



THE INSTITUTE OF
ELECTRICAL AND
ELECTRONICS
ENGINEERS, INC.

VEHICULAR TECHNOLOGY SOCIETY
LAND TRANSPORTATION COMMITTEE

JANUARY 9, 1990

Social Hour:
11:30 AM

Subject: IC-3 Self-Propelled Diesel Rail Car

Lunch:

Speaker: Mr. Jan Skopal

Place: Marvin Center, 3rd Floor
George Washington University
800 - 21st Street, NW
Washington, DC

Contact: Jerry Hott 785-1351, or
Lou Sanders (202) 858-4685
for reservations before
Friday, January 5, 1990, 4PM

BIOGRAPHICAL DESCRIPTION:

Mr. Skopal is the Chief Engineer of Scandia-Randers A/S, Denmark, a Danish manufacturer of rolling stock equipment specializing in modern, light weight passenger transportation equipment. Scandia-Randers is a member of the ABB group.

Mr. Skopal has a Masters degree in Mechanical Engineering from the University of Lund, Sweden. He joined ABB, then ASEA, in 1982, and has since occupied a variety of positions in Sweden and several other countries.

Jan Skopal's subject of his presentation is the newly developed IC-3 rail passenger rolling stock equipment, a self propelled diesel/hydraulic vehicle soon to enter revenue service in the Danish railway system. The type of vehicle and the operational capabilities are very similar to the RDC concept successfully utilized in the United States and Canada in the fifties and sixties, with some RDC's still providing rail passenger services. The IC-3 includes state-of-the-art technologies such as electronic controls, light weight carbody shells and an innovative method to couple cars at the control cab ends.

A handwritten signature in cursive script, appearing to read "Jan Skopal", is located in the bottom right corner of the document.



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DATE/TIME: Tuesday, February 13, 1990
11:30 Social; 12:00 Lunch; 12:30 Speaker

PLACE: University Club, George Washington University
800 21st Street, Washington, DC

SPEAKER: Mr. Karl W. Berger, Principal
Lea+Elliott, Inc., Washington, DC

TOPIC: Benefits of AC Drive

PRICE: \$15.00 cash at door (Club will not accept checks)

RESERVATIONS: (By February 9): Gerald Hott 202-785-1534
Lou Sanders 301-266-4685

ABOUT OUR SPEAKER:

Mr. Berger is a Principal of Lea+Elliott, Inc., Washington, D.C. He currently manages a project to provide contract oversight on the design and delivery of 10 ac drive locomotives for the Metro North Commuter Railroad. He also provides technical support to Seattle Metro for their dual-mode ac drive trolley buses.

Prior to becoming a consultant, Mr. Berger was a propulsion system engineer at Westinghouse Transportation Division. His work there included design of the propulsion system for the rebuilt Metroliner cars for which he received a patent. He was responsible for commissioning the world's first microprocessor-controlled propulsion system on the Rio de Janeiro Metro.

Mr. Berger is a registered professional engineer in Pennsylvania, Virginia, California, New York, New Jersey and Florida.



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VEHICULAR TECHNOLOGY SOCIETY

LAND TRANSPORTATION COMMITTEE

Tuesday, March 13, 1990

Social Hour: 11:30 am Subject: The Georgetown Branch Study

Lunch: Noon Speaker: Glenn S. Orlin, F.E., AICF

Place: Marvin Center, 3rd Floor
George Washington University
800 - 21st Street, NW
Washington, DC

Contact: Jerry Hott, 785-1351, or
Lou Sanders, (301) 266-4685
for reservations before
Friday, March 9, 1990, 4 PM.

Description and Biographical Information:

Mr. Orlin is a graduate of Oberlin College with Masters Degrees in Regional Planning and Civil Engineering from the University of North Carolina and North Carolina State University, respectively. He has served in a variety of positions of increasing responsibility in North Carolina and Maryland culminating in his current assignment as Chief, Planning and Programming, Montgomery County DOT.

Mr. Orlin will discuss the Georgetown Branch Study for which he has served as project manager since 1985.



Louis F. Sanders

THE GEORGETOWN BRANCH TROLLEY/TRAIL PROJECT:

THE SILVER SPRING & BETHESDA TROLLEY AND THE CAPITAL CRESCENT TRAIL

On November 29, 1989, the Montgomery County Council approved a new trolley line (the "Silver Spring & Bethesda Trolley") and hiker-biker trail (the "Capital Crescent Trail") connecting Bethesda and Silver Spring, Maryland in suburban Washington. The trolley and trail largely runs along the right of way of the CSX Georgetown Branch railroad line, upon which freight service was discontinued in 1985. The project is unique in several respects: (1) it is the first circumferential light rail line in North America, linking two branches of the Washington area's Metrorail system; (2) it is the first light rail line to be designed and built with a hiker-biker trail along its entire length; and (3) to accommodate both the trolley and the trail, the trolley is designed to be over 60% single-tracked in its final configuration, not as an interim stage. The State of Maryland has agreed to design and build the 4.4-mile line. Here are some basic facts about the project:

o The Silver Spring & Bethesda Trolley would run between the two branches of Metrorail's Red Line in Montgomery County. The trolley would be set in a linear park with a hiker-biker trail and other recreational amenities. It would serve the suburban business districts of Silver Spring and Bethesda, each of which will have 40,000 employees within the next decade.

o The trolley line would be largely single-tracked (with four sections of double-track) in order to leave more room for the 10-foot-wide Capital Crescent Trail and a landscaped buffer. Since trolleys are powered by electricity, they do not pollute and produce very little noise; the buffer would be provided primarily to protect the privacy of neighboring residents from trolley and trail users.

o The trolley would have four all-day stops: the Silver Spring Metro Station, Lyttonsville, Connecticut Avenue, and Bethesda, plus an off-peak stop at Spring Street. The Bethesda trolley stop would be connected to Metrorail with the construction of a new elevator and mezzanine tying into the south end of the Metrorail station.

o The trolley would run every 6 minutes during rush hours, every 10-12 minutes in the mid-day and Saturday, and every 15 minutes in the evening and on Sunday. The hours of operation would be similar to those of Metrorail.

o The trolley would have a "barrier-free" fare collection system: passengers would buy tickets from a dispenser on the platform, and tickets would be checked by roving fare inspectors. This approach is being successfully applied on light rail systems on the West Coast.

o By trolley the trip between Silver Spring and Bethesda would take 9 minutes; this trip today takes over 15 minutes by car and over 20 minutes by bus during rush hour. These over-the-road times will steadily get worse as traffic increases, but the trolley travel time will remain at 9 minutes.

o According to the official ridership estimates (developed by a consultant retained by the Montgomery County Council), the trolley would have 13,300 weekday riders in 1995. It is estimated that 30-35% of these riders will be Prince George's County or District of Columbia residents.

o The estimated cost—including the Trolley/Trail combination between Silver Spring and Bethesda and the new entrance to Metrorail at the south end of the Bethesda Station—totals about \$110 million (in FY 89 dollars), broken down as follows:

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|----------------------------------|--|
| Silver Spring & Bethesda Trolley | \$ 65 million |
| Bethesda Metro South Entrance | \$ 15 million |
| Capital Crescent Trail | \$ 9 million |
| Right of Way | \$ 21 million (\$ 10 million already acquired) |

The cost of the trolley line and Bethesda Metro entrance would be covered by the Maryland Department of Transportation, while the cost of the trail and right of way would be borne by Montgomery County.

o The Silver Spring & Bethesda Trolley and the Capital Crescent Trail are scheduled to open in 1994.

Montgomery County DOT
February 8, 1990

AMERICAN SOCIETY OF MECHANICAL ENGINEERS

AND

INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS

Cordially invites you to our monthly luncheon meeting

SPEAKER: MR. R.E. (ROB) WRIGHT
Passenger Locomotive Sales
General Motors

TOPIC: GM LOCOMOTIVES FOR PASSENGER SERVICES FOR THE NINETIES

PLACE: UNIVERSITY CLUB, George Washington University
Marvin Center, 3rd. Floor
800 21st. Street, NW., Washington, D.C.

DATE/TIME: Tuesday, December 11, 1990
11:30 Social; 12:00 Lunch; 12:30 Speaker

PRICE: \$ 15.00 cash at door (Club will not accept checks)

RESERVATIONS: Lou Sanders 301/266-4685
Raul Bravo 703/425-6059

ABOUT THE SPEAKER AND THE SUBJECT:

Rob Wright is in charge of the newly formed GM unit for the development and sales of locomotives for passenger services, indicating GM's recognition and commitment to rail passenger transportation. Rob will speak and present on-going developments to satisfy the demand during this coming decade.

Rob is a graduate of the St. Clair College in 1965 and the University of Western Ontario in 1971. Rob has been with General Motors since 1972.