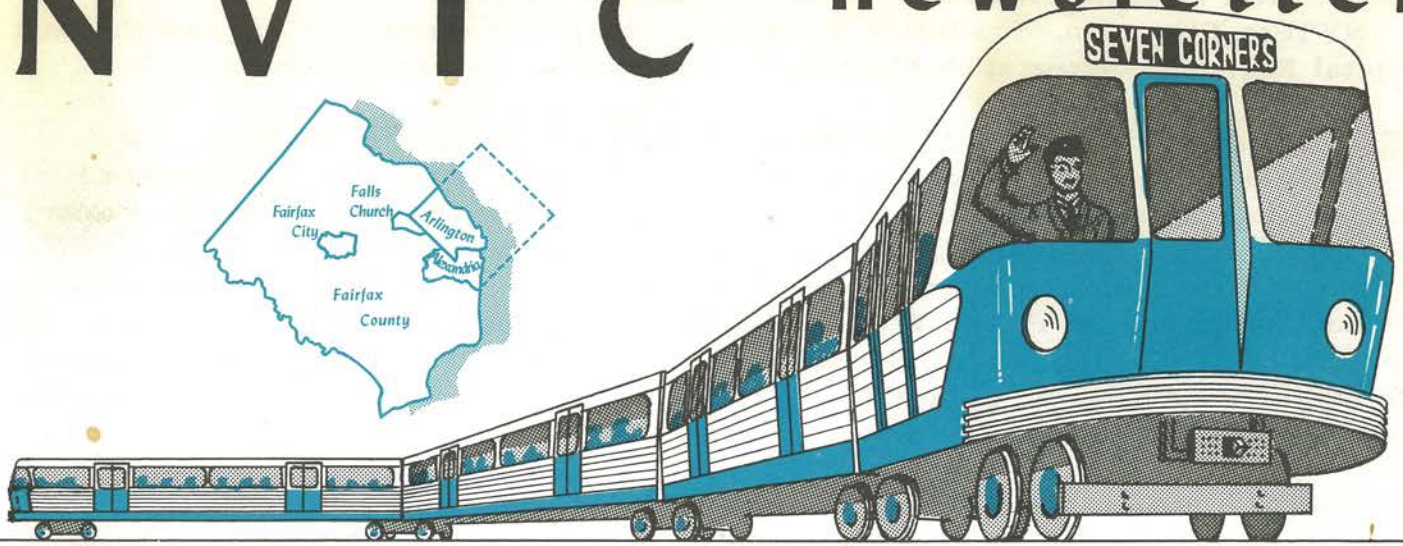


N V T C newsletter



Vol 1, No 8

Northern Virginia

November 1965



TWO - CAR TRAIN OF PHILADELPHIA "SILVERLINERS" speeds through Washington's Southwest Mall Federal employment area, sending a pigeon into flight. This is the site of a station proposed for commuters by NVTC. To left is Reporters Building and behind the train is General Services Administration's Regional Headquarters. To rear is U. S. Department of Agriculture and familiar Washington Monument.

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, and to Participate as Virginia's Share of an Interstate-Compact Transit Authority for Metropolitan Washington.

FAIRFAX COUNTY

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Lee M. Rhoads

VIRGINIA DEPT. OF HIGHWAYS

John P. Mills, Jr.

Executive Secretary
Gordon J. Thompson

FREDERICK A. BABSON ELECTED CHAIRMAN OF TPB:

NVTC's Chairman, Frederick A. Babson, has been elected by the new National Capital Region Transportation Planning Board (TPB) as its first Chairman.

DR. FERLAZZO ELECTED AS ALTERNATE REPRESENTATIVE TO TPB:

In the July-August issue of NVTC newsletter it was reported that the Northern Virginia Transportation Commission elected the Virginia local government representatives to the TPB except Alexandria's alternate who was to be from the Loudoun County-Prince William County area. Loudoun County agreed to allow Prince William County to make the nomination and the Prince William County Board selected Dr. A. J. Ferlazzo. At its November meeting, NVTC unanimously elected Dr. Ferlazzo as the alternate to Alexandria's Nicholas A. Colasanto. Dr. Ferlazzo is the county supervisor from the rapidly urbanizing Dumfries-Triangle Magisterial District.

STUART T. DeBELL IS NEW NVTC COMMISSIONER:

To replace John P. Parrish, who resigned from NVTC, the Fairfax County Board of Supervisors appointed Mr. Stuart T. DeBell as one of its representatives to NVTC. Mr. DeBell is the county supervisor from the Centreville Magisterial District.

ATTENTION FAIRFAX COUNTY READERS:

If your address as it appears on this issue of NVTC newsletter does not comply with the new street name and house-numbering system, please advise us by 'phone or letter.

MODERN COMMUTER TRAINS RUN TO VIRGINIA -- BUT ONLY FOR A DAY:

On 7 November, a pair of "Silverliner" commuter-train coaches, on loan from Philadelphia, performed a demonstration run to prove the feasibility of such train service in Metropolitan Washington. Sponsored by the Washington Chapter of the National Railway Historical Society, the quiet, electric, air-conditioned train sped from Union Station along the Pennsylvania Railroad tracks through Northeast Washington and mushrooming Maryland suburbs to Odenton. Near Landover, the swift train was timed at 45 seconds for one mile -- or 90 miles per hour. Returning from Odenton, the train bypassed Union Station via the freight railroad through Benning, and continued through into Potomac Yards (the present end of electrification). The comfortable "Silverliners" then retraced their course over the river, through Southwest Mall (see cover photograph) and Benning, to Landover, Maryland; then returned to Union Station.

These and many more "Silverliners" are owned by the City of Philadelphia and leased to the Pennsylvania Railroad. Others are leased to the Reading Company. Together with older electric cars, they provide frequent, convenient service on eleven suburban railway lines radiating from 8.0 to 33.3 miles from Philadelphia. These well-patronized services are supported by the city in order to obviate the need for additional free-ways.

NVTC-RF&P JOINT STUDY OF COMMUTER-TRAIN SERVICE:

In its joint study with the Richmond, Fredericksburg & Potomac (RF&P) Railroad of the possibility of introducing commuter-train service between Franconia, Virginia, and Washington, D. C., NVTC has furnished service requirements to the railroad. RF&P is currently working on estimates of the cost of installing and operating the proposed service.

In the meantime, NVTC's staff is continuing to coordinate the proposal with area planning bodies and other concerned agencies, and with the local bus companies. Several Federal agencies employing large numbers of people in the Southwest Mall area are cooperating by polling their employees to assist NVTC in estimating use of the train service.

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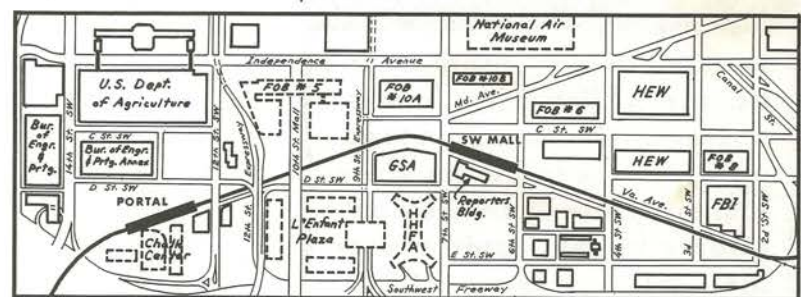
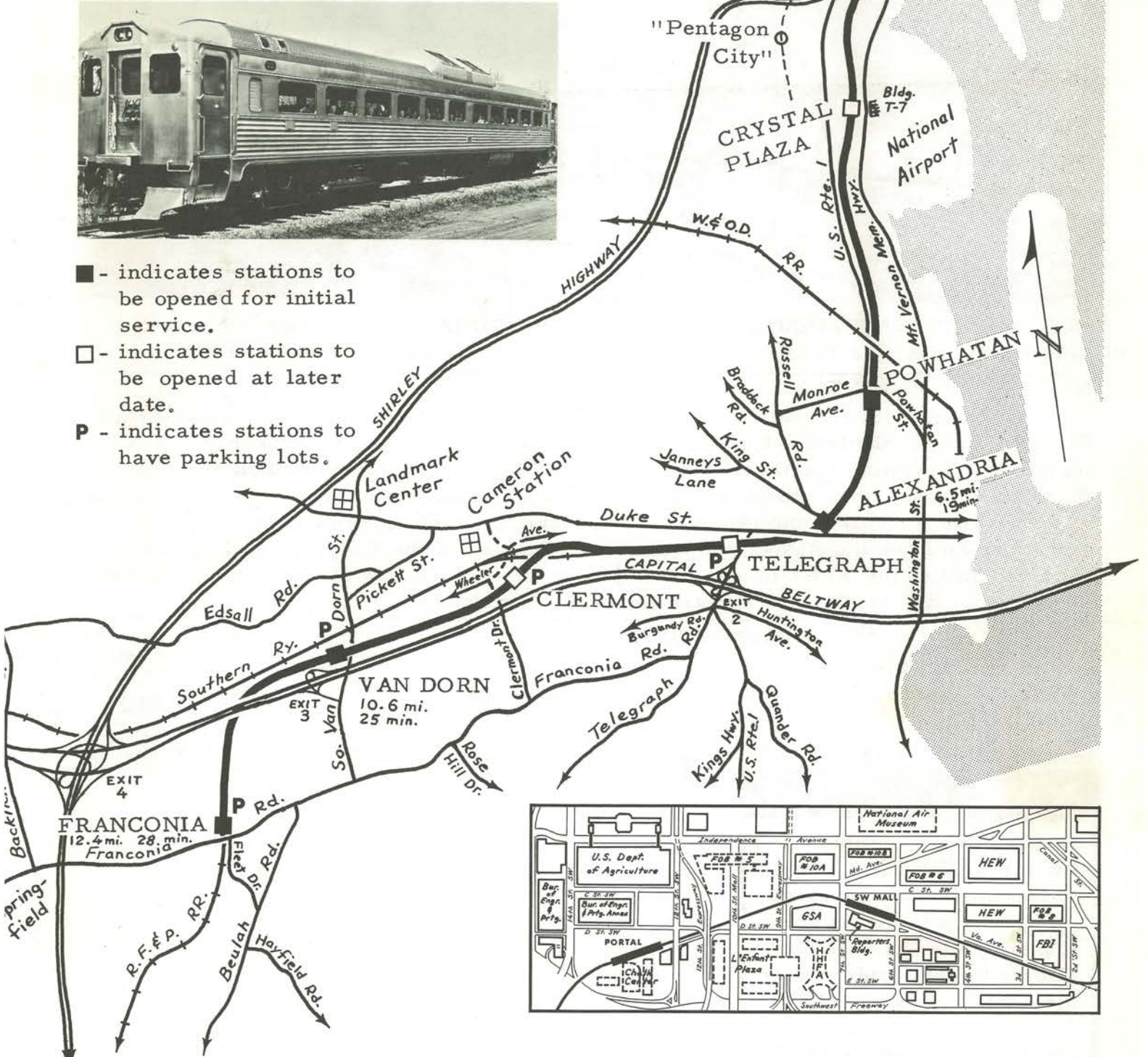
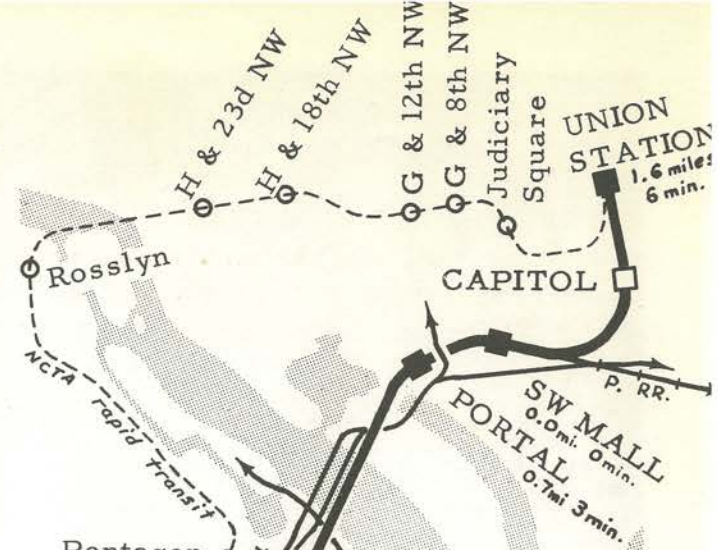
(continued from previous page):

This map shows the alignment of the route and location of stations under consideration. Numerals adjacent to station names indicate the miles and estimated running time in minutes from the Southwest Mall station. The inset map shows the proximity of Federal office buildings to proposed stations. Below is the type of self-propelled, stainless-steel, air-conditioned rail diesel car envisioned for this service.

Neither the Commission nor the railroad company will make the decision to provide this service until complete cost data are before them.



- - indicates stations to be opened for initial service.
- - indicates stations to be opened at later date.
- P - indicates stations to have parking lots.





"SILVERLINERS" HEADING FOR NORTHERN VIRGINIA, as they enter the first span of Long Bridge over the Potomac River near Jefferson Memorial. Preview of the future?

NVTC HIRES PLANNER:

Mr. Charles J. Lietwiler has joined the NVTC staff as its Senior Transportation Planner. Mr. Lietwiler, a transit consultant, is a graduate of the University of Washington and is writing his thesis for a Master's degree in Transportation from George Washington University. His experience includes transportation work for the Chairman of the Seattle Transit Commission, the Borough of Crafton, Pennsylvania, the firm of Metropolitan Planning Associates, the U. S. Bureau of the Budget, the Public Works Planning Unit of the White House, the Highway Research Board of the National Academy of Sciences, and the firm of Howard Research Company.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

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NVTC newsletter

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