cover for thieves.

The trees were cut down in the 1890s, but historians have figured out where the Shades of Death stood. If you're driving west on I-68, take the Finzel exit (Maryland Route 546 north) just beyond Frostburg. Then take old Route 40 west for about three miles. The trees probably began just about where Mount Zion United Methodist Church now stands.



*IT'S HARD TO IMAGINE that these peaceful, rolling fields (left) were once covered with the dense pine forest of the Shades of Death.*

Photo by Karl Schulte

*BELIEVE IT OR NOT, this was the National Road through LaVale as recently as 1968 (right). The new interstate highway is expected to open Western Maryland to economic development.*

SHA File Photo

# . . . TO INTERSTATE HIGHWAY

## Keeping Up With Repairs

The road west of Cumberland has been through much rebuilding and repair. The first major rebuilding took place in the 1830s when Congress decided to transfer ownership of the National Road to the states. The Maryland portion was in such bad repair that Governor James Thomas insisted that the road be rebuilt using the new macadam method. As the road was macadamized, it was widened to 30 feet.

Another major rebuilding occurred between Frostburg and Grantsville between 1910 and 1917 to make the road passable for automobiles. Restoring the road was slow work. There was only enough money to repair about two miles a year.

By the 1950s, much of U.S. 40 in Western Maryland consisted of one 12-foot lane in each direction with 10-foot shoulders. There were plenty of picturesque but dangerous steep grades and sharp curves. The National Road, which once opened up the west, now proved to be an effective deterrent to economic development in Western Maryland.

## I-68 : Our New National Freeway

In 1965 Congress passed the Appalachian Redevelopment Act, which included development of a 3,000-mile network of major highways. The construction of the new National Freeway spanned the next 25 years, alternately proceeding full speed ahead through times of fiscal plenty and stagnating in times of fiscal drought, and occasionally becoming mired in controversy over environmental impacts and alternate routes.

But in the end, a modern multi-lane divided highway built to interstate standards would stretch for 82 unbroken miles through the most rugged mountain terrain in the state.



SHA File Photo

*THE COMPLETION OF THE B&O RAILROAD to Chicago killed traffic and the wagon freight business on the old road. For half a century it lay almost idle. Here is the road as it looked in 1898. The coming of the automobile and the demand for good roads brought the Pike back to life.*



Photo by Dan Breitenbach

*ON AUGUST 2 the National Freeway, incorporating U.S. 40 and U.S. 48, was officially dedicated as I-68. Dick Fazenbaker of the LaVale shop had the honor of unveiling the new sign.*

# A Hill They Can Keep

by Barbara Morgan

One of the things many of us remember about the Vietnam War is watching TV news reports about bloody fighting to capture a hill, then watching with mounting frustration weeks or even months later as U.S. troops fought another costly battle for the same hill. In the interim they'd been ordered to abandon their hard-won position and move on.



Photo by Dan Breitenbach

ON MAY 28, 1970, Captain Thomas Bratten, Jr., U.S. Army, stepped on a mine in the northern highlands of Vietnam. His brigade commander, Lt. Col. Norman Schwarzkopf, pulled him out of the minefield and had him transported to an Army hospital. Bratten finally regained consciousness on June 6 - exactly 26 years after his father was killed at Omaha Beach. His injuries cost him his left arm and leg and a finger from his right hand. In 1978 he worked at MDOT developing regulations and policies pertaining to people with disabilities. He also served as Secretary of the State Roads Commission.

Back in 1985 Maryland's Vietnam veterans began fighting another kind of battle. This time the prize was a hill in Western Maryland. This time the hill is theirs to keep. On August 2, Governor William Donald Schaefer and other dignitaries met at Sideling Hill to dedicate the first monument in Western Maryland to honor Vietnam veterans.

"Sideling Hill is an ideal place for a monument," explained Robert Adams, President of Cumberland Chapter 172 of the Vietnam Veterans of America. "It's a beautiful site with one of the prettiest views in Maryland."

There's another reason why this mountain bordering Washington and Allegany Counties is an appropriate setting for the monument. Allegany County has one of the highest per capita ratios of Vietnam veterans in the United States.

"We had a draft board that didn't let anybody slip through," added Adams, a certified mortician who served as an embalmer and identification specialist in Vietnam in 1968-69.

Members of VVA Chapter 172 started picturing the memorial at Sideling Hill almost as soon as the cut was opened in August, 1985. However, at that time there was also a movement to place a monument in Baltimore, and the Western Maryland monument was sidetracked. The Maryland Vietnam Veterans Memorial in Baltimore was dedicated on May 28, 1989, and was accepted on behalf of all Maryland's Vietnam veterans by Thomas Bratten, Jr.

Bratten, an employee of the Maryland Department of Health and Mental Hygiene in Cumberland, is also a member of VVA Chapter 172. He wrote to Governor Schaefer on behalf of the Cumberland group to enlist the governor's support for a monument at Sideling Hill.

"I got a letter back from the governor telling us who to contact and what to do," Bratten recalled. "We got the endorsement of the legislators



Photo by Dan Breitenbach

GOVERNOR WILLIAM DONALD SCHAEFER pauses during the playing of "Taps" at the conclusion of ceremonies dedicating I-68 "in recognition and memory of those Marylanders who served in the Vietnam War."

in Western Maryland and things started to happen. Without the governor's concern and hands-on approach, we'd probably still be talking about it," he added.

The veterans group found the rock they wanted for the monument in Savage River State Park. The Department of Natural Resources moved the rock to the bottom of a hill, where a State Highway Administration crew picked it up and moved it to Sideling Hill. Charlie Adams, Chief of SHA's Landscape Division, designed the setting for the monument. VVA Chapter 172 paid to have a bronze plaque made, and Robert Adams presented the plaque to Governor Schaefer at the dedication ceremony.

"The cooperation of the Department of Natural Resources and MDOT with VVA Chapter 172 has been unbelievable," Bratten said. "Secretaries Brown and Lighthizer showed us what inter-agency cooperation is all about."

# Moving A Mountain On The Road West

by Diane Levero

The designers of the National Freeway wanted a modern highway built to exacting interstate standards, but Sideling Hill was standing in the way. Literally.

There was only one thing to do. Blast it out of the way.

Crossing Sideling Hill, the old U.S. 40 executed a treacherous hairpin curve that had to be eliminated. The alignment selected for the new freeway called for a straightforward crossing of the mountain far to the north, near the Pennsylvania border. To achieve this crossing without a prohibitively steep grade, the builders would have to dynamite a 360-foot deep cut into the top of the 1,760-foot mountain--the deepest road cut ever in Maryland.

To make the cut Holloway Construction Company of Michigan drilled holes into the solid rock of Sideling Hill, recalls George Rose, SHA's project engineer for the cut.



Photo by George Rose

*THIS WAS THE FIRST* of many blasts it took to carve a roadway through the top of Sideling Hill.



Photo by Dan Breitenbach

*THE 360-FOOT DEEP Sideling Hill cut not only eliminated a treacherous hairpin curve in old Route 40, but also unearthed 350 million years of Maryland's geologic history.*

The holes were 10 feet deep and six inches in diameter, with 50 to 100 holes set in a pattern stretching 50 feet wide and 100 yards long.

Each hole was loaded with a stick of dynamite, then "fertilized" with a bulk explosive agent. When the dynamite exploded, the fertilizing agent would cause a bigger blast.

When the holes were loaded, everyone would clear the entire cut, standing back at least 100 yards. Warning whistles would blow, an all-clear signal would sound and the dynamite would be detonated with a tremendous "boom."

When the smoke and dust cleared and this 4.5-mile, \$21 million section of roadway was completed, SHA had done more than finish the largest single highway project in the history of Western Maryland. They had achieved an engineering marvel: a breathtakingly beautiful man-made rock wall, revealing in tilted, multi-colored layers of sedimentary rock 350 million years of geologic history.

## District Office

Ronald H. Bodkin  
Frederick P. Crozier  
David Felker  
Beverly Fell  
Ann Fisher  
Raymond J. Foreman  
Maple C. Golden  
Patty Grove  
Peggy Hess  
Larry W. Humbertson  
William C. Jewell  
Craig F. Kenney  
Jacki Kerr  
John M. Layman  
Bill McKee  
Edward E. Norris  
William R. Park  
John J. Powell  
Karl Schulte  
George H. Small  
James R. Spear  
Kevin A. Wallace  
Sue Wilson  
Vada C. Wilson  
John L. Wolford  
James E. Zufall

## District Right of Way Office

Patricia A. Boone  
Sandra Getson  
Margaret Murphy  
Roxanne Harden

## Allegany County Maintenance

Jackie L. Booth  
Joe Clanagan  
Bill Dugan  
Dick Fazenbaker  
Jim Frankensberry  
Gene Green  
Terry Golden  
Carl Hampton  
Nancy Hampton  
Jack Hawkins  
Carl Hedrick  
Ken Hill

George Humbertson  
Bill Jackson  
Ed Keller  
Charlie Keyser  
Ron Koch  
John Kroll

## I-68 Dedication...



Photo by Barbara Morgan

DICK FAZENBAKER (LEFT), ROAD MAINTENANCE SUPERVISOR at the La-Vale shop, and John Kroll (right), Resident Maintenance Engineer for Allegany County, were among the last people to leave the I-68 dedication site at Rocky Gap on August 2.

The band played, the politicians had their day in the sun and even George Washington put in an appearance. Hundreds of Marylanders of all ages turned out to enjoy the festivities at Sideling Hill and Rocky Gap on August 2 and be part of the historic dedication of I-68.

As attendees approached Sideling Hill and Rocky Gap they saw new I-68 signs along the highway. They were directed to designated parking areas at both sites by courteous "parking attendants." There were plenty of chairs, shaded platforms for the dignitaries, PA systems so that speeches could be heard and ice cold punch and refreshments to sustain the crowd through the August

heat. The 500 or so chairs at Rocky Gap, borrowed from Allegany High School, were placed on a surface that had been carefully mulched to control the dust, and were shaded by a huge canopy tent. Attendees reached the tent by way of a specially-built ramp, complete with hand-rail.

"No one person or a few people could do all that," explained Maple Golden, Assistant District Engineer for Maintenance in SHA's District 6. "Everyone made it happen."

When Golden says everyone, he means everyone. The Sideling Hill Exhibit Center opening, Vietnam Memorial dedication and I-68 opening ceremonies are a shining example of the Total Quality team-

Dave Larrick  
Cletus Mallow  
Jim Marks  
Jim Miller  
Scott Miller  
Bob Morgan

## ... SHA Teamwork



Photo by Barbara Morgan

THE PARTY MAY HAVE BEEN OVER, but there was still work to do. MEO III Jim Marks, Highway Worker Jackie L. Booth and Road Maintenance Supervisor Terry Golden (left to right), all from the LaVale shop, helped clean up at the end of a long, hot day.

work approach that SHA has honed to perfection.

It took ten sign crews to put up all the new I-68 signs within the given time frame. District 6 only has three sign crews. Sign crews from Laurel, Gaithersburg, Churchville, Golden Ring, St. Mary's, Frederick and Westminster pitched in to help get the job done. When a District 6 paint truck broke down, the Frederick County SHA shop made their truck available.

There were a million details that had to be attended to. "Routine maintenance" tasks such as grass cutting required extra care: crews trimmed stray blades of grass around every guard rail. Some of the secretaries pitched in to help

with ribbons, flowers and banners.

Planners literally left no stone unturned in preparing for the festivities. Charlie Keyser, Highway Maintenance Chief in the LaVale shop, was in charge of moving the large stone for the Vietnam Memorial from Garrett County to Sideling Hill, where SHA's Office of Landscape directed its placement.

"When all the smoke cleared, everything worked out well," said John Kroll, Resident Maintenance Engineer in Allegany County. "It was a real joint effort."

Thanks to all the men and women in District 6 who helped make August 2 such a special moment in Maryland's transportation history.

### Garrett County

Tom Fike  
Jim Louie  
Dan Uphole  
Joe Rounds  
Jim Smith

### Washington County Maintenance

Craig R. Banzhoff  
Robert J. Barnhart, Jr.  
Tracey Barnhart  
Sherrie Bowers  
David Brown  
Edwin R. Brown  
Robert E. Brown  
Thomas M. Farrie  
Dean K. Grossnickle  
Donald R. Haines  
Larry E. Hammond  
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Terry L. Jones  
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Kay Kirk  
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Robert E. Moore  
Donald L. O'Neal  
Dale W. Robinson  
Douglas R. Rose  
Gary Shank  
Richard L. Shoemaker  
Sherry Shoemaker  
James A. Smith  
Charles W. Snook  
Graham D. Snow  
Charles Triesh  
Galen E. Weller

### Western Regional Lab

Julie Bard  
Gloria Burke  
Dan Footen  
Tim McCusker  
Larry Michael  
Kris Smith

Ed Parker  
Jake Parry  
Wade Phillips  
Larry Robey  
Ken Rosenberger  
Ernie Santmyire

Paul Shoemake  
Larry Snyder  
Ron Stickley  
Ray Thacker  
Dave Umstot

# Back To The Future . . .

by Lorenzo DiPietro



Photo courtesy of Lorenzo DiPietro  
*THE CARS OF THE FUTURE light rail trains will be articulated, which means they will bend in the middle to make it easier to turn corners. In 1926 the trolley cars in Baltimore were also articulated. The more things change, the more they stay the same.*



Photo by A. Aubrey Bodine  
*IN 1939 THE BALTIMORE TRANSIT COMPANY purchased modern, streamlined trolleys to upgrade its fleet. Each of the new streetcars cost \$16,250.*

**A**t a Transit Appreciation Day gathering earlier this year, MDOT Secretary O. James Lighthizer addressed a group of MTA employees to express his appreciation for their hard work and dedication in serving the riding public.

One comment he made in his address was, "Suppose you could go from Annapolis to Baltimore or Washington by rail. How wonderful it would be to travel on a safe, fast and pollution-free rail system."

He quickly added, "Did you know that there was such a system in existence many years ago?"

Are we really going back in time to find the future in mass transit? In a way, I think so. In my 36 years in transit service, I've been a witness to the evolution of transit from rail and trackless trolleys to free-wheeling motor bus service and, now, back to the rails again.

In 1955 there were many thriving lines of streetcars, trackless trolleys and buses rumbling through the Baltimore metro area. On many lines, service operated at three- to five-minute intervals.

All the vehicles in the fleet were painted bright yellow. When a service delay occurred, many waiting patrons would compare the buses to bananas. It seemed that they always came in bunches.

In the Baltimore Transit Company's scheme to modernize, it converted many streetcar and trackless trolley lines to bus lines. In late 1959, there were only two streetcar lines remaining. America's romance with the automobile was in full swing. Transit patrons were drifting away. Service was cut dramatically.



## ... Transit Comes Full Circle

In 1963 the streetcar era in Baltimore ended with the closing of the Number 8 line in Catonsville. The decline in service continued and the transit system soon reached an all-time low, in terms of both equipment and service reliability.

Finally, on April 30, 1970, the Baltimore Transit Company went out of existence. The new Metropolitan Transit Authority took control of the fleet. Plans were made not only to modernize the fleet, but to expand bus service in areas where buses had never run before. Not stopping at that, the authority had a vision of a subway system in its mind.

In 1971 the General Assembly merged the Metropolitan Transit Authority with other state departments to create the Maryland Department of Transportation. Thus, on July 1, 1971, the MTA, as in Metropolitan Transit Authority became the MTA of the Mass Transit Administration, under the direction of MDOT.

The new MTA began systematically replacing the aging fleet with new air-conditioned coaches. Schedules were developed to provide better service to the public. Several smaller transit companies were acquired until the MTA's service area stretched from Bel Air to Annapolis.

In 1983, 20 years after the last streetcar stopped running, Baltimoreans took to the rails once again. The first leg of the Metro subway system opened on November 21 of that year.

Now we are looking into the future—or is it the past—when we talk about the Central Light Rail Line. In the last 36 years, I've seen the transit system go full circle. Are we going back in time to find the future?

*LORENZO DIPIETRO is Manager of Administration for MTA's Transit Operations Division.*

*NEW GAS-RUN BUSES (left) were purchased in 1946 to convert several of the transit lines from trolleys to bus routes.*

*Photo courtesy of Lorenzo DiPietro*



*Photo courtesy of Lorenzo DiPietro  
NEW TRACKLESS TROLLEYS  
were purchased and put into service in  
Baltimore in 1938.*



*Photo by Cathy Bowers  
THE FIRST OF 35 CARS for the central light rail line arrived in Baltimore on July 24. The car was temporarily parked at Seven Mile Lane and Park Heights Avenue before Baltimore City Police escorted it to MTA's light rail shop and yard, located off of North Avenue in the Jones Falls Valley.*

# BRIEFLY

## Martin Hosts Air Show And Seafood Festival

By Carol Riley

**M**ore than 20,000 spectators turned out under beautiful sunny skies on September 28 and 29 for the Second Annual Upper Chesapeake Air Show and Seafood Festival at Martin State Airport.

Pre-air show teasers included such treats as formation flying with vintage T-6's and the Air National Guard's A-10's "showing their stuff," whetting the appetites of the spectators for more.

And more they got—especially when dare-devil Roger Lehner landed a Piper J-3 Cub on top of a truck cab known as the world's most "TEENIE WEENIE AIRPORT." What was even more spectacular was to see how he got it off the truck!

A real favorite with the crowd was "The French Connection," a married couple originally from France who, to the strains of Bach and Strauss, performed an aerobatic ballet in perfect time with the music. The couple per-



Photo by Dan Breitenbach  
*THE "FRENCH CONNECTION," a husband and wife stunt-flying team, performed an amazing aerobatic ballet to the music of Bach and Strauss. Here they are shown flying canopy to canopy in perfect synchronization.*



Photo by Dan Breitenbach

*KEEPING IT ALL IN THE FAMILY, Ron Shelley pilots the Pitts bi-plane while his daughter, Karen, performs a wing-walking act.*

formed in matching CAP 10 aircraft and numbed the crowd with their final maneuver—a low-flying "canopy to canopy." One plane flew upside down, its canopy almost touching the canopy of the other plane flying below it in perfect synchronization.

Bob Hooper, an internationally famous stunt flyer, flew a Shrike Commander aircraft and put the normally nonaerobatic plane through snap rolls, hammerhead stalls and Cuban 8's.

And, as if that weren't enough, a spellbound crowd witnessed a sail plane, powered only by altitude, the air currents and gravity, dance across the clear blue sky, leaving billowing trails of pastel smoke from both wings outlining the balletic movements of the craft. One found it hard to believe that this could be done in an airplane, never mind a glider! This talented pilot, Manfred

Radius, concluded his act by cutting a ribbon held across the runway with the vertical stabilizer of his sail plane while flying upside down.

Then the teenage wing walker, Karen Shelley, strutted her stuff and Johnny Greenwood flew more stunts in his Pitts bi-plane. All in all, it was three hours of unbelievable excitement.

Although MDOT's Martin State Airport was the site of the show, the show itself was sponsored by the Middle River/Essex Chamber of Commerce and Miller Lite Beer. Proceeds from the show will be used for youth programs supported by the chamber in the Essex-Middle River area.

Because of his support, cooperation and assistance to the chamber, Martin Airport Manager Jake West was uniquely honored when the French Connection dedicated their performance to him on Sunday. Those of us who know and respect Jake were very touched by this well-deserved expression of appreciation.

## Reorganization Update

**R**eorganization and downsizing are going on all over MDOT. A total of 262 positions have been eliminated, resulting in savings of roughly \$7.5 million. Here's where we stand right now.

### MDOT Headquarters

Headquarters staff was downsized from 504 to 153 positions by reassigning or relocating some positions and then eliminating 51 vacancies. The Functional Data Center (FDC) was reassigned to MVA, but will remain in its own building in Glen Burnie. Headquarters Personnel Services, Highway Safety Programs and Motor Carrier Safety Programs staff are being relocated to SHA. Some in-

dividual employees were also reassigned to modal administrations that had special need of their talents.

Many of the affected headquarters' employees have not yet moved to their new work places. Moves will be accomplished at the most reasonable possible cost to taxpayers.

### State Highway Administration

SHA has eliminated 114 vacant positions, reducing the number of permanent positions from 4,173 to 4,059.

### Maryland Port Administration

MPA is downsizing from 466 to 409 positions. Approximately half of the positions being eliminated are

vacant. The remaining reductions will require layoffs. MPA is making every effort to help laid-off employees find other jobs.

### Maryland Transportation Authority

MdTA was able to abolish 40 vacant positions by beginning one-way toll collections at Kennedy Highway, the Hatem Bridge on Route 40 at Havre de Grace and the Nice Bridge on Route 301.

### Motor Vehicle Administration

As a result of the 40-hour work week, 91 temporary positions that had been filled through employment agencies have been eliminated.

## Durant, Hudgins and Northwest's "Second to None" Are MTA's 1991 Rodeo Winners

**N**orthwest Bus Operator John Durant took his fourth championship in MTA's 14th annual competition for bus operators. He also outscored fellow drivers in 1990, 1989 and 1987.

Durant, a 23-year MTA veteran, is tied with former Bus Operator Alfred Holliday, who took the local rodeo title in 1986, 1985, 1983 and 1981. Holliday is now a dispatcher/starter at the Bush Division.

Northwest Division's "Second to None," comprised of mechanics Tom Ogden, Bruce Owens and Ken Parrish, grabbed first place in the maintenance rodeo. It was Northwest's first win in the rodeo for bus mechanics.

Rail Operator Charles Hudgins took his third rodeo title in the 6-year competition among Metro operators. Hudgins was the MTA's best train operator in 1988 and 1987 as well.

The rodeos measure the professional skills of MTA staff. Congratulations to all the winners.

*BUS OPERATOR JOHN DURANT (Northwest) won his fourth rodeo championship, making him one of MTA's all-time best bus drivers.*

Photo by Cathy Bowers



## Authority Begins Training Program

The Maryland Transportation Authority has begun a program designed to help its middle managers enhance their skills and become involved in various management projects throughout the agency. The two-year program combines classroom training with hands-on experience.

During the first year, those selected will attend a week long training course at either Hillsdale College in Michigan or the University of Maryland. During the second year participants will attend a Penn State training course.

In addition to this classroom training, participants will attend seminars and handle special management

projects as assigned by the Authority's executive secretary. The program runs for two years with new participants added annually.

More than 130 mid-level Authority employees were invited to apply for this year's program, and of those more than 50 took advantage of the opportunity. Four employees began the program in July of this year.

### NORMAN BOSKIND

Captain Boskind is a 20 year veteran of the Toll Facilities Police Force currently responsible for police operations at the Authority's two tunnels.

### JOYCE BRINKMEYER

Joyce, who began her career with

the Authority 12 years ago, is currently a Toll Collections Supervisor I at the Baltimore Harbor Tunnel.

### JODY MCCURLEY

As a chief auditor in the Authority's Finance Department, Jody supervises internal auditing projects and maintains fixed asset inventories.

### DAVE WILLIAMS

The Superintendent of the Hatem Memorial Bridge began his Authority career as an Automotive Specialist in 1975.

*Directions* congratulates all those who were selected to participate in this program.

## Parking Garage Improves Access to BWI

Baltimore/Washington International Airport opened its new 2,800 space parking garage September 16. Construction of the \$30 million facility began in November 1989 and it was completed on time and on budget.

The new garage is the result of BWI's recognition of the need for convenient, close-in parking, particularly for business travelers. The structure is located directly in front of the BWI passenger terminal, making it the only airport in the Baltimore/Washington region with a public parking garage.

The four-level garage was designed with two levels below ground, creating a low-rise appearance which does not visually distract from the dramatic architecture of the terminal. One level is dedicated to rental car facilities, while the other three are for patron parking.

The safety of airport patrons was a primary consideration in the garage design. Surveillance cameras are located throughout the structure with



Photo by Dan Breitenbach

*WITH 2,800 SPACES JUST STEPS AWAY from the terminal, BWI's new parking garage improves airport access for air travelers.*

police call-boxes positioned in each stairwell and elevator. Maryland State Police vehicles routinely patrol the garage as well.

Each level is served by a separate ramp with electronic signs indicating

if any level is full, thus eliminating any circling inside the garage in search of a parking space. Three pedestrian walkways and a tunnel connect the garage to the terminal.

## Bus Operator Chuck Dodson Receives Secretary's Award

In order to recognize employees whose actions exceed the call of duty, Secretary Lighthizer has instituted the Secretary's Award. The award will be presented whenever the occasion arises to an employee who has performed an act of extraordinary compassion or heroism, either on or off the job.

MTA Bus Operator Charles "Chuck" Dodson (Bush Division) is the first employee to receive the Secretary's Award. His quick thinking averted what could have been a serious accident at the interchange of Route 10 and Route 100.

On April 25 of this year, Dodson was driving his car when he saw what appeared to be a driverless pickup truck pull onto Route 100 amid high-speed traffic. Dodson passed the pickup, parked his car and ran into the road in pursuit of the truck. As he got near the vehicle, he saw a man slumped over in the front seat.

He jumped into the truck bed and, reaching through the driver's window, was able to steer toward the side of the road. However, he was still unable to stop the vehicle. According to Dodson, the driver's door was locked, but he was able to reach in, open it and get his foot on the brake, bringing the truck to a halt.

The Maryland Gazette reported that the driver of the pickup was admitted to North Arundel Hospital, checked for diabetes and released.

Dodson has been an MTA employee since 1968. He was first place winner of the 1982 MTA bus roadeo to test driving skills of bus operators.

If you know of anyone who should be nominated for the Secretary's Award, please contact your modal administrator.



Photo by Cathy Bowers

MTA BUS OPERATOR CHUCK DODSON, fourth from left, is the first recipient of the MDOT Secretary's Award. He also was awarded a citation by Governor William Donald Schaefer for his heroic action. Also pictured are MDOT Secretary O. James Lighthizer, Dodson's two sons, Governor Schaefer and MTA Administrator/General Manager Ronald Hartman.

## "I've Gotta Tell Somebody"

Anthony Brown, public affairs assistant for the Maryland Transportation Authority, has taken the next step in his music career. Anthony, who is known to many in the MDOT family for his wonderful singing, recently completed his first musical recording. The cassette, "I've Gotta Tell Somebody," was completed in September and is currently available through Christian record stores and by mail order. The cassette includes both traditional gospel favorites and original material.

Anthony's talents have been highlighted at several MDOT and MdTA functions in the past two years. He performed at the Key Bridge lighting and MPA's 50-foot channel dredging dedications this summer. Much of his

spare time since March of this year has been dedicated to the production of "I've Gotta Tell Somebody."

Anthony graduated from Towson State University in 1985. From 1982 through 1989 he performed as a member of TSU's Gospel Choir. Last year Anthony gave six concerts in London and Paris as a featured soloist with the All Saints Roman Catholic Choir. He has performed on local television, at the Meyerhoff Symphony Hall and at numerous weddings and Baltimore area churches in recent years.

As a member of the Morning Star Baptist Church in Catonsville, Anthony serves as a choir director for the youth and young adult choirs.

For more information on Anthony's recording call 298-0203.

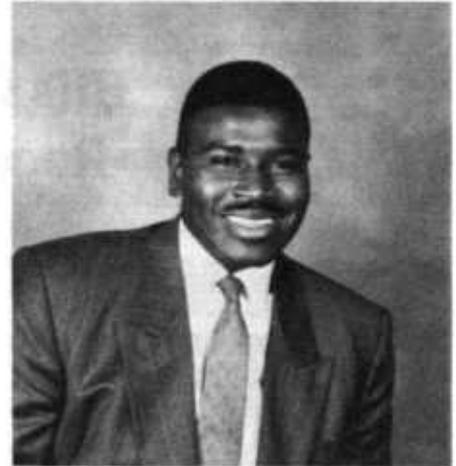


Photo by Helen Baskerville  
MDTA'S ANTHONY BROWN  
sang at last year's Employees' Conference, as well as at MDOT events.

## Busman's Holiday

What does an MTA bus driver do when he's not driving a bus? Bus Operator Jeffrey Barnes (Kirk Division) and his family are keeping two bus shelters free of litter and graffiti as part of MTA's Adopt-A-Shelter program.

Earlier this year Barnes read about the program in "TransitLines," MTA's employee newsletter. His son JB thought it sounded like something he'd like to do. Jeffrey and Paula Barnes and their four children ended up adopting shelters at Loch Raven Boulevard and Havenwood Road and on Marble Hall Road.

"We've been involved in volunteer work ever since our children started school," Paula Barnes explained. "It just comes natural to us to see things around us that need to be done. This is a way to introduce the world to our kids."

The Adopt-A-Shelter program requires the sponsors to clean up every 30 days, "but we usually go more often, as it's needed," Mrs. Barnes added. The "Busy Barneses" remove smudges and graffiti with a special cleaner supplied by MTA. They also pick up trash, recycle aluminum cans and try to keep the shrubbery cut back to make the shelters safer.

"It's not hard," Mrs. Barnes concluded. "It's something you enjoy and want to do. It's something that makes things better."



Photo by Cathy Bowers  
BALTIMORE CITY COUNCILMAN JODY LANDERS,  
second from right, joined (left to right) MTA Bus Operator  
Jeffrey Barnes, his daughter Brandi, wife Paula, daughter  
Vernita, and sons Jeffrey II and Dwayne at the ribbon-cutting  
ceremony for one of their adopted bus shelters. Barnes has been  
with MTA for 12 years.

## Baltimore Welcomes COMTO Meeting

**M**aryland Department of Transportation employees were in the thick of things as approximately 300 members of the Conference of Minority Transportation Officials (COMTO) gathered in Baltimore for their mid-year meeting and training seminar.

Workshop panelists included Ben Clyburn, MDOT's Chief General Counsel; Corporal Donald Brown, MTA Police; Roslyn Simon, Consultant/Disability Services for MTA; Minnie I. Carter, COMTO National Vice-President and EEO Officer for MTA; Michael Skinner, Manager EEO/MBE for MAA; and Robert Keeley, Lead Investigator for MDOT's MBE Section. The most popular workshop, entitled "Career Planning," was moderated by Jacqueline Brown Moore, MTA's Director of Communications.

COMTO's mid-year meeting wasn't quite all work. MTA Bus Operator **Kelly Bryan** had one of the starring roles in an original skit which was presented at the closing reception. Also during the reception, awards were presented to several supporters of the Baltimore chapter of COMTO, including MTA Graphics Specialist **Anthony A.**

**F**our MDOT supervisors and managers were recently recognized for their outstanding leadership in achieving the department's Affirmative Action goals in fiscal year 1991. These employees made notable contributions in the employment, promotion or career development of minorities, females and people with disabilities.

**Mattie M. Stanford**, Training Officer in MAA's Division of Personnel and Training, consistently encouraged employees, especially minority and female employees, to participate in training activities.



Photo by Cathy Bowers

*OFFICERS OF THE BALTIMORE CHAPTER OF COMTO include: (front, left to right) Novlette Jacksou, Treasurer; Pamela Witherspoon, Executive Assistant; (rear, left to right) Charles H. Brown, Vice President; Anthony J. Brown, Executive Vice President; Rita Holmes, President; and William C. Thomas, Treasurer-At-Large. Secretary Barbara Dilworth is not pictured.*

**Lisby.** Baltimore and New York City also received trophies for having the largest chapters.

Transportation for outside activities was provided by MTA, and expertly coordinated by **Bert Dailey** and **Dean Adkins**.

For more information about COMTO, contact **Rita Holmes** at 333-3309.

## 1991 Affirmative Action Awards Presented

**Melvin Holmes**, MVA's Associate Administrator of Field Operations, has been a strong advocate of Equal Opportunity and Affirmative Action throughout his career. With his support, two minority employees were promoted to Assistant Director positions. As a member of the FY 1991 College Program Committee, he ensured the participation of minorities and women.

**Evelyn E. Jones**, Office Clerk II in MVA's Division of Departmental Services, has worked with the Anne Arundel Vocational Rehabilitation Program and the Maryland League

for the Handicapped to help provide trial work experiences for people with disabilities.

**Lynda M.C. Shipley**, Assistant Director of MDOT's Division of Personnel Services, has earned the confidence of many employees who have sought advice about Equal Opportunity and Affirmative Action. She has demonstrated her concern specifically in the areas of disability issues and sexual harassment in the workplace.

# BIG AL SAYS

By Al Bush

## Brrrrr!

**A**lmanacs and weather forecasters are calling for a cold, snowy winter for Maryland this year. This news reminds me that it's time again for my annual list of automotive winterizing tips. Grab your ice scrapers and let's go.

### Tip #1:

Get yourself a gallon of windshield antifreeze, probably the cheapest automotive product on the market. You can usually find it for less than \$1 per gallon, but when the road salt is flying, it is worth its weight in gold.

Fill the windshield washer reservoir and give the motor a few seconds to fill the lines and deliver the fluid to the washer nozzles. If, after a couple of tries, nothing comes out, clean the jets with a straight pin. They've probably become clogged with dirt or car wax residue since last winter.

### Tip #2:

Buy a can of white lithium grease and spray all the locks and hinges. This inexpensive product comes in a spray can with a wand that lets you insert it in door locks to get the lubricant where it's needed. This will prevent ice from forming, allowing the lock to function in the coldest, wettest weather. The strong petroleum smell will dissipate in a few hours, but be sure to wipe any grease from the car's finish to avoid permanent stains.

### Tip #3:

Tires used on drive axles should carry a mud and snow designation. These tires need to be fully inflated (28-32 psi) to keep the tread open and improve the "bite" the tire can get in snow. If conditions are icy, the only thing that will improve traction is a set



of tire chains. Don't let air out of the tires as this only squeezes the tread together, making them less effective.

### Tip #4:

Have the antifreeze checked with a hydrometer to be sure it's effective to zero degrees fahrenheit. If it has been more than two years since the last flush and fill, it's time to perform this task again. Old antifreeze, while capable of keeping the engine from freezing, has lost its ability to inhibit rust and corrosion.

A couple of other points worth mentioning:

- Wash the inside of the windows with a good ammonia cleaner to remove vinyl residue that makes them steam up so quickly.
- Avoid the spray can products that melt ice off the windows. They contain alcohol and can do serious

damage to a car's finish. While nobody enjoys scraping ice from the windows, your car will be better off for your effort.

- For the life of your engine, don't warm-up your chariot for extended periods of time on those cold winter mornings. While it may be convenient to hop into a nice warm car, it's not worth the damage this practice causes your engine. The cold idling engine sends enough unburned gas into your engine to wipe the protective oil coating off the cylinder walls. The best practice is to start driving as soon as the oil pressure rises to the normal operating range.

While these tips may seem like old news to some readers, remember that preventive maintenance is the best way to stay off the towing company's hook.

# ED-SIGHTS

by Ed Seidel

## MVA Earning High Marks For Customer Service

**S**uddenly 1991 is three quarters gone and we look up from our work and say . . . WHAT! In a year charged with turmoil and frustration for many, Motor Vehicles has continued to move forward, particularly in the area of customer service.

During the last twelve months, MVA has compiled consistent data on the performance of our employees serving the public. Using a variety of measuring mechanisms, the customer service and field services divisions in particular have worked to determine what is needed to achieve the best possible service levels.

Through the use of mail surveys, customer exit interviews and customer comment cards available throughout the system, a picture has begun to emerge of the public's perception of the service they are receiving.

### How Is MVA Doing?

Comment cards provide an opportunity for customers to identify a problem, pay a compliment or make a complaint. Customers fill out these cards at or after the time of transactions. We are currently receiving about nine compliments for every complaint, as well as many thoughtful suggestions about better ways to handle transactions.

### Mail And Exit Interview Programs

Both our mail and exit interview survey programs have reflected MVA's steady and consistent improvement over the past year. Both surveys measure service quality, employee attitudes, transaction time and office appearance.

Employee attitudes are now being rated in the acceptable to excellent range by an average of over 90 percent of the customers surveyed. Over 75 percent of MVA's major transactions now take less than 30 minutes, including wait time. The appearance of our offices consistently receives a rating of excellent by more than 90 percent of our customers on exit interview reports.

### What Does This Mean?

Now I know this sounds close to what we're looking for, but we're not quite there yet. Our goal is to have every employee understand how important it is to treat every customer in a professional manner with dignity and courtesy.

We want all of our employees to know that they represent each and every other staff member in the agency and how important that responsibility is. We can not relax our



professional appearance or conduct in front of our customers. One failure diminishes the efforts of the rest in the eyes of the public.

In customer service, the challenge never stops. We all need to be reminded of the best and most intelligent ways to deal with people. Consistently measuring the results of training and positive leadership will help us continue to refine the quality of service we provide to our customers.

## Largo Adds Voter Registration Service For Customers

On September 23 the Motor Vehicle Administration's Largo Office opened a permanent voter registration site.

Newcomers to Maryland will be able to register to vote in federal, state, county and municipal elections at the same time they register their automobiles and obtain driver licenses. Voters will also be able to report changes in name or address.

This is the first time that these services have been combined in one location.

## Credit Union Celebrates 40th Anniversary With Auto Loan Refinancing and VISA Specials

**A**s part of its 40th Anniversary celebration, the State Employees Credit Union of Maryland, Inc., (SECU) will offer an auto loan refinancing special through December 2, 1991. Members can decrease their current loan rates and/or car payments by taking advantage of SECU rates as low as 9.9 percent. No additional down payment is required for the refinancing special, and members do not need an inspection certificate for the vehicle they are refinancing. A variety of rates and terms are available. Call 296-SECU or 1-800-TRY-SECU for details.

In addition to the auto loan special, SECU is running a VISA credit card promotion through the end of the year. The promotion is designed to rescue members who are paying high

interest or annual card fees for credit cards from other financial institutions.

During the special, members who are approved for a SECU VISA card can request that the Credit Union use their new SECU card to directly pay all or part of their other credit card bill, up to their available SECU card limit. The amount will be transferred to a low-interest SECU VISA card. The member saves money by reducing his or her credit card interest rate AND by eliminating any annual card fee. There's no annual fee for a SECU VISA card!

The SECU VISA rate is just 15 percent APR and includes a 25-day grace period on purchases, a free second card and \$250,000 travel/accident insurance from VISA. Depend-

ing on eligibility, VISA credit limits are available up to \$7,500.

Take advantage of what the Credit Union has to offer. SECU is a federally-insured credit union with more than 140,000 members and \$500 million in assets. There are eight Credit Union branches serving state employees and their family members throughout Maryland. For membership information or more details on the auto loan and VISA special, call SECU at 296-SECU or 1-800-TRY-SECU.



State Employees  
Credit Union  
of Maryland, Inc.

## SECU Responds To State Layoffs

**I**n response to the impending layoffs of some state employees, the State Employees Credit Union (SECU) is reaffirming its commitment to all its members.

"It has always been our policy to work with our members one on one," said SECU President Bill Griffin.

"Some of our members who are caught in this wave of cutbacks will be facing important financial decisions. Especially at times like this, we're here to help."

While SECU is not a state agency, the credit union will attempt to work with affected state employees in various ways. SECU will offer seminars dealing with financial planning and job-seeking skills for members who find themselves out of jobs. Additionally, SECU will work with members individually to restructure their credit.

"Obviously we want to do whatever we can to ease a difficult situation," Griffin added. "We may not have the solution to the state's fiscal woes, but at least we can help our members deal with theirs."

## They Remembered . . .



Photo from BWI Archives

RALPH DAVIS OF MAA's maintenance staff and Chief Jack Beall and Captain Tom McGuinness of BWI Fire/Rescue Service all identified this photo that ran in the last issue of *Directions* as being taken in the 1940s between airport gate posts 9 and 10 along Dorsey Road. The house in the photo belonged to the Pumphrey family of Anne Arundel County and was razed about two years ago. Thanks to these sharp-eyed gentlemen for bringing to a conclusion one of MDOT's unsolved mysteries.

# NATIONAL SCENE

## Nebraskans Take A Ride On The Fast Track

Need a road completed in only 18 hours? The Nebraska Department of Transportation is doing just that with an experimental type of concrete called Fast Track.

Fast Track contains extra cement per cubic yard and a plasticizer which allows a lower water/cement ratio. The concrete gains strength rapidly - over 3500 pounds per square inch in as little as 18 hours.

Nebraska's Highway 81 project used Fast Track in the southbound lane when it was decided that the detour route was inadequate. Traffic was diverted to the northbound lane as the Fast Track was being poured. Access to local businesses was closed for only 18 hours. Traffic was then shifted to the newly constructed southbound lane to permit construction of the northbound lane using standard concrete.

Nebraska DOT's Materials and Testing Division feels that Fast Track could be especially useful where it is necessary to divert traffic quickly and reconstruct a roadway in a limited amount of time.

### The Roadrunner

## MAGLEV to Walt Disney World

The Florida Department of Transportation has apparently taken the lead in the construction of the world's first commercially operated high speed magnetic levitation train system.

This past summer, Florida's governor awarded certification to Maglev Transit, Inc. to build and operate a 13.5 mile maglev system linking Orlando International Airport and International Drive in southern Orange County, near Walt Disney World. Plans call for four train sets, each with five cars and a seating capacity of 400. The trains will make 128 daily round trips carrying 51,200 passengers.

The system is expected to generate an annual ridership of 7.6 million one way trips in its first year of operation. It is anticipated that sixty percent of the ridership will be those using the system simply to experience the new technology and its 250 mph speed. The other forty percent will be primarily tourists heading for Walt Disney World.

The average fare is expected to be about \$12.00 for a one way trip. The capital cost of the project, to be borne by Maglev Transit, Inc., is estimated at \$452 million.

## Go The Distance With HOV

Remember the old Burma Shave road signs of years ago? The folks at the Virginia Department of Transportation not only remember them - they plan to use the concept to promote the use of High Occupancy Vehicle (HOV) lanes currently being built along two major highways.

The Federal Highway Administration has approved the signs as a part of VDOT's marketing campaign to convince motorists to carpool, vanpool or bus to work.

Two sets of signs are already in use on I-66 where HOV lanes are being constructed from the Capital Beltway to Route 50. One set of signs reads:

*Driving this road  
Making you older?  
We'll lighten the load,  
Widen the shoulder  
Paving the way  
for HOV before '93*

Another set of signs have been posted along I-64, where HOV lanes are to be opened by next September. They read:

*Bumper to bumper?  
Set yourself free  
Go the distance  
with HOV*

The signs will be changed every few months during construction to keep motorists reading and smiling.

## Kansas Takes Recycling On The Road

Highway crews in Kansas are currently recycling about 825,000 tons of asphalt pavement each year, resulting in annual savings of over \$8 million. While the state has been in the business of recycling highway materials for the past 13 years, they continue to experiment and refine the processes they use.

One experiment currently underway on I-70 near the town of Colby is expected to reveal information regarding the most cost effective methods of recycling asphalt. Several combinations of cold and hot recycling processes are being used on the 8 mile test strip.

Last year, KDOT began experimenting with another method of recycling. Forty tons of ground auto and truck tires were mixed with asphalt poured for roadway construction. While higher in initial cost, the rubberized asphalt is thought to be more durable.

### KDOTranslines

T-News

Bulletin

# YESTERDAY

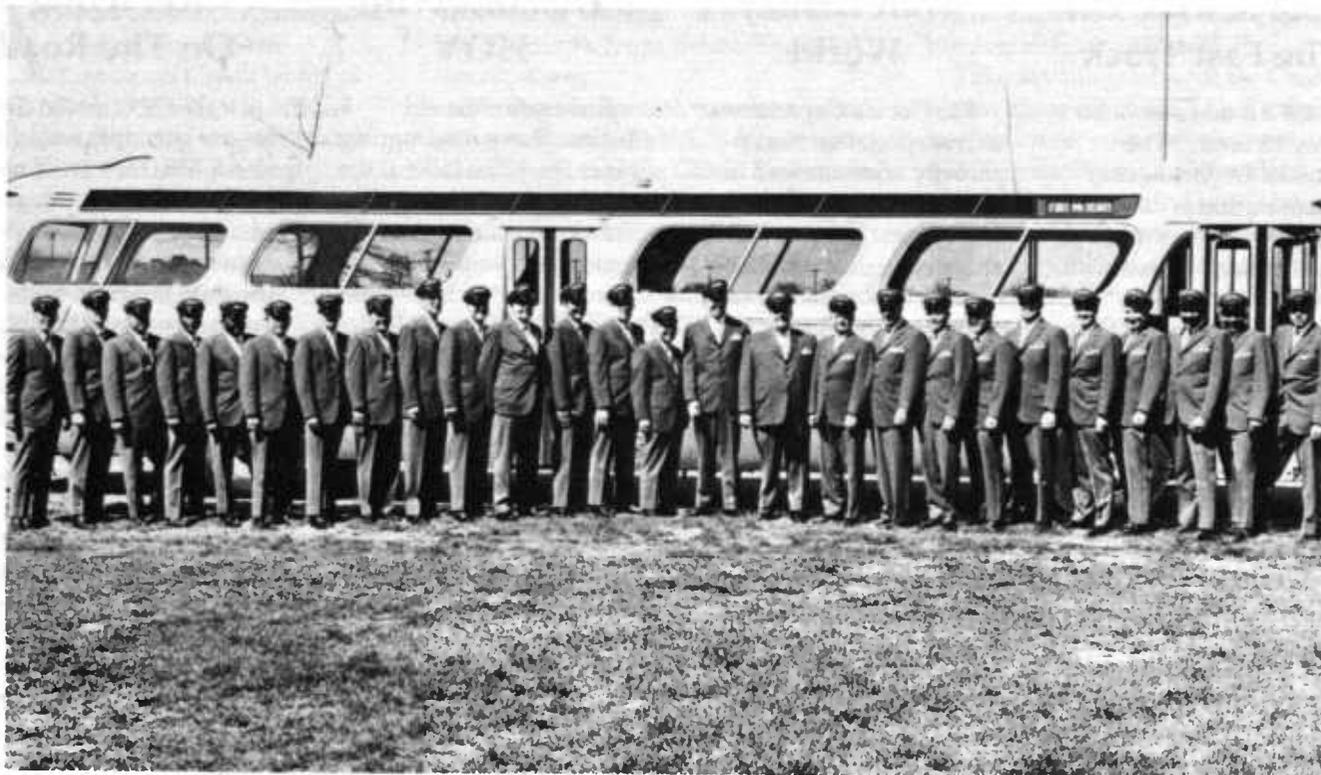


Photo courtesy of Fred Mullins

*On April 30, 1970, the Metropolitan Transit Authority (MTA) took over operation of the Baltimore Transit Company. One of the first things MTA did was to change the appearance of the street supervisors' uniforms. This picture was taken in Carroll Park, and shows most of the supervisors with the new look—blue blazers and gray slacks. It should be noted that most of the supervisors did not like the new uniforms because the bus drivers said they looked like bell boys or elevator operators. The previous uniforms were military style—Eisenhower jackets and slacks. Fred Mullins, who contributed this photo and story, is pictured tenth from the left.*



**Maryland Department  
of Transportation**  
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