
More Courtesy Reminders



Commuter Update

Every now and then we gather together our most recent courtesy concerns as shared with us by our riders and let them have a voice. People can be tired or distracted and, hopefully, these reminders can help to re-enforce what we should already know: that practicing courtesy and etiquette makes everyone's commute better.

- Can you please ask people to wait to put their backpacks on until they get off of the train? When they put them on in the train and turn they always bump into others. Very rude.
- Please don't double park in the "Kiss and Ride" area!
- Please inform passengers not to stand or sit on the stairs to the upper level. I board the Manassas train at Crystal City and invariably, even though there are seats upstairs, there are folks standing or sitting on the stairs and blocking access to the upstairs. Please inform passengers not to block the stairs.
- Do not save seats! Do not take up more than one seat! Thank you!
- Please send an email out reminding folks to give up their seats when an elderly person gets on or someone who looks like they really need a seat!
- Do not block the aisles and do not stand in the vestibules.
- People are standing and this individual got on at L'Enfant and still has not taken her feet out of the seat. Some women, including myself, wear very nice dresses, suits, and pants to work. We do not want to get mud and dirt on our clothes compliments from her dirty shoes.
- To me, I feel that it is a privilege to be allowed to make cell phone calls while riding the VRE. I see the occasional reminders about not overdoing it, and I try to keep my phone conversations brief. Some passengers have no such feelings. One day this week I had to listen to incessant babbling by riders for a full hour and a half. Very annoying.

Manassas Park needs your help.

Come and be a part of history volunteer to be an Officer of Elections. The City of Manassas Park is in need of Officers (poll workers) if you are interested please call (703) 335-8806 and they will be happy to assist you with any questions you may have and they will send you a packet with all the information you need to get involved with your community.

Also, are you registered to vote or have you moved?

If you need to register to vote for the November 6, 2012 election the deadline is October 15, 2012 by 5:00pm. Don't wait until the last minute to be ready for the upcoming election. Visit www.sbe.virginia.gov for information and an application.

Lost cell phone request: I just want to get my pictures of my 21 month old daughter off my cell, that's all, hoping you understand how important it is to me to getting back my pictures of my daughter. The VRE train I was on that day was train #327 leaving Union Station @ 3:45PM and going to Broad Run then back tracks to Union Station leaving Union Station once again @ 6:15PM. So whoever took my phone was picked up that day by train 327 at or after 6:15PM. And as far as a description of my cell: it is an all-black LG Sprint flip open cell phone. And I'm willing to offer \$40.00 to whoever turns in my cell as long as I can pull my pictures off my cell. If found please contact gotrains@vre.org.

Alexandria, Va.



The Alexandria Board of Architectural Review approved plans to nominate the historic Alexandria Union Station building to qualify to appear on National Register of Historic Places.

Union Station was built in 1905.

The National Park Service's National Register of Historic Places is part of a national program to identify, evaluate and protect America's historic and archaeological resources. A listing there can provide opportunities for preservation incentives such as special grants and tax credits, among other things.

Spotsylvania, Va.



Spotsylvania County announced that a new Virginia Railway Express station and two other projects will benefit from the recent sale of \$17.4 million in bonds.

The county plans to use some of the bond proceeds to help pay its \$5 million portion for the VRE station. There is also state and federal funding for the project, which includes a station and parking. A "third track" also is being built near the station, with a price tag of \$32.5 million.

The county hopes to have the new VRE station built by the end of 2013.

Clifton, Va.



Sunday, October 7th, 9 a.m. to 5 p.m.
(Rain date: October 14th)
www.cliftonday.com

Clifton Day Festival is like an old time country fair with over 150 arts, crafts, and antique vendors lining this historic town's bustling streets. Town parks come alive with horseback rides, Civil War

reenactments, craft demonstrations, children's activities, live music, and historic displays.

Food vendors offer international flavors, barbecues, and tasty treats. This is the only time during the year the VRE stops at historic Devereaux Station, in the heart of the Town of Clifton. The cost is \$5 for children and adults, children under 2 ride free.

See the website for departure times from Rolling Road, Burke Centre, Manassas Park and Manassas train stations.

See you there!

Union Station D.C.



Amtrak has proposed a \$7 billion overhaul of Washington Union Station.

Renovations would include wider platforms that would be compliant

with the Americans with Disabilities Act and National Fire Protection Association guidelines for safety, and the creation of a new train shed and the building of new passenger concourses and street entrances.

Amtrak said the renovations to Union Station will make it easier for the station to accommodate high-speed trains in the future. Amtrak has called for increasing the speed of its trains to more than 200 miles per hour by 2030.

Amtrak CEO Joe Boardman said it made sense for the agency to invest in its station in the national capital.

"Washington Union Station is an integral part of the Northeast transportation network, facing urgent capacity issues and a need to expand to support increasing ridership growth across all services," Boardman said in a statement. "This plan will transform the station into a world-class transportation hub to serve the region and the mobility needs of generations of passengers yet to come."

Deputy Transportation Secretary and Union Station Redevelopment Corporation (USRC) Chairman John Porcari agreed with Boardman that it was important to invest in the Washington, D.C., station.

"Today's plan ensures that Union Station will continue to serve as the gateway to our nation's capital, providing growing numbers of passengers with even greater transportation options," Porcari said in a statement. "The Department of Transportation is committed to Union Station's future, both as an important part of the local economy and of the president's vision for a revitalized Northeast Corridor." The framework for construction is 15 to 20 years, and the estimated cost ranges from \$6.5 to \$7.5 billion in 2012 dollars. It is estimated to generate a total of \$14.3 billion (\$2012) in regional economic benefit through direct construction expenditures and other related economic impact.

"We have a once-in-a-generation opportunity to secure the long-range transportation and economic future of the Washington region and the Northeast mega-region by equipping Union Station for its second century of outstanding service to the travelling public," said Wayne Striker, of the developer HOK. "By creating station and commercial development that is integrated with the surrounding neighbourhoods and well-connected to the multi-modal regional transportation system, Union Station will become an even greater regional destination."

RIDERS SHARE | their stories about VRE

When VRE first opened the Franconia-Springfield stop (even before Metro was running to Franconia-Springfield) they sent a post card for five free round trips to the homes in the area. So the first morning they were stopping there, I parked in what became the kiss and ride area and went to the platform. I was the ONLY person on the platform at 6:10am. The train stopped for just me and I headed on down to L'Enfant Plaza in Washington DC, and just as I got to my desk, my co-worker comes in and loudly complains, "They opened a new stop in Franconia-Springfield today and they stopped the train for a single rider!!!". I said, "Yeah, I know, I was that single rider." His "Oh" response still is funny to this day.

I take the Manassas line from Rolling Road to L'Enfant and back every day. The morning is spent reading. The ride home starts with reading but invariably ends with dozing. A few months ago on the ride home, I awoke with a start. I'd been vaguely aware of each stop but hadn't been paying attention. Suddenly, I realized the train was pulling into Burke Center. I had missed my stop.

I stepped off the train, still a little groggy, still trying to figure out exactly where I was and what to do about it. It was raining, so walking to Rolling Road was out of the question. My wife was still at work, so that wasn't a possibility either. Meanwhile, the rush to get to the parking lot was on. I turned back toward the train, and the last passenger getting off at Burke was a guy I'd never seen before. He looked just like me: suit, briefcase, tired, eager to get home.

I said, "I missed my stop. Can you give me a lift to Rolling Road?". He said, "I've done that myself, except I end up in Manassas. Get in." It took about 5 minutes to drive from Burke to Rolling. We talked about our kids and the kinds of things you talk about with someone you've never met before. He pulled into the lot and drove over to my car. "Thanks for the lift," I said. "No problem," he said. In a nutshell, that's why I take the VRE. Passengers are courteous, polite ... and willing to be a part-time taxi on short notice.

The best VRE story that I can recall occurred just recently. I take the VRE train daily from King Street to Union Station. Afternoons I am on the 311 Fredericksburg line, and my conductor is a very good fellow, although quite the Joe Friday, just-the-facts-sir business-type.

One afternoon my 2-year old granddaughter came with my wife to pick me up. She was very excited to see the trains, and was very enamored of the nattily dressed conductor in his VRE uniform. As the train prepared to leave she gave him a wave, and he returned with a nod of his head and a quick Boy Scout salute. She then proceeded to place her hand on her mouth and throw him a big kiss. Heart melted, protocol out the door, he broke out into a HUGE smile, and gave her a big wave back! Just goes to show you what the charms of a 2-year old can do!

This is the story of how two strangers became two partners for life thanks to the VRE! I was doing my normal evening trek on the VRE Manassas Line from L'Enfant to Burke, when by chance sat across from a handsome, witty man at one of the long-gone tables. Although we had commuted along the same route for several years, somehow we had never noticed each other or met before. A chance meeting developed into fairytale love and we recently married this June at the Burke VRE train station! We rode in a horse-drawn carriage, along with 3 of our children, to the train station from our home. After the ceremony, friends & family blew wooden train whistles, munched on iced train cookies, and musicians played the "Orange Blossom Special". If you look in the corners of the steps leading up to the Burke train platform, you might still spot a few dried rose petals! Who would have guessed that we would meet our true loves riding the VRE! Now That's a Train Story! Love, Mr. & Mrs. Train

Long before there was a "quiet" car, and even before the "snack" car, the last car on the Manassas train was once used for something else. Late one November, Conductors Kathy and Paula threw a party for a lifelong rider. This rider had ridden the Manassas line all but 3 months of her 2 years. These two conductors made travel for Margot & her family a joy, by helpfully loading and unloading her stroller for her trip across the Mall.

On the magic morning, the last car was festooned in pink and balloons for Margot's birthday party. There were songs and stories to go with the cake, and Margot took a Dr. Suess book to a few favorite passengers that regularly read along with her. With the help of more passengers, wrapping paper was soon flying about, revealing a tea set. When's the best time for a tea party, you ask? Why anytime before 8 a.m., of course.

Thank you everyone for sharing your stories with VRE, we'll print more in our next issue.

BROOKE & LEE LAND | construction update

Some of you may have noticed the large pipes being installed at these station parking lots. Those pipes are going to be used to manage the storm water runoff from the parking lot. When it rains or snows, the amount of water that is absorbed back into the environment varies largely on whether the land is paved or natural. Rain and snow on natural or undeveloped land gradually infiltrates into the soil, replenishing groundwater supplies and slowly discharging excess runoff to the storm sewer system and eventually the local creeks. In contrast, as roads and sidewalks are paved, construct buildings or in this case construct parking lots, the amount of water that can be naturally absorbed after a rain or snow event is reduced drastically. Water that cannot infiltrate into the surrounding environment is called water runoff or storm water runoff.



Dry Pond

Typical storm water management facilities used in residential and commercial areas include: dry and wet ponds, rain gardens, infiltration trenches, pervious pavement, wetlands and manufactured facilities.



Wet Pond

Storm water management facilities work differently in the ways they remove pollutants and reduce the speed of the runoff. Some remove more pollutants than others.

Storm water detention basins/structures are used when there is an increase in impervious areas, in this case a parking lot. There are state and county regulations that determine which storm water management facility should be used for the size of impervious area draining towards it.

According to VA & county regulations, the storm water management basin/structure is designed to detain the runoff for the 2-yr & 10-yr storm (the more commonly occurring storms) to less than the pre-developed runoff rate. This is why the pipes installed are so large. Without going into too much detail

and technical jargon, we detain the water over a period of time the water is slowly released at a constant velocity which should be less than or equal to the velocity before we constructed the parking lot to not cause erosion to the streams downstream. Since the runoff is standing in the basin or in this case in the underground

structures for a long period of time it gives the particles within the captured runoff enough time to coagulate and settle at the bottom so when it is released it is cleaner and is better for the ecosystem living in the streams downstream.

These large underground pipes are becoming increasingly popular in places where there is not enough space/property to build a typical storm water basin, like in very urban areas. The vertical pipes seen sticking up above the ground will look like manholes once the parking lot is completed. Those manholes will be used to maintain/monitor the underground structure. The layout is also very typical and mimics a storm water basin which is rectangular/oval in shape. It is also laid out that way to minimize the need for space and decreased excavation area.

VRE will continue to partner with the counties to meet their storm water management goals and set a standard within the railway industry.

Installation of the underground storage facility at Leeland Station Parking



One of the ways to prevent the pollutants from reaching the streams is to construct storm water management facilities.

Since impervious surfaces prevent storm water from infiltrating into the soil, runoff increases in quantity and speed, causing erosion along stream banks and pollution of the stream's ecosystem. As storm water runoff flows over pavement and yard areas, it picks up pollutants like oils, sediment, trash, heavy metals and chemicals that are left on our streets and walkways. Eventually, all those pollutants make their way into streams.

Congratulations to all the winners of our 20th anniversary contests!

Manassas Line Ticket Drawing - Reed Stoner
Fredericksburg Line Ticket Drawing - Sherry Cruz
Video Contest - Jay Chamberlain

Drawing Contest

1st Place: Laura Herring age 13
2nd Place: Samah Nabi age 11
3rd Place: Carson Smith age 13

Age 8 & Under

1st Place: Matthew Herring age 8
2nd Place: Dominic Dicocco age 5
3rd Place: Jenna Moser age 6



The collage features several photographs of smiling families and children. In the center, there are two logos: "Fredericksburg Family Dentistry" and "Montclair Family Dentistry", both featuring a stylized diamond shape with horizontal lines. At the bottom, a banner contains the text: "2 Convenient Locations at Fredericksburg and Dumfries" and "Call to make an appointment at either 540-548-8878 or 703-441-2044 - Visit our website at www.virginiadds.com".

