

Metro Favors Va. Track Near RF&P Line

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After a study that lasted more than a year, the Metro board voted yesterday to build the Alexandria transit line where it was originally proposed in 1968—alongside the

Richmond, Fredericksburg & Potomac Railroad tracks.

The decision ended all consideration of the city's attempt to move the line eastward, closer to downtown and the historic Old Town residential district. The cost of a subway to the east was found by the study to be prohibitive. The line alongside the RF&P will be on the surface.

The Alexandria City Council concurred last night in the WMATA resolution, but called for the inclusion of sound reduction features in the design and asked that the design anticipate possible relocation of U.S. Rte. 1 to a route beside the Metro tracks.

Metro directors decided one change from the original plan. They moved the site of one of central Alexandria's two stations from Monroe Avenue about one-fifth a mile south to Braddock Road. (The

other central-area station will be at King Street.)

Still unsettled is the location of a car-storage and maintenance yard that Metro staff officials want to put on the Alexandria Scrap Co. property alongside the Capital Beltway, near the city's southern boundary.

City Councilman H. Winfield McConchie Jr., an alternate member of the Metro board, said city officials still want the yard moved outside the city. Metro's general manager, Jackson Graham, has said there is no other place to put the yard if service is to begin on the Alexandria line by 1977. The expected starting date is 21 months later than originally planned, due largely to the Alexandria dispute.

By 1977, trains are scheduled to run to Huntington, at the north edge of Fairfax

County's Mount Vernon District. Two years later, an extension of service is expected to Springfield and Franconia.

Service from Washington as far as National Airport is scheduled to begin in 1976.

The relocated Braddock Road station will serve the city's Del Ray and Braddock Heights areas, with many riders using feeder buses to get to and from the station. The King Street station will serve downtown and the Rosemont area.