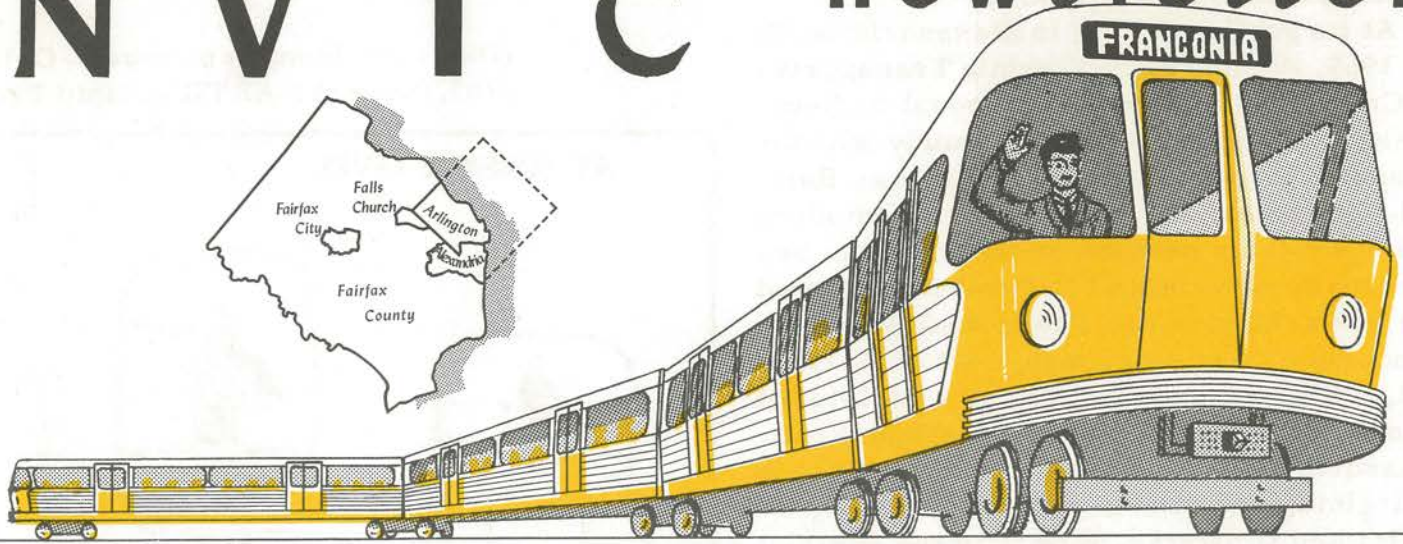


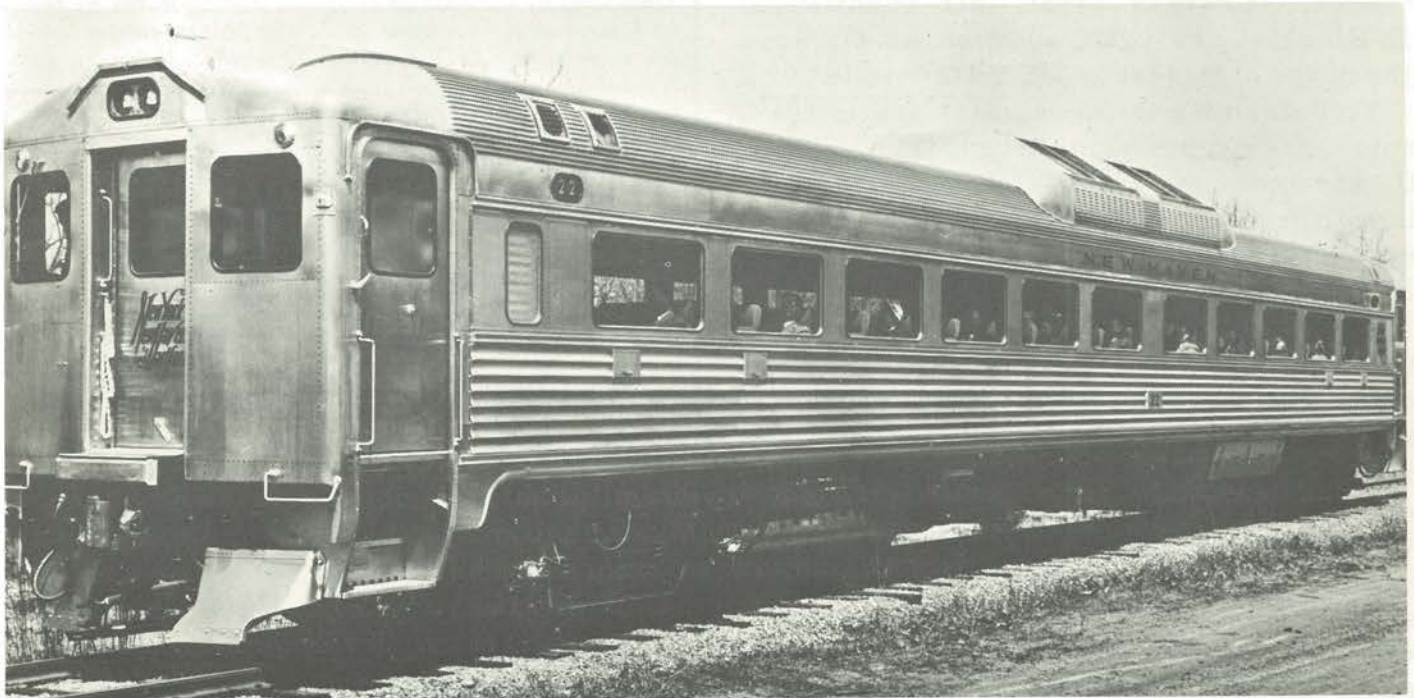
N V T C newsletter



Vol 1, No 6

Northern Virginia

July - August 1965



RAIL DIESEL CAR, shown on the New York, New Haven & Hartford Railroad in commuter-train service out of Boston, Massachusetts. These modern, self-propelled coaches, manufactured by The Budd Company, could provide fast, comfortable service on existing railroad tracks between Franconia, Virginia, and Washington, D. C.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Created by Acts of the Virginia General Assembly as a Public Instrumentality to Plan and Develop a Transportation System for Northern Virginia

FAIRFAX COUNTY
 Frederick A. Babson
 CHAIRMAN
 Joseph Alexander
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ARLINGTON COUNTY
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 Leo Urbanske, Jr.

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CITY OF FALLS CHURCH
 Lee M. Rhoads

VIRGINIA DEPT. OF HIGHWAYS
 John P. Mills, Jr.

Executive Secretary
 Gordon J. Thompson

LOCAL TRAINS ON THE R. F. & P. :

At its public meeting in Alexandria on 22 July 1965, the Northern Virginia Transportation Commission adopted a proposal by Commissioner Joseph Alexander to study with the Richmond, Fredericksburg & Potomac Railroad the possibility of introducing modern commuter-train service on the railroad between the Southwest Mall Federal employment area in Washington and Franconia, Virginia. Franconia is about one mile east of Springfield. Intermediate stations are envisioned at South Van Dorn Street, Telegraph Road, Alexandria Union Station, and Monroe Avenue in Virginia, and at 14th and D Streets, S. W. and 7th and C Streets, S. W., in the District of Columbia.

Service would be provided with 85-mile-per-hour, stainless steel, air-conditioned Rail-Diesel-Cars (RDC's) such as pictured on the cover of this issue of NVTC newsletter.

To determine the feasibility of this train service, the Commission hired Mr. Loren G. Hill, a transit consultant, onto its staff. Mr. Hill will be glad to hear from anyone who has ideas useful to the development and promotion of such service.

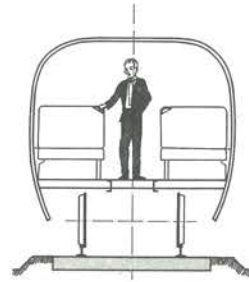
The proposed commuter trains would serve a two-phase purpose. First, they can provide rail service during the five or six years that rapid transit is under design and construction, offering some degree of relief from increasing traffic congestion. Second, after commencement of rapid transit service, the commuter trains can bring passengers to the rapid transit from stations beyond the end of the rapid transit lines. Thus, the planned service will be a supplement to the rapid transit, not a substitute for it. The trains will in no way decrease the need or justification for the subway system designed by the National Capital Transportation Agency.

NVTC COMMISSIONER URBANSKE IS GUEST OF "BARTD":

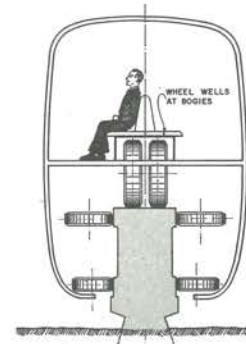
Commissioner Leo Urbanske, Jr., recently visited the Bay Area Rapid Transit District -- the agency, similar to NVTC, which is developing rail rapid transit for the San Francisco - Oakland Bay region. With a \$6,219,333 grant from the Housing and Home Finance Agency, BARTD is developing a demonstration rapid transit line to try new tech-

(Diagram from September - October, 1963, issue of BARTD's Rapid Transit)

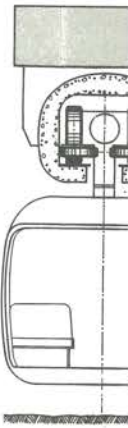
AT SURFACE LEVEL



Recommended Duorail



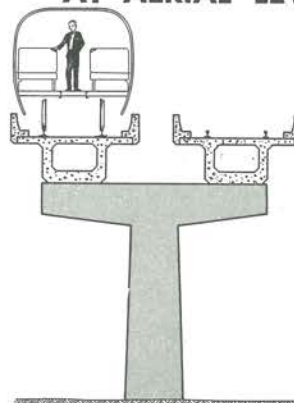
Bottom-Supported Monorail



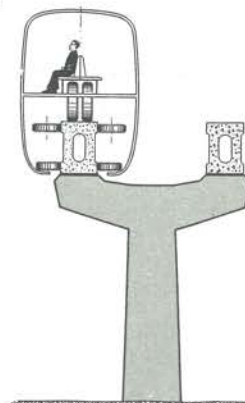
Susper

Simplicity of the duorail system is demonstrated by the fact that its structures at surface level, as do the bottom-supported Alweg system and the suspended SAFEGE system (French).

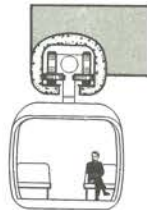
AT AERIAL LEVEL



Recommended Duorail



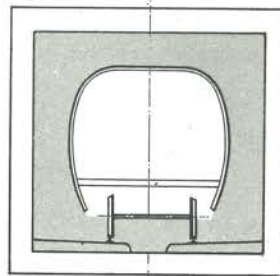
Bottom-Supported Monorail



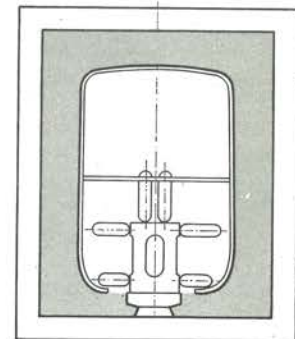
Susper

When ground clearance is required, the suspended system must use aerial structures (see right illustration) than either the recommended or Alweg supported monorail.

IN SUBWAY



Recommended Duorail



Bottom-Supported Monorail



Susper

The recommended duorail system will allow greatest saving in station costs. Both the suspended and supported monorail systems are more expensive in subways and tunnels.

niques of rapid transit design, construction, and operation. While the demonstration line is only 4.4 miles long, the entire proposed suburban rapid transit system will comprise 75 miles, financed mostly from \$792-million in bonds, already authorized by the region's voters.

When describing his visit to his fellow NVTC Commissioners at the July meeting, Mr. Urbanske emphasized the great amount of attention being given by BARTD to passenger comfort and convenience. He pointed out that they rejected monorail after extensive study, and that they have misgivings about locating rapid transit in the median strips of freeways. The chart in the centerfold of this issue of NVTC newsletter shows BARTD's comparison of space requirements between conventional rail rapid transit and the two types of monorailways.

NVTC SELECTS VIRGINIA REPRESENTATIVES TO THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

When signing the Memorandum of Agreement to set up the National Capital Region Transportation Planning Board (NCRTPB), most Northern Virginia jurisdictions amended the agreement to provide for selection of Virginia's local government representatives by NVTC. The Agreement calls for three representatives from each of the "local governments" of D. C., Maryland, and Virginia to the 17-member Board which also includes representatives of the three state highway departments, Bureau of Public Roads, Housing and Home Finance Agency, National Capital Transportation Agency, Washington Metropolitan Area Transit Commission, and the White House.

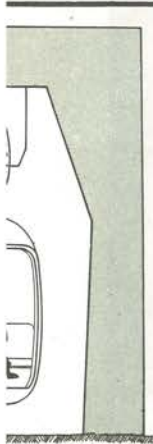
At its July meeting, the Commission unanimously elected the following members to the Planning Board: Frederick A. Babson of Fairfax County, with Philip D. Fisher of Fairfax City as his alternate; Leo Urbanske, Jr., of Arlington County, with Lee Rhoads of Falls Church as alternate; and Nicholas A. Colasanto of Alexandria. Alexandria's alternate is to be from the Loudoun County-Prince William County area; the Commission deferred selection of this alternate until those counties nominate an individual.

Mr. Babson, who headed the committee that organized the Transportation Planning Board to comply with a Congressional mandate, was elected Chairman of the Board's Coordination Committee at the Committee's first meeting, and has subsequently been elected as Temporary Chairman of the Board, itself.

Congress required that by July 1, 1965, metropolitan areas must have established continuing, cooperative, comprehensive transportation planning programs in order for their urban highway projects to remain eligible for Federal-aid funds. The U. S. Bureau of Public Roads has approved the NCRTPB, so there will be no interruption to funds for metropolitan Washington.

CREATION OF JTC LIAISON COMMITTEES:

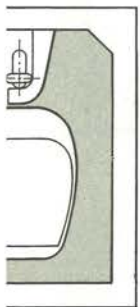
In order not to delay progress on rapid transit development until the proposed interstate compact transit authority is in being (one year from now at the soonest), the Joint Transportation Commission (JTC) has created two liaison committees, composed of members from NVTC, Maryland's new Washington Suburban Transit Commission, and the D. C. government, to work with National Capital Transportation Agency toward achievement of a region-wide rail rapid transit system. At its July meeting, NVTC appointed Commissioner Roye L. Lowry of Arlington to the Finance Committee, and Gordon J. Thompson, its Executive Secretary, to the Routes and Physical Facilities Committee. The JTC is negotiating the interstate compact to create a transit authority to supersede the National Capital Transportation Agency. The purpose of the liaison committees is to assure a smooth transition and harmony between NCTA, and the two suburban commissions, and the District of Columbia.



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Vehicle
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IDEAS, ANYONE? This artist's conception of a modern rapid transit station is an imagination-starter, according to Walter J. McCarter. He is Administrator of the National Capital Transportation Agency -- the Federal agency developing a subway and surface rapid transit system for the Washington area. From everyone Mr. McCarter wants ideas as to what Washington's stations should be like. "The most important person is going to be the customer," he says. "He will pay two-thirds of the cost. It's his system. I want to hear from him. Write the Community Service Office, NCTA, 1634 Eye Street, N. W., Washington, D. C. 20432". **I**

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TO:

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