

From: [Ross Capon](#)
To: [MCP-Chair](#)
Subject: Corridor Forward and MARC Potential
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To the Montgomery County Planning Board--

As you know, the Action Committee for Transit testimony on the Corridor Forward plan stated, in part, "To preserve the option of maintaining current freight capacity by turning off-peak [MARC] trains around before they reach the two-track section [at Silver Spring], Corridor Forward should amend the White Flint master plan to provide right of way for pocket tracks at the future White Flint MARC station."

Your staff at your December 16 public session responded to this by saying MTA indicated it is not possible to turn trains around.

This is not credible. First, MARC trains are like Metrorail trains in that they can reverse direction by the crew moving to the opposite end of the train; on MARC, when the train is running in "push" mode, the diesel locomotive at the rear is remotely controlled from a cab car at the front of the train.

Second, has there been any discussion with CSX about the operating implications of pocket tracks at the planned White Flint MARC station? Such discussions should include other capital investments that could affect CSX's position. For example, provision of a third main track for any significant distance would add flexibility to CSX's freight operations: the track would be there 24/7, but MARC trains would never operate on Metrorail-type headways and would not operate at all during part of the night-time.

The above-referenced statement about what MTA said should not be the basis for such an important decision.

Thank you for considering my views.

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