



PARKS & PASSAGES

RECENT RUINS
IN CONNECTED CAPITALS

PROVISIONAL RESEARCH
A PROVISIONS LIBRARY JOURNAL

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INTERIOR DESIGN BY: STEPHANIE SHERMAN & DREW GARVEY
EDITING BY: STEPHANIE SHERMAN & DON RUSSELL
GRAPHICS AND WORKS: PAUL FARBER, EDGAR ENDRESS, JAMES HUCKENPAHLER, PAM JORDAN

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ABOUT PROVISIONS

Provisions Library is an art and social change research center initiated in 2001. Provisions uses art to present information and promote learning: to explore models of inclusion, equity, and connection. Working with a variety of individuals and institutions, Provisions discovers and amplifies new cross-cultural narratives, grassroots strategies, and open sources of knowledge. Provisions' library, public programs, and research opportunities support artistic, intellectual, and activist endeavors that explore social topics in contemporary culture. These include local, national, and international projects, such as public art projects, exhibits, residencies, forums, and publications.

Provisions Research Residencies were launched in 2011 to provide artists, scholars, and creative researchers access to the capital's unique wealth of archives, resources, and public spaces that speak to our political legacy and its social futures. Fellows from across the nation and within the capital build a

more robust and socially-engaged field of contemporary art and cultural scholarship through creative research projects.

Provisional Research is a digital journal that documents research and projects through open-access downloads. Provisions provides a platform for considering and reflecting on public process, with the goal of advancing art and social change in cognizance and consciousness.

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Provisions Library
<http://provisionslibrary.org>

for ghosts and gardeners

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In June 2012, Provisions Library sent four DC-based creative researchers to Berlin to source ideas for the Dupont Underground, an abandoned streetcar station and tunnel beneath Dupont Circle in the heart of Washington DC.

Their creative process and research projects culminated in an exhibition at the Goethe-Institut DC. The exhibition considered the poetics, politics, and possibilities of public development in these uncannily connected capitals. This publication compiles their ideas, principles, challenges and concepts, offering examples for any efforts seeking to resurrect abandoned infrastructures in the name of cultural development.



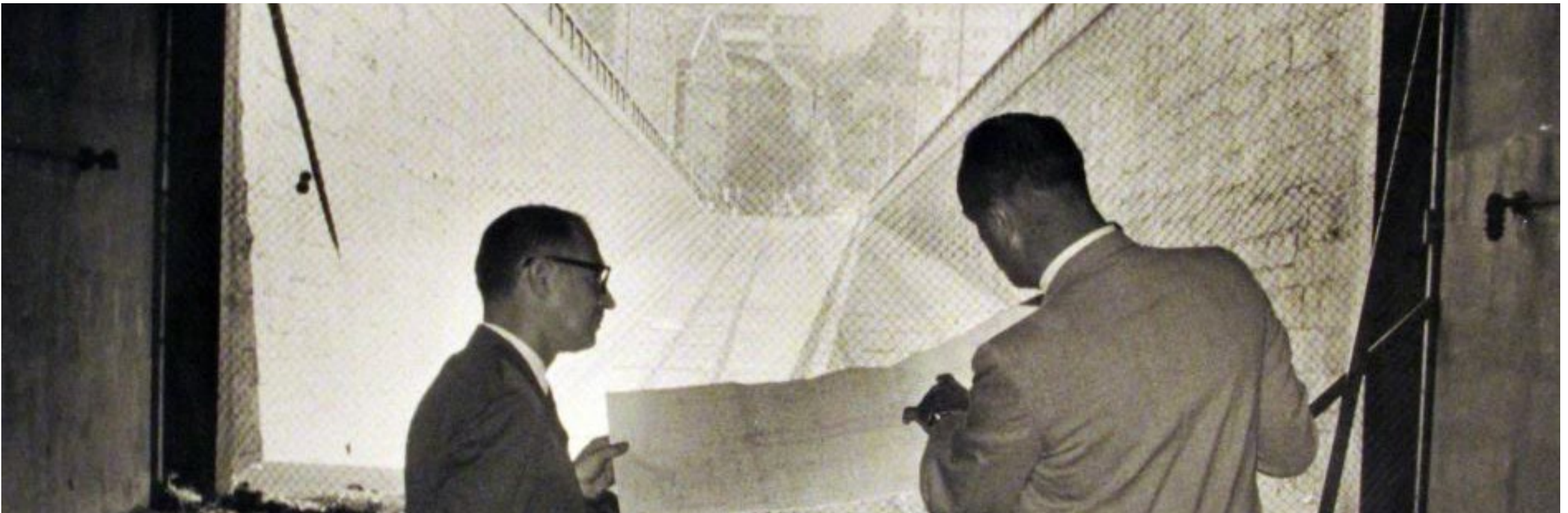
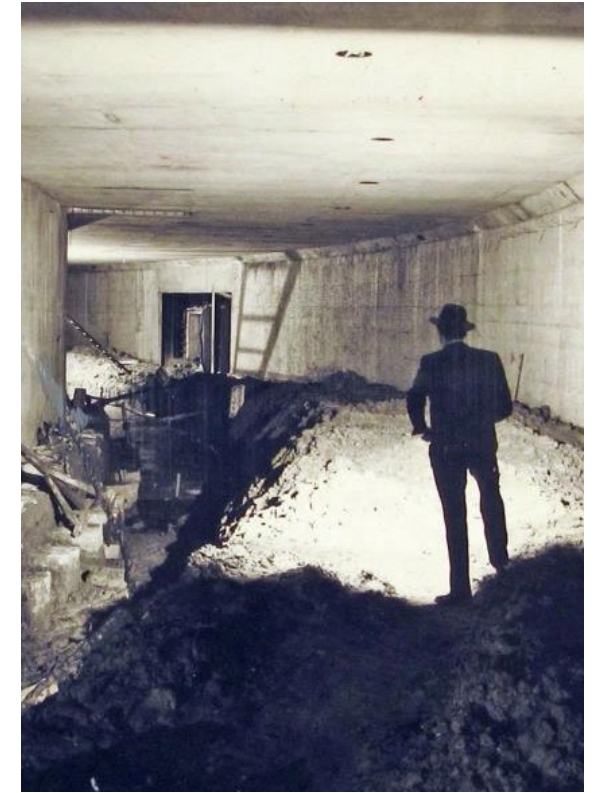
CONTEXT

DUPONT TUNNELS

In Washington DC, just a mile north of the White House and National Mall, rests a modern ruin--a 75,000 sq. ft. abandoned streetcar station directly beneath Dupont Circle, and its corresponding tunnels passing under Connecticut Avenue from S to N Street. The Dupont Circle streetcar station opened in 1949, and provided streetcar passage and pedestrian pick-up beneath the circle until only 12 years later, when the tunnels closed with the entire DC streetcar system.

Long recognized as the cultural center of the district and hub for political activism, today Dupont Circle is experiencing a surge of new high-end restaurants, shops, hotels, and luxury apartments in the embassy-rich corridors and streets jutting from this center. An unusual cross-section of politicians, young professionals, and DC's down and out players converge at Dupont's legendary fountain, a rare public space for local cultural exchange in the highly ordered and regulated capital. The development of Dupont is consistent with the rapid transformation of the rest of the District today, thanks to an up-and-coming generation of urbanists who fuel the largely leftist sentiments of the city and increase its population at the rate of about 1000 new residents per month.





Originally built to alleviate circle traffic by sending the Connecticut Avenue streetcars underground to pick up passengers at the station below this hectic intersection. Today the tunnels are mostly forgotten, instead existing primarily as an inactive chamber that is only accessible by a small, nondescript door, reached by following a narrow sidewalk on the Connecticut Avenue underpass. The eight entrances surrounding Dupont Circle that once provided an easy descent into the underground station now offer urban camouflage of the previous system. They are boarded up and routinely overlooked by pedestrians--district citizens and tourists alike.

Since 2011, The Dupont Underground, a non-profit association consisting of architects, urban planners, economists, and arts leaders, has met weekly in a little office in Dupont circle to consider futures for the site. They hold temporary keys to the space bestowed to them by city, which has granted them exclusive access to develop a proposal for its resurrection. The group meets regularly, attempting to develop a feasible plan for Dupont Underground's re-development. They are challenged by the architecture of the property, specifically that it is a narrow dark tunnel with little ventilation the mandate of zero public funds for the endeavor, which limits the project vision and by the bureaucratic context in which they must operate, which fosters solipsistic power. The current Dupont board of directors, who are the crusaders of the cause, envision that such a project would bring recognition and vibrancy to capital and the

Dupont area. But despite their visions of what the tunnel might become, their conceptual ideas have not been brought fruition.

The tunnels are not only an abandoned space awaiting eventual development or further engulfment into the DC underground instead, the tunnels, and the desires and dreams associated with their resurrection, reflect the possibilities and improbabilities of a public commons in American consciousness. The tensions around their current condition--architectural, political, spatial, and temporal--serve as an emblem for an entire nation re-imagining its fractured urban landscapes. These bicameral tunnels are remainders and reminders of how systems come to pass.

UNDERGROUND CONSTRUCTIONS

Before the district established the Metro and bus systems, streetcars offered the primary public means for traversing the District. In 1949, after years of planning, the DC government approved designs for a new streetcar station to alleviate the increasingly problematic traffic congestion in Dupont Circle. Tunnels running down Connecticut Ave would detour streetcars underground to pick up and drop off passengers from platforms just beneath the circle, keeping the steady slew of streetcars out of surface traffic.

For two full years, major tunnel construction in the city's most popular intersection blocked not only traffic, but limited pedestrian access to businesses. Complaints mounted as streets were unearthed and re-engineered, with the tunnel's development stalling the impatient capital. When finally completed, the streetcars opened with grand celebration. Eight entranceways majestically populated the circle's outer edge, where passengers could descend to the tram station, just below ground to catch a ride out of Dupont Circle, and arriving passengers could ascend into the cosmopolis.

Despite its glorious welcome, the system seemed ill-fated from the start. A senator's wife mistakenly drove into the tunnels, dramatically demonstrating the failure of the municipality to clearly mark the entranceway. A few confused passengers met their death on the barely visible tracks. Frequent repairs made for a persistently unreliable system.



In 1961, after only 12 years of operation, DC's entire streetcar system collapsed in favor of buses and anticipations of a subway system. The original designers of the streetcar platform had anticipated connecting with the future Metro, but Metro designs of the 70s called for significantly deeper tunnels than anyone in the 50s had envisioned. When the station closed, the tunnels' inclines along Connecticut were filled in with rubble and debris, and the eight entrances to the tunnels surrounding the circle were boarded and locked up. The keys to the silenced tunnels were returned to the city for safekeeping.



SPECULATIVE DEVELOPMENTS

While the food court had the rare opportunity to try its luck thanks to political favors, plentiful unrealized dreams and desires for the tunnel's transformation circulated after its closure. At one point or another, developers proposed a shopping center, playground for at-risk youth, protective bunker, aquatic center, and underground gym— but the extensive expenses and ultimately disadvantages of underground rehabilitation always halted their realization. And so today, the tunnels sit, home to only the most savvy homeless, who make rooms in the boarded-up entries, quite quietly unable to escape their enchanting real estate location just below the busiest intersection of the US capital.



Today, as metro DC rapidly expands and gentrifies at its highest rate since WWII, the tunnels have once again captured the imagination of Washingtonians. In 2011, the city issued a request for Proposals (RFP) that invited groups to submit prospectuses for the space's redevelopment, with the major stipulation that the city would provide no funding. A group of arts advocates, urban planners, and creative consultants won the RFP, formed The Dupont Underground non-profit board, which over the course of two years built a following through tours, regular meetings, and studies involving the property and its possible transformations into a cultural space. The working model— a cultural space/shopping mall— has received supporting interest from vendors including wineries, an art book



retailer, Apple computers, and Landmark Cinema, conforming to the city's stipulation for mixed-commercial development.

Like many boards, the trustees of the Dupont Underground have experienced high turnover in volunteer commitment to the cause. Today, architect Julian Hunt spearheads The Dupont Underground's efforts, and serves as a veritable crusader for its resurrection. While the board touts contemporary art as a mode for its reactivation, they struggle to propose a vision for exactly what the tunnels might become. The idea of using the space for a hybrid contemporary art exhibition and an underground mall creates room for doubt, considering the disharmonious relationship of cultural and commercial development. The board has yet to resolve how the tunnel will grapple with its own history, its unusual long and narrow architecture, and its clear limitations of air, light, and access. Dealing with these parameters, and determining how this cultural space will distinguish itself from other museums and ventures across the district, will be crucial to developing enough public buy-in to launch a cultural space dynamic enough to advance the aesthetics of a relatively traditional and conservative American capital.

Despite examples like NYC's High Line, which demonstrates the harmony of public commons and economic development, and the Lowline NYC, which presents pioneering technology to send light beneath the city surface for the revitalization of

a similar abandoned subway stop, the Dupont Underground board keeps commercial focus due to the city's mandate. In doing so, they follow the status quo of American resistance to invest in public spaces--such as parks and passages--for its citizens. The Dupont Underground board follows the commercially driven impulse to utilize space rather than to create a place, building for profit rather than social impact. Most importantly, they overlook the space's potential to stimulate the local community, while ignoring Dupont Underground's.

The challenge of developing the Dupont Underground space, like developing all spaces with a rich history and infrastructural poetics, is the question of which ghosts it will keep, and which ones it will give up.

BERLIN EXAMPLES

Across the Atlantic, Berlin's artists, designers, and developers have brought an exceptionally experimental ethos and aesthetic to the resurrection of a recently reunited city. In Berlin, modern ruins are adapted for creative purposes, some temporary (in the spirit of occupation) and others permanent (preserving spaces for social memory and connection). The ruins of this repeatedly war-ravaged city have become sites for gathering, convening, and celebrating the beauty of social presence amongst an impossibly real past and a faithfully intrepid future.

Pioneering sustainable design, temporary use, and progressive intent, Berlin's creative producers have been layering pasts and futures to heal the social fabric of a torn city--carrying the wake of the past in the tides of the present. The city has become a collage geography of places becoming other-than-they-were, as if the entire city has expressed its regrets through resurrections. Public and private initiatives are reclaiming abandoned spaces, outmoded bureaucratic complexes, and industrial voids as social landscapes--growing culture from places where collective histories can neither be wholly preserved nor quickly forgotten. Many artists, designers, and social experimenters today inhabit Berlin's deep political pasts--sometimes repairing wounds, sometimes opening them.

The conversion of Tempelhof Airport into a public park is an example of transforming outdated infrastructure into a community driven project. The airport's remodeling integrates state-funded recreation and culture, patronage for small businesses and the gradual revitalization of housing in the surrounding area. Once the site of the Berlin Airlift, in the past three years Tempelhof's vast runways have become a park where bikers, parasailers, and recreation-seekers traverse the runways amidst community gardens, cafes, and temporary art installations. The airport building has become a convention center that hosts events like Fashion Week, trade shows, and international conferences in one of the largest indoor spaces in the world. Sanctioned by the city of Berlin, with intent

of temporary use--the development model of Tempelhoff exhibits an ethos of slow, experimental adaptation, which is contrary to the American approach of remodeling. Here, an abandoned space platforms non-permanent, temporary installations that are testing the success of architectural uses, wayfinding mechanisms, and economic models within a flexible park structure. Their policy of "provisional use" means that the city invites the public to use the space, changes resources according to needs and demands, and makes adjustments as time passes and funding structures change.

Given its history of social politics and public spaces, it makes sense for Berlin to pioneer such resurrections as a necessity of democratic life. This attitude is preceded not only by a long history of social movements and resistances to various political powers, but also by the legacy of American democracy in West Berlin noted as a place for freedom, expression, and creativity bankrolled by the Marshall Plan's influx of American capital for economic reconstruction projects. Meanwhile, Berlin's squatters and trespassers, largely punks, activists, and artists inhabiting abandoned buildings in the vacuous hollows of Soviet agencies, were sheltered by property laws favoring the use and care of buildings beyond property ownership.

Moreover, the Berlin public expects the state to support production of art, culture, and social development for the common good, in contradistinction to the American ethos

where individual philanthropy provides for art and public resources. The intrinsic value of cultural gathering means that in Berlin art and art making find a more social, political purpose. In Berlin there is no way to avoid constant reflection on the role of the state in daily life, yielding a more nuanced understanding of the relationship between power and the populus, and bringing sensitivity to how artwork engages its larger urban, national, and international contexts. As expected, the Berlin scene also suffers from a great number of hipsters and artists creating iterations that only reflect the shimmering capital of the art market--images of empty formal symbols best for decorating the designer lofts of the bourgeoisie.



CAPITAL RESEARCH

In summer 2012, Provisions Library launched its research residency program as part of a special collaboration with the Goethe-Institut DC and The Dupont Underground. As part of Provisions' Executive Director's service on the Dupont Underground board, Don Russell was tasked with the development of a programmatic vision for the underground. To realize this complex task, Provisions sought sources and inspirations from a select group of DC-based researchers. They consequently journeyed to Berlin to examine the shared and disparate qualities of capital ruins and collect inspirations for reviving the Dupont Underground tunnels from this rapidly changing urban landscape.



The group included architect Pam Jordan, scholar Paul Farber, artist Edgar Endress and writer/artist James Huckenpahler. The four explored ruins and resurrected spaces in Berlin for 10 days, followed by 10 days of exploring public and abandoned spaces throughout the District. Each fellow was tasked with the idea of producing a final project on the theme of Parks & Passages, and expected to not only contribute their research to an exhibition at DC's Goethe-Institut, but to share and engage in research marked by a hybrid of cultural diplomacy, Zebaldian wander, and a convivial public process.

Provisions researchers were encouraged to explore tributaries of mind, feasts of scene, subjective dynamics, and changing circumstances issuing from a variety of players, politics, and persuasions. Inspired by the premise and promise of becoming lost, Provisions researchers disappeared into Berlin's markets, parks, and monuments, utilizing the extremely well-orchestrated public transit and bike systems to traverse a vast metropolis of abandoned buildings and transitory zones. Berlin's reconstructed labyrinths-- both East and West-- a puzzle of changing street names, seemingly defying the German inclination of tight designs and perfect plans. The group toured former bunkers converted into private museums, the Mauerpark Flea Market with its stalls and cultural events at the site of the former "no-man's land" of the Berlin wall, and the abandoned Spreepark amusement park in the former east. They saw America in Berlin: as a funding effort, as an

influence of freedom and democracy, as a rare place in the world where "Americanness" insinuates not only warfare, but also a reunited public. Upon return to DC, the researchers observed L'Enfant's plan adapted from a French battlefield-- with its citadel and siege avenues, its symmetries and mystical geometries. The group hiked with DC's Parks and People, toured the district's graffiti and murals, discussed Cultural Tourism projects, and rode the new bikeshare system offering increased mobility across the summer capital streets.

In September, the group presented their findings in an exhibition at the Goethe-Institut DC. This publication documents this research. Pam Jordan's *Cartographies* offers ways of interpreting and understanding the fascinating architectures of the tunnels, meanwhile presenting a collection of principles of preservation from Berlin and a proposal for an provisional use of the tunnel space. Paul Farber's *Tunnel Vision* presents a historical timeline of Washington Post articles on the underground space--exposing how the tunnels circulated in popular consciousness. Edgar Endress's *Ruins & Utopias* a film installation captures the cobbled Berlin aesthetic in four instances exploring state power and personal agency. James Huckenpahler's book *Metamonument* offers a series of ten futuristic stories of what Dupont Underground could become. These exhibition projects were accompanied by a full program of lectures, events, and dialogues around urban development that engaged Berlin visitors and DC

populations in the possibilities for their surrounding city.

As the research was underway and the exhibition in development, The Dupont Underground board became skeptical of the research, concerned that its expansive notion of social environment and public engagement would lead to alternate visions and confused negotiations. Meanwhile, the city's concerns about insurance, public safety, and access led to a cancellation of tours and tunnel events. This breakdown demonstrates the conflicts between reflective citizen inquiry and the economic drivers of public-private partnership--of concern for any urban development initiative.

In sum, the Parks & Passages project exposed three major issues for the adaptation of recent ruins: the social, subliminal, and poetic dynamics of outmoded infrastructure, the orientation towards such spaces by owners, visitors, and states, and the affective dimensions of capital cities as demonstrative emblems of political potency. Parks & Passages set out to expose the orientation of lingering and movement in abandoned sites, reflecting on the passages that can serve as both places to pass-through as well as halls for capital goods, and parks that can be both verdant spaces as well as resting sites for cars temporarily abandoned by their owners, like a streetcar permanently stopped at its former station.



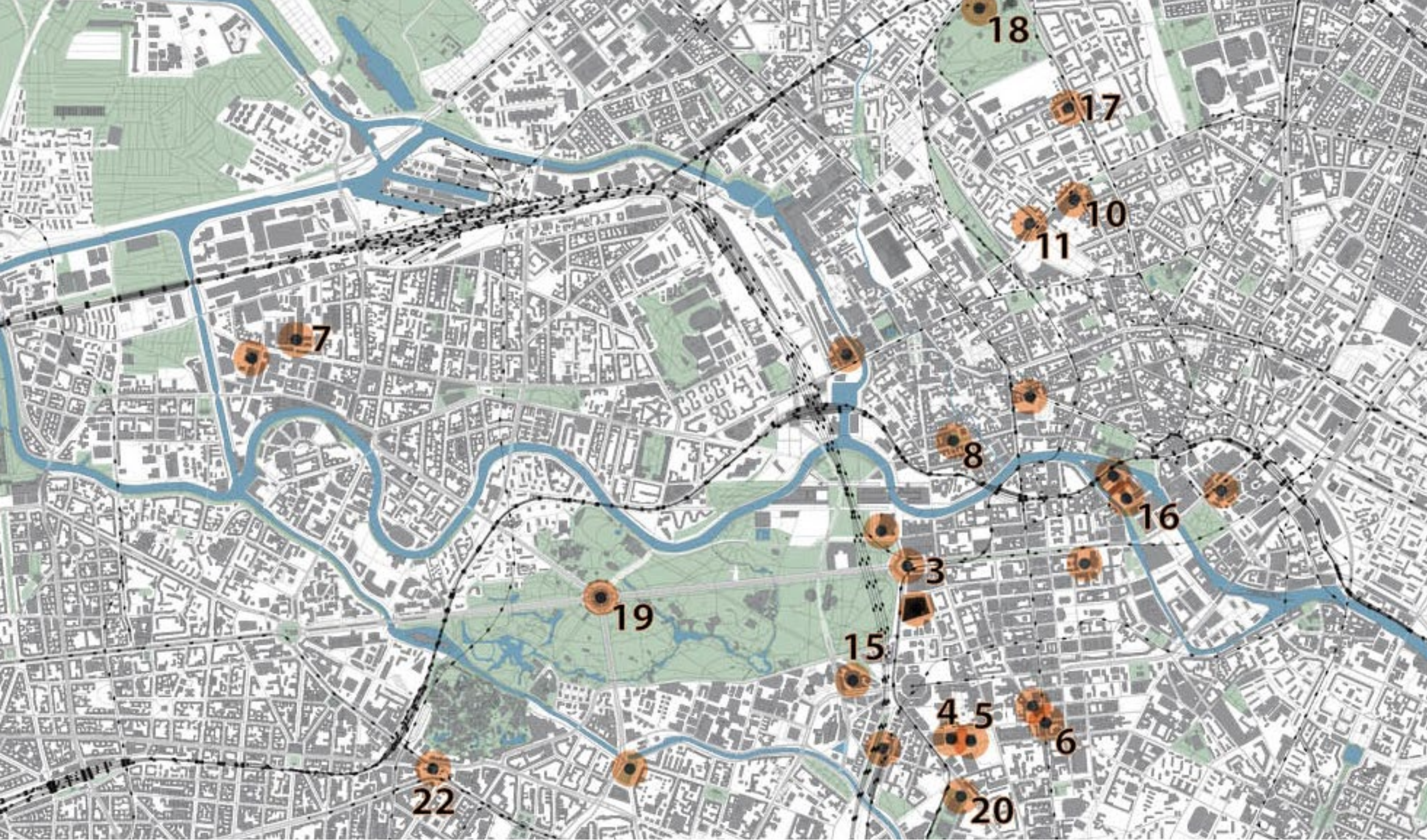
It can also be noted that ruins of transportation are doubly salient precisely because these places of movement provide remarkably public places for private reflection. On transportation, we all flit between conscious and unconscious thought as we are transported between hyper-awareness and nothingness. We turn over our bodies in motion to the ride from one place to another. Abandoned transportation infrastructures become landscapes for our dreams and imaginations because the basic rules of time and movement and habits of occupation have been broken. As with the tunnels, Berlin's parks, or ruins in general, these stiller-than-life spaces offer opportunity for public confrontation of the organic and inorganic, natural and machinic, social and private muse. This awareness can be captured and cultivated by preserving the raw, rugged nature of these places, opening an encounter with the past in the present, catering to a public desire to be kinesthetically proximate to everyday history, to encounter by foot and hand the remains of once-moving mechanisms now providing a peace offering towards a public commons.

WEATHERED ARCHITECTURE

In the summer of July 2012, unusually strong rains and storms forced open leaks in the tunnel walls. Each opening of the little access door on the side of Connecticut avenue set forth a wind of dense hot cavernous air laden with mildew and decay. Heavy with weather, the tunnels seemed canals, earways for



the city. The lack of real underground movement operated in contradistinction to a cultural stirring across DC for another kind of preserved and presented history--one less national and more local, less official and more open, less controlled and more situational. One more about the tempo of phases of great anticipation and collapse, about ruins and decay, about shoring up these designs and intensifying (not covering over) the partiality, incompleteness, sense of promise and failure inherent in this landscape. Whoever haunts the tunnel now knows that at some point the future will swallow up this place in one form or another. This haunt, in the meantime, serves as, as Svetlana Boym terms, "a future nostalgia," an incomplete present that is a future dreamscape. Our thoughts here are still evolving and always incomplete, like abandoned spaces awaiting resurrection.



CARTOGRAPHIES

PAM JORDAN

CARTOGRAPHIES

PAM JORDAN

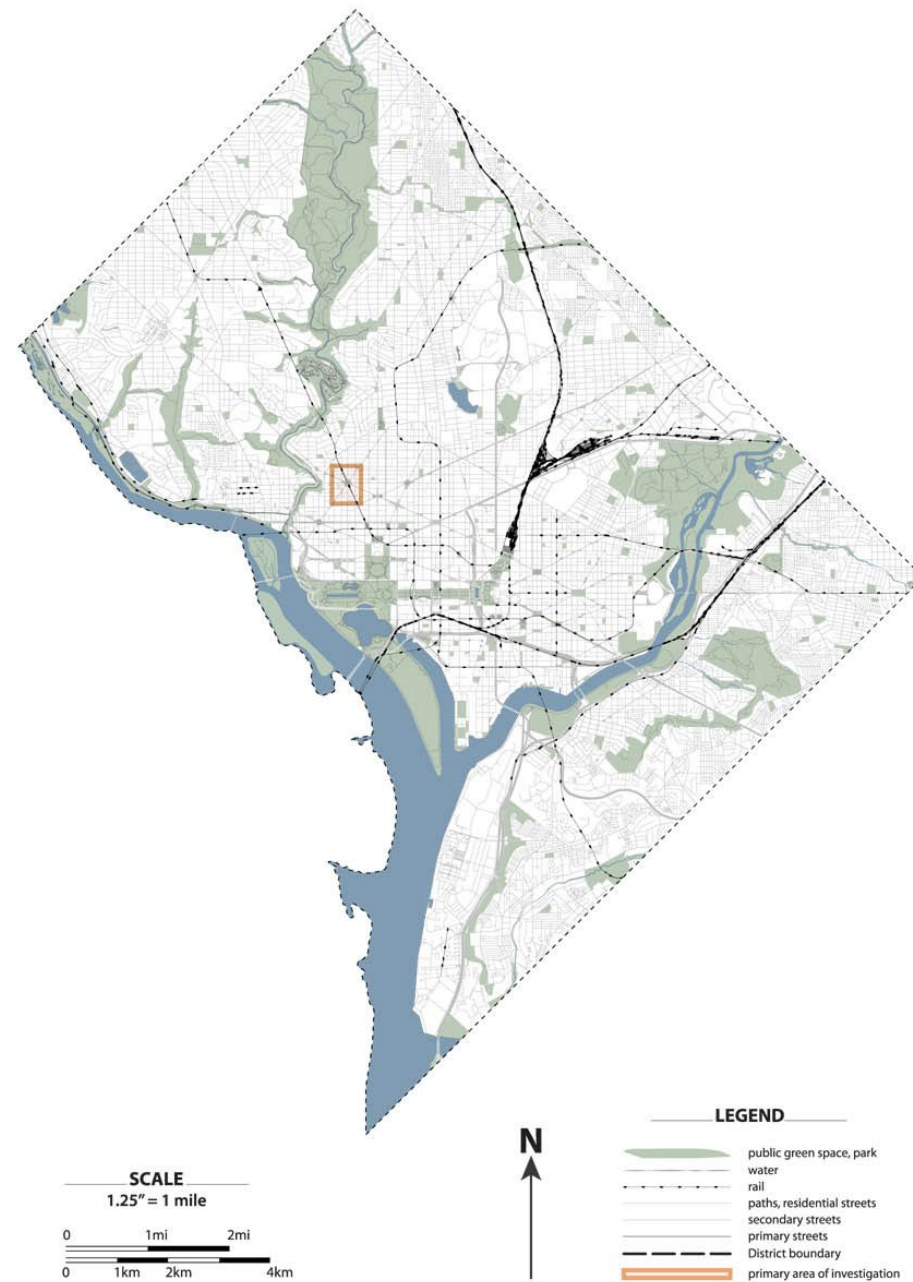
Architect Pam Jordan set out to explore the tension between preservation and transformation, using direct observation and experience to apprehend architectural relationships and analyze the psychogeography of recent ruins. Cartographies catalogs Berlin's unique approach to preservation strategies, diagrams the Dupont Underground's complex architectures, and maps of investigative wanderings through capital environs.

Spending significant time in the underground tunnels, Jordan observed two highly unique effects of their architecture: 1) only feet below and beside the capital's busiest traffic circle, the underground tunnels are remarkably, almost impossibly quiet, and 2) the curvature of the walls and narrow passageways carry the slightest of sounds to a listener over 500 ft. away. These characteristics are at first concealed by the overwhelming experience of tunnel entry--a viewer transported into this underground domain expects the surrounding quietude to echo their contemplations, or a trespasser hears most loudly their heart in their ears. From close observation and immersion, Jordan proposes a strategy to use the acoustics of the

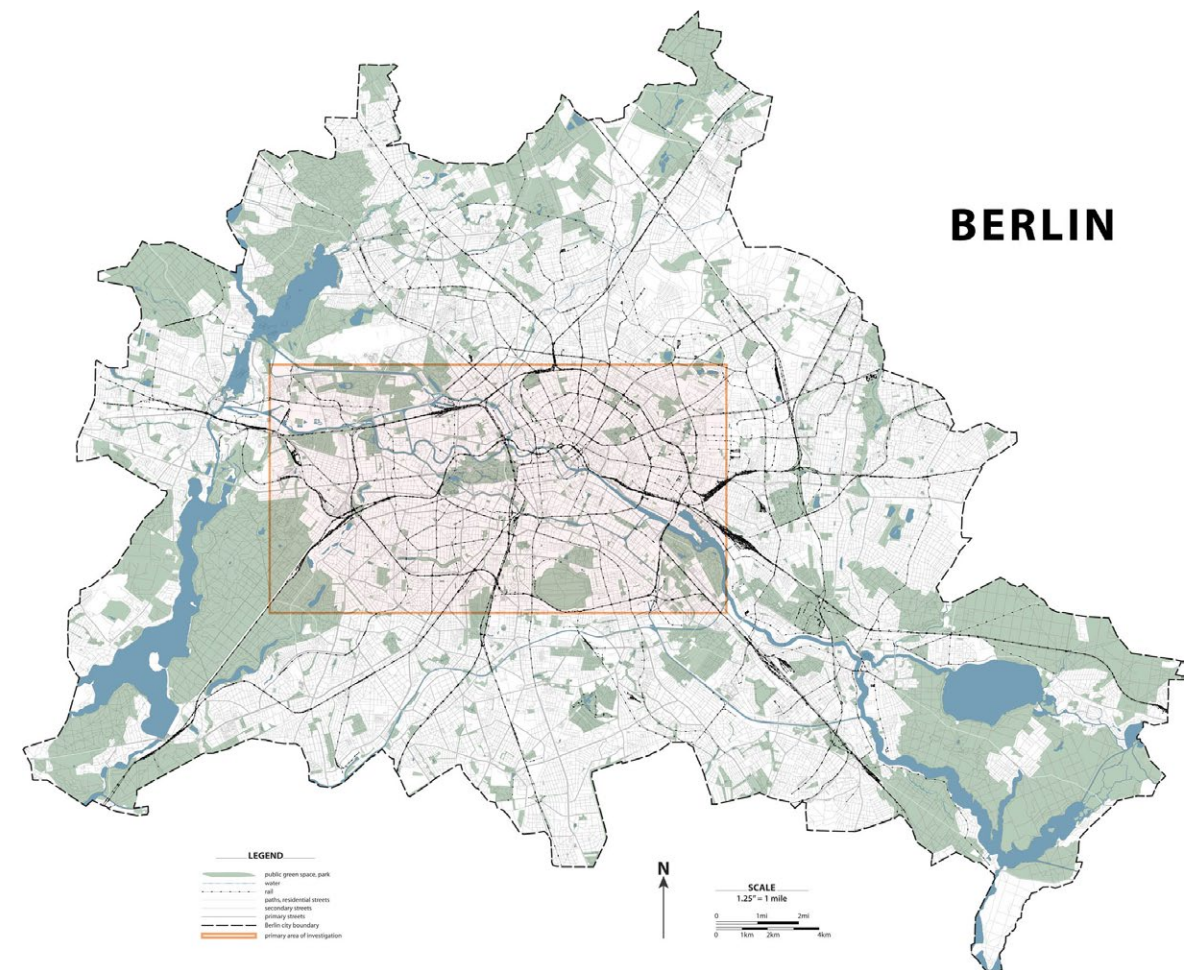
architecture. Using the acoustics of the architecture provides a means for displaying the unique auditory characteristics of the space-as-is, presents a mode of historic preservation that can celebrate the mental and physical geography of ruins, and offers an 'interim' way to experience the tunnels as soundscapes in their ruined state. Jordan's sonic intervention seeks to reveal the presence of this space without determining its future.

Jordan's proposal to have the DC's Gay Men's Chorus perform in the tunnels and amplify sound to the streets above unfortunately went unrealized due to emerging constraints by the city on public tunnel access. Despite its unrequited demonstration, the proposal of acoustic activation presents a ready proposal to DC for a Dupont Underground event.

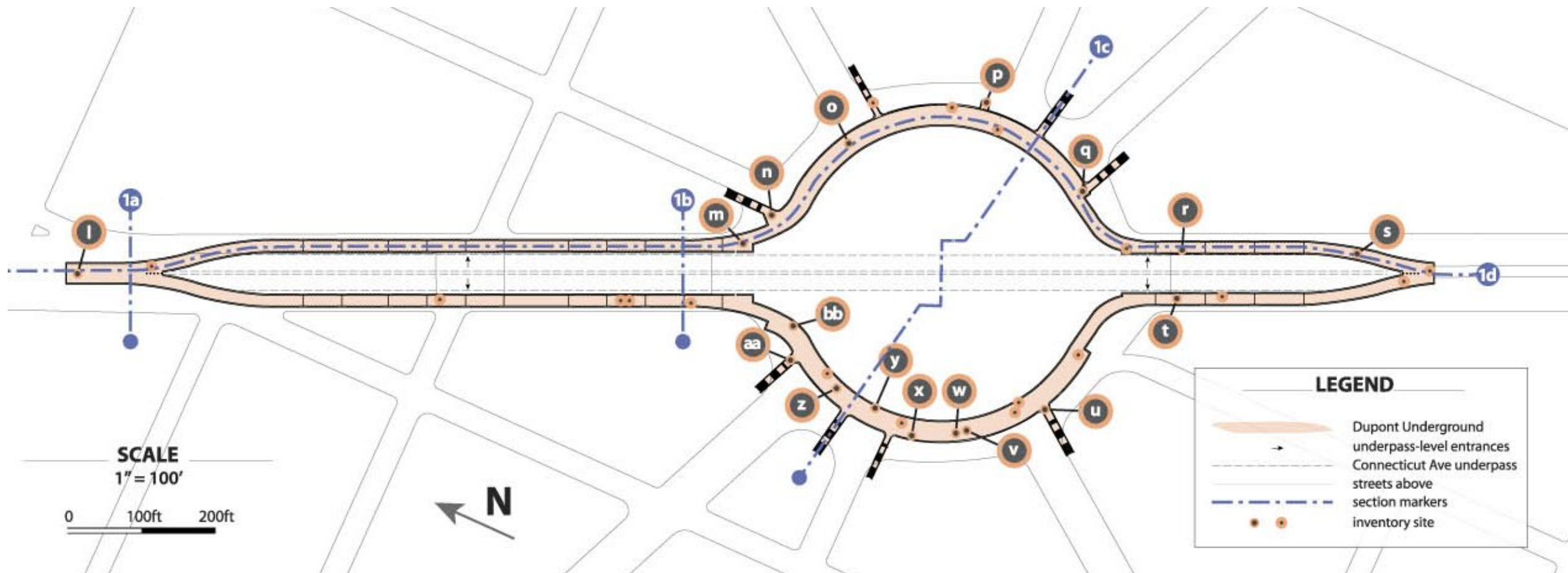
WASHINGTON, DC

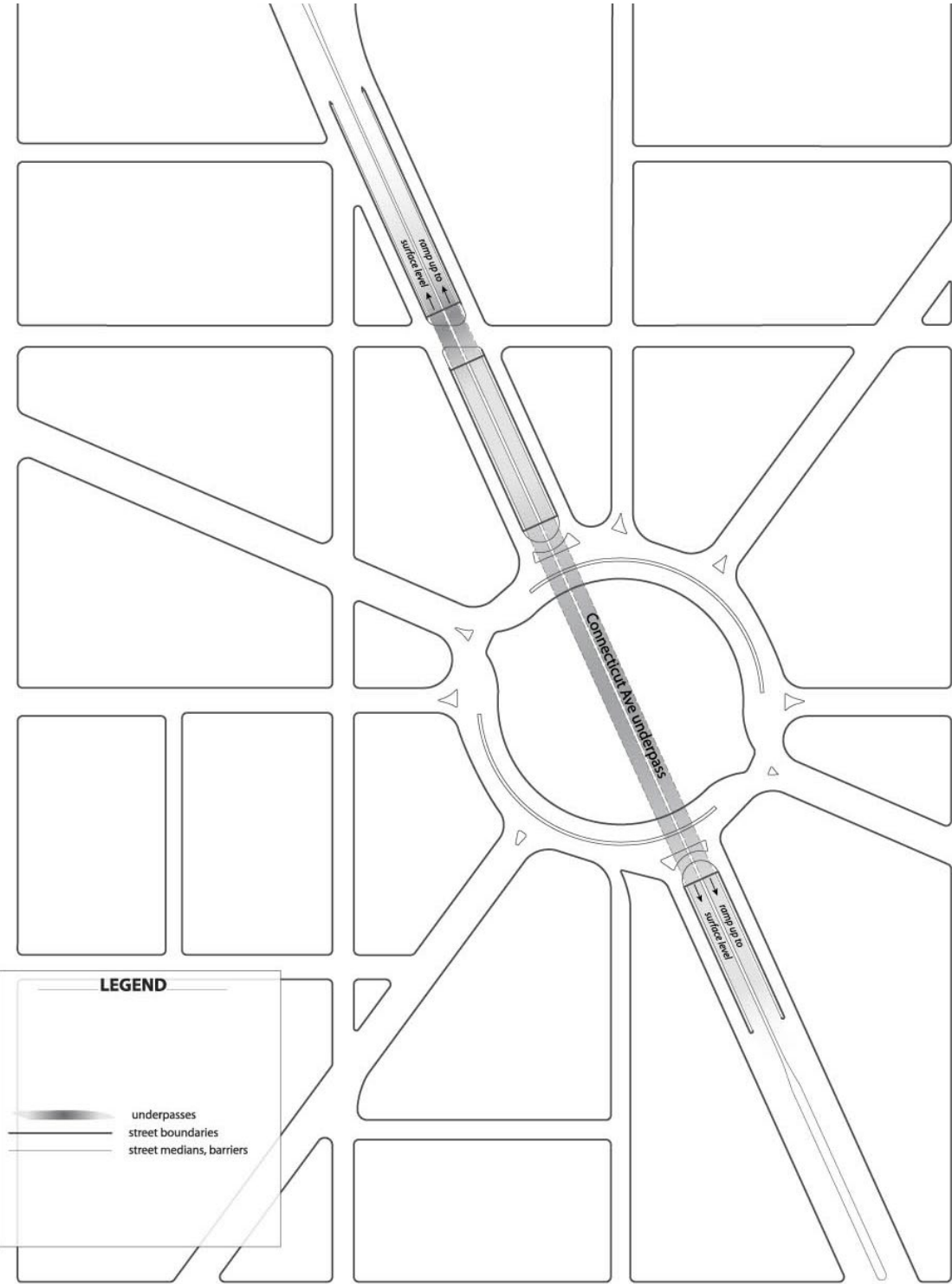


BERLIN



DUPONT UNDERGROUND





ROADS

SCALE
1" = 100'

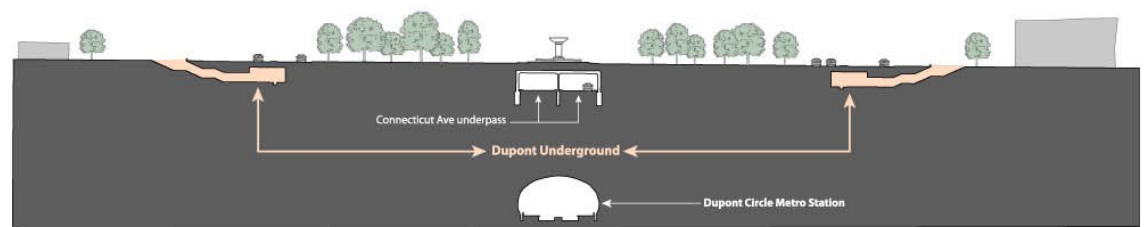
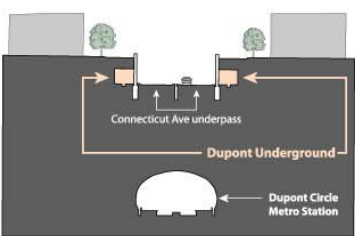
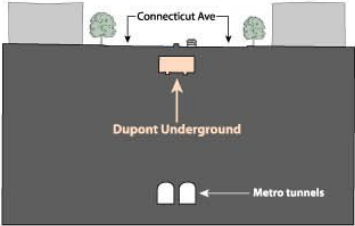
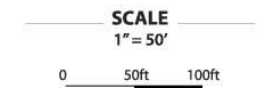
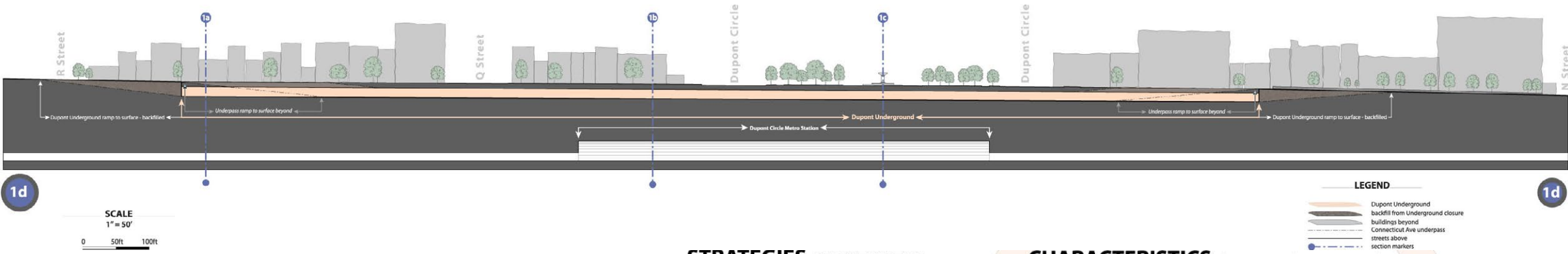
0 100ft 200ft



PARK & ENTRANCES

SCALE
1" = 100'

0 100ft 200ft



STRATEGIES OF CONTINUATION FROM BERLIN

- Adaptive reuse
- Artifact
- Biogrowth
- Conservation
- Continual use in similar way
- Cultural landscape
- Deterioration mechanism
- Differentiated addition
- Documentation
- Education
- Disney-fication
- Full access
- Handicraft revival
- Maintenance (functional)
- Maintenance (identical materials and methods)
- Maintenance (contemporary materials and methods)
- Memorial to self
- Memorial to others
- Memorial addressing conditions of destruction
- Narrative tweak (advertising)
- Nomenclature continuity
- Part standing for the whole
- Rarification
- Reassembly
- Reclamation
- Reconstruction
- Recreation
- Reinterpretation
- Restoration
- Ruin
- Signage
- Stabilization
- Substitution (symbolic or practical)
- Walking tour

Berlin, a city that constantly engages its historical fragments, presents a great diversity of strategies for architectural continuation. Gleaning this wealth of experience underscored a few common principles for successful and meaningful approaches to the past:

- 1) Community driven with the immediate context in mind
- 2) Take advantage of or accentuate the unique characteristics of the place
- 3) Anticipate further evolution in the future

CHARACTERISTICS OF THE DUPONT UNDERGROUND

- 1 Multiple points of entry from the street
- 2 Centrally located in Dupont Circle neighborhood of DC
- 3 Convenient access to Metro and metrobus systems
- 4 Rich local history
- 5 Existing 'mystique'/city lore and curiosity - audience already invested
- 6 Relatively stable condition
- 7 Acoustic isolation from streetscape
- 8 Unique acoustic characteristics/echo and silent chambers
- 9 Physical isolation from cityscape, creates a sense of discovery
- 10 Unusual and compelling form and structural detailing, high ceilings
- 11 Large, flat floor area/space easily accessible once at ground level

PROPOSAL FOR THE DUPONT UNDERGROUND
A home for temporary commemorations and urban acoustic diversity

The strategies employed on existing architectural elements (buildings, monuments, ruins) in Berlin can be monumental or very subtle, but quite often they are driven by a precise local perspective. Understanding the daily experience of a place both as accumulated history and as a contemporary incident allows these sites to participate in the urban landscape rather than adorn it. This level of understanding requires an **unhurried engagement with a site** and time for the local community to identify what is needed and desired in that place – a period to experiment and fulfill one need before identifying the next.

The Dupont Underground should not re-engage the urban landscape merely because it is old. **It should be engaged through its unique advantages as they stand at this moment in time.** One of the most distinctive characteristics of the Underground is its set of acoustic properties, especially in contrast to the solid traffic noise that dominates Dupont Circle and downtown Washington, DC. The subterranean acoustic isolation, combined with the geometries and materials of the space, create unusual reverberation and echoes throughout the Underground. **These qualities shape the Underground as a unique urban soundscape, one that should be both documented and protected as a part of the Dupont Circle cultural landscape.** This diversity of urban sensorial experience will only become more valuable with time.

Acoustic preservation of the space does not require freezing the site as-is. The Dupont Underground provides an exceptional setting for activities that focus on sound – musical, spoken, and augmented – **while also providing a sonic relief and opportunities for local expression to the Dupont Circle community.** Imagine an invisible voice performance honoring victims of AIDS and their caretakers, or using the space as passageway during rainstorms while playing songbird calls. The key is to allow for a natural evolution of use by not considering this a space of financial profit, but of **cultural profit that benefits the local community** first and foremost.

All Images by P. Jordan unless otherwise noted. Be in touch at pam.f.jordan@gmail.com with comments or interest in the Underground sound explorations. Join us on October 25th in Dupont Circle for a first iteration of these explorations.

BERLIN INSPIRATIONS

Spreepark
Amusement Park

Spreepark
Amusement Park

HISTORY NOTES

Built by GDR in 1969 as the only amusement park in the GDR
In 1991, park was run by a single family; rides, a stage, and villages were added
Park declared financially insolvent; in 2002 and closed
Six attractions shipped to Peru to set up a new park but this park fails as well
Debts have made repair of Spreepark virtually impossible

STRATEGIES OF CONTINUATION

- Aesthetics of ruin: advanced deterioration enables the continuation of the site as a tourist destination... for ruin amusement
- Habitat, cultural landscape: transition from amusement park to unofficial nature park through natural deterioration
- Documentation: used for fictional movie shoot, documentary films, art projects



"Beamtentor" AEG Factory Archway



"Beamtentor" AEG Factory Archway



HISTORY NOTES

Original gateway to AEG (General Electric Company) factory on Brunnenstraße for workers and guests
Built in 1896-97, designed by Paul Tropp and Franz Schwechten
Incorporates Eckmann font, developed by Otto Eckmann in 1899
Officially an historically listed building
Beamtentor = 'civil servant arch'

STRATEGIES OF CONTINUATION

- Part standing for the whole: the original entry gate left in-situ, no longer functions as a gate
- Stabilization and restoration of existing fabric
- Memorial to self: the gate memorializes the demolished building complex and its history
- Biogrowth: plants deteriorating gateway but parallel the natural symbols used in gate's ornamentation



"Narva-Würfel" Narva Light bulb Factory



"Narva-Würfel" Narva Light Bulb Factory

HISTORY NOTES

Also known as the "Lichtturm" (light tower)
Original building is part of a gaslight plant - Deutsche Gasglühlicht AG - built from 1906-1912
Berlin's 1st high rise building
Glass cube added in 1953
Converted to offices in 1998 by Schweizer Associated Architects
Officially listed as historical monument to engineering
Large redevelopment of the industrial neighborhood is currently underway



STRATEGIES OF CONTINUATION

- Continued use: still used as offices
- Differentiated addition: shows both deference to the original structure and domination over it (and its history)
- Narrative tweak: building is part of the neighborhood's repackaging of its industrial past in its redevelopment

Oberbaumbrücke U-Bahn Bridge



Photo credit: Sarah Le Clerc under Creative Commons License

Oberbaumbrücke U-Bahn Bridge



HISTORY NOTES

Designed by Otto Stahn, built in 1895 to replace the previous wooden drawbridge from 1732; design based on Mittelteiler Turm bridge in Prenzlau, Germany
Middle section destroyed in 1945
Functioned as a border and checkpoint crossing during divided Berlin
Restored to previous appearance in 1994 with new steel middle section by Santiago Calatrava



Prenzlau Mittelteiler Turm

STRATEGIES OF CONTINUATION

- Revival: original design imitates earlier German architecture styles
- Reconstruction to pre-war conditions; modern technology integrated subtly

AEG Turbinenhalle Turbine Factory



AEG Turbinenhalle Turbine Factory

HISTORY NOTES

Built 1908-1909, designed by Peter Behrens, who also designed AEG's entire corporate identity
Early example of Industrial Classicism
AEG dissolved as a company, but brand name purchased and used for certain products

STRATEGIES OF CONTINUATION

- Continual use as factory, uninterrupted basic maintenance (keeps it working, doesn't add any gloss)
- Nomenclature: branding preservation
- History shared through an independent neighborhood walking tour

Neighborhood industrial walking tour



Martin-Gropius-Bau Art Museum



Photo credit: Manfred Brückel under Creative Commons License

Martin-Gropius-Bau Art Museum



HISTORY NOTES

Originally built as applied arts museum in 1877-1881, Neo-Renaissance style, designed by Martin Gropius & Heino Schmieden. Extension built in 1905, used by Gestapo as office & prison. Heavily damaged in bombing and final days of WWII, extension destroyed. Classified as historic building in 1966. Original building restored in 1978, continued after reunification of Berlin.



STRATEGIES OF CONTINUATION

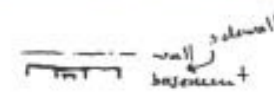
- Continued use for similar purposes; interior restored largely to pre-war conditions
- Artifact: exterior fabric and statuary ruins stabilized and serve as direct memory link to the building's past

Topography of Terror



← The Wall

← The Ruins



Topography of Terror

HISTORY NOTES

Original extension of Martin-Gropius Bau, built in 1905. Used as HQ of SS, SS prison, & Reich Security Main Office during WWII. Heavily bombed, grounds leveled after WWII, used for commercial purposes. In 1987, the 450th anniversary of Germany, the first "Topography of Terror" is interpreted for the public with an exhibit hall and building ruin remains. Two competitions for the redesign of site fail after 1987; third competition held in 2006 has a winning entry. Interpretation designed by Ursula Wilms (Heinle, Wischer and Partner), landscape by Heinz W. Hallmann (Aachen).

STRATEGIES OF CONTINUATION

- Artifact: rubble cleared, ruins left as ruins
- History conveyed through mundane remains (bricks, cobblestones) and proximities (Berlin Wall integrated)
- Ruins are rarefied with a glass canopy but not honored with direct reconstruction in any physical or visual way



Sidewalk remains; Berlin Wall ruins are to the right

Checkpoint Charlie Border Crossing



Checkpoint Charlie Border Crossing



HISTORY NOTES

Served as a border crossing during divided Berlin; booth erected by Allied forces in 1961 and modified over time. Originally booth replaced in 1980s with larger metal structure. Booth removed entirely in 1990. Checkpoint and booth reconstructed according to the original booth design; Allied force re-enactors stand guard for photographs.

STRATEGIES OF CONTINUATION

- Recreation of original: booth and signage were reconstructed according to the earliest designs
- Pretend: tourists can have passport stamped
- Disney-fication: costumed actors serve as props, not as re-enactors or interpreters
- Reality elsewhere: museums and images nearby show historic photos of the area over its history

Reichsbahnbunker Boros Art Collection



Private residence

Reichsbahnbunker Boros Art Collection



HISTORY NOTES

Built as a bomb shelter in 1942 for about 1200 Reichsbahn (rail) passengers, designed by Karl Moszkat. Used as a Soviet prison in 1945. Used as a textile warehouse in 1949. Used to store dry and tropical fruit after 1957, known as "bananabunker". From 1992-1996, becomes an internationally popular nightclub for hardcore techno, fetish, and fantasy parties. Designed as private residence and art gallery by Jens Casper and Petra Petersson (Reisarchitektur) in 2007. Now officially listed as an historical "air-raid shelter".

STRATEGIES OF CONTINUATION

- Adaptive reuse, modern penthouse addition
- Change of use over time evident in treatments of some interior surfaces only
- Exterior stabilized and retained as found artifact; interior surface cleaned or selectively demolished to suit new purposes



Tempelhof Airport



HISTORY NOTES

Site originally belonged to Knights Templar, from which "Tempelhof" was named. Originally built in 1927; new terminal building built in 1934. Runways were expanded during the 1948 Berlin Airlift ("Operation Vittles" and "Operation Little Vittles"). US Army occupation of site from 1945-1994. Functioning airport until 2008. Currently open as park, neighborhood gardens, and event space. Land is recognized habitat for endangered insects, plants, and birds.

STRATEGIES OF CONTINUATION

- Full access: private and restricted access now made public; exterior is a park, terminal used for events
- Cultural and natural landscape: conservation of built and natural elements that developed together



Kapelle der Versöhnung Chapel of Reconciliation



Kapelle der Versöhnung Chapel of Reconciliation

HISTORY NOTES

Original site for Church of Reconciliation (Neo-Gothic, built in 1894). Once Berlin Wall was constructed, the original church was situated in the former 'death strip' and only accessible to guards - church was razed in 1985 by GDR. Chapel for congregation designed by Rudolf Rehermann and Peter Sassenroth, in choir area of demolished church; consecrated in 2003, part of Berlin Wall Memorial. Built of clay with fragments of original church embedded within, 1st clay-built building (pole technique) in Germany for 150 years.



STRATEGIES OF CONTINUATION

- Continuation: same function, different form (outline of the original church traced in ground)
- Memorial to self, memorial to victims of violence and division
- Integration of old material in completely new form
- Handcraft: fostered the continuation of traditional crafts through its construction
- Rarification: artifacts and original building foundations given special viewing perspectives



Gleis 17 Berlin Grunewald Station



HISTORY NOTES

Station was originally built in 1879; initially called Hundekähle after a nearby lake. From 1941-45, platform 17 served as the location where Jews from Berlin were deported to various ghettos and concentration camps. Memorial built by Deutsche Bahn (the national railway company) in 1998 in remembrance of the role its predecessor, Deutsche Reichsbahn, played in the deportations.

STRATEGIES OF CONTINUATION

- Reconstruction: portion of the loading bay and tracks are reconstructed with memorial integrated
- Biogrowth: trees allowed to grow in tracks, a natural reclamation showing new life and evidence that tracks will no longer be used
- Biogrowth, ruin: a nearby original associated building is abandoned and allowed to deteriorate fully (this part of history is not honored)



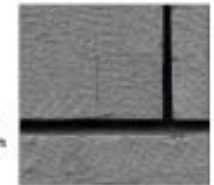
Sowjetisches Ehrenmal Soviet War Memorial



Sowjetisches Ehrenmal Soviet War Memorial

HISTORY NOTES

Location previously a sports field. Designed by Yakov Belopolsky, built in 1949 as commemoration and burial grounds for 5,000 Soviet soldiers who died in the Battle of Berlin. After reunification, the Two Plus Four Agreement requires Germany to assume maintenance and repair responsibility, though Russian Federation must be consulted regarding any changes. Primary soldier statue removed, restored, reinstalled in 2004; general restoration.



STRATEGIES OF CONTINUATION

- Memorial: continual use for original purpose
- Maintenance and repairs-in-kind continue - a site of active and current memorialization rather than historical use



Hotel Esplanade Berlin Kaisersaal and Breakfast Hall



Hotel Esplanade Berlin Kaisersaal and Breakfast Hall

HISTORY NOTES

Hotel originally designed by Otto Rehnig, built in 1908 in Belle Époque style with ornate Neo-Baroque & Neo-Rococo interiors
1944 bombing destroyed 90% of hotel, leaving Kaisersaal, Breakfast Hall, stairwell and washrooms intact -
Ruins stabilized and used for parties in the 1950s
Used for film sets since the 1960s
Officially listed as an historic building after 1989
In 1996, integrated into Sony Center development; Kaisersaal moved 75m and breakfast hall dismantled and reconstructed nearby



STRATEGIES OF CONTINUATION

- Reversal: Interior of Kaisersaal now on the outside of the building
- Reuse and sanctification: all pieces carefully maintained behind glass, used for original purposes and as aesthetic elements
- Education: paint conservation work partially finished to demonstrate and explain the process



Neues Museum Art Museum



Neues Museum Art Museum

HISTORY NOTES

Originally designed by Friedrich August Stüler, built in 1855 as neoclassical extension to the Altes Museum, first monumental building in Prussia to have used iron construction
Closed in 1939 and heavily destroyed during WWII bombing
Portions of ruins used for storage by adjacent museums after 1945
East German government began reconstruction in 1986 until Reunification
Redesigned by David Chipperfield starting in 1997 and opened in 2009

STRATEGIES OF CONTINUATION

- Modern reinterpretation: reorganization of original interior layout fits contemporary trends in presenting artifacts and history
- Aesthetics of the artifact: original material (building artifact) stabilized and retained in highly damaged condition to display other kinds of artifacts



Siegestäule Berlin Victory Column



Siegestäule Berlin Victory Column

HISTORY NOTES

Originally designed by Heinrich Strack, built in 1873 to commemorate victory in the Euro-Prussian wars; Victoria statue and relief sculptures added
Column made taller, relocated in 1939, under-street pedestrian access added in 1941
Damaged relief sculptures removed to France in 1945, granite slabs to match column base material are put in their place
Relief sculptures (that were found) returned to Germany in 1987 on 750th anniversary of Berlin - understudy granite slabs hung in pedestrian tunnels
Latest exterior restoration in 2011

STRATEGIES OF CONTINUATION

- Reassembly with limitations: partial and damaged relief sculptures reinstalled without recreating missing pieces or filling shrapnel punctures
- Substitute as artifact: substitute granite panels now displayed as part of complete history of the site



Anhalter Bahnhof Railway Terminal Station



Anhalter Bahnhof Railway Terminal Station

HISTORY NOTES

Original station opened in 1839, terminus of a train line through Anhalt
Another temporary station was built in 1874 while the original station was demolished and replaced; replacement designed by Franz Heinrich Schwechten and built by 1880
Station was greatly destroyed in WWII bombings
Remains used as train station from 1946-1952 from E. European locations
Station demolished in 1960 except for the original entry portico, which was saved due to public outcry
Full sized soccer field installed behind the portico approximates the size of the original train shed; Tempodrom (concert hall) and conference center added in 2001 on grounds behind the playing field
Park at periphery of grounds contains rail and platform fragments
Numerous restorations, most recent in 2004

STRATEGIES OF CONTINUATION

- Stabilization: form stabilizes, differentiated materials used to slow deterioration at broken edges
- Ruin and artifact: fragments of platforms and tracks allowed to deteriorate in park behind portico, informal and formal paths allow visitors to witness these artifacts and deterioration
- Nomenclature continuity: Original name used in nearby U-Bahn station



Olympiastadion Olympic Stadium



Olympiastadion Olympic Stadium

HISTORY NOTES

Designed by Werner March, built for 1936 Olympics; replaced a previous stadium designed by Otto March (Werner's father) built in same location for 1916 summer Olympics; included nearby Waldöfne (outdoor amphitheater) based on ancient Greek designs
Bell tower damaged in WWII, set ablaze after the war, blown up in 1947
Complex used as British military headquarters 1945-1946
Complex used for sports and concerts starting in 1961. Stadium used for FIFA World Cup games in 1974
2006 renovation of stadium for 2006 FIFA World Cup

STRATEGIES OF CONTINUATION

- Conservation of existing materials, modernization of facilities for current standards
- Reclamation of the past through the same use and significant improvement to facilities (a form of rebranding)



Hunboldthain Flakturme Anti-Aircraft Tower



Hunboldthain Flakturme Anti-Aircraft Tower

HISTORY NOTES

Seven stories tall, built in 1941-42, the last of three towers that formed a triangle of protection for downtown Berlin; could also house up to 15,000 during air raids
Blown up in 1948, rubble piled on top
Private company began clearing intact interior spaces; opened for private touring in 2003; base converted to a climbing wall



STRATEGIES OF CONTINUATION

- Stabilization, artifact of war, memorial added
- Cultural landscape component: integrated into a public park, used by local climbing groups
- Aesthetic of ruin: tours are given of interior destruction



Gedächtniskirche Kaiser Wilhelm Memorial Church



Gedächtniskirche Kaiser Wilhelm Memorial Church

HISTORY NOTES

Original church was designed by Franz Schwechten in Romanesque Revival style, church consecrated in 1895, entrance hall completed and consecrated in 1906
(badly damaged in bombing of 1943, leaving only partial spire and entrance hall)
New church, foyer, chapel, bell tower designed by Egon Eiermann, completed between 1959 and 1963, nicknamed "Uppensift und Puderdose" (lipstick and powder box) by Berliners; original church remains were not demolished as planned due to public outcry
Original entrance hall reconsecrated in 1987
Original church has remained under cover for extensive conservation since 2007

STRATEGIES OF CONTINUATION

- Artifact, part standing for the whole
- Memorial: ruin stabilized and retained as a symbol of war's destruction and of community continuity
- Arrested decay through a complete enclosure of the exterior
- Blending: weather resistant temporary scaffolding blends in with local high rise cityscape
- Differentiated addition: chapel and other structures were designed in very different style



Berliner Mauer The Berlin Wall



Berliner Mauer The Berlin Wall

HISTORY NOTES

Built by GDR in 1961 to prevent defection to West Berlin; officially known as Antifaschistischer Schutzwall (Anti-Fascist Protection Rampart)
Initially a barbed wire fence; another layer added 100m away in 1962, resulting in a 'death strip'
In 1965, wire fences were replaced with concrete block walls
From 1975-1980, block walls were replaced using large concrete slabs with metal piling at the top
Ultimately ran for 155km (96 miles)
In November 1989, the wall was partially destroyed by crowds of East and West Berliners
The remaining wall was officially torn down in 1990

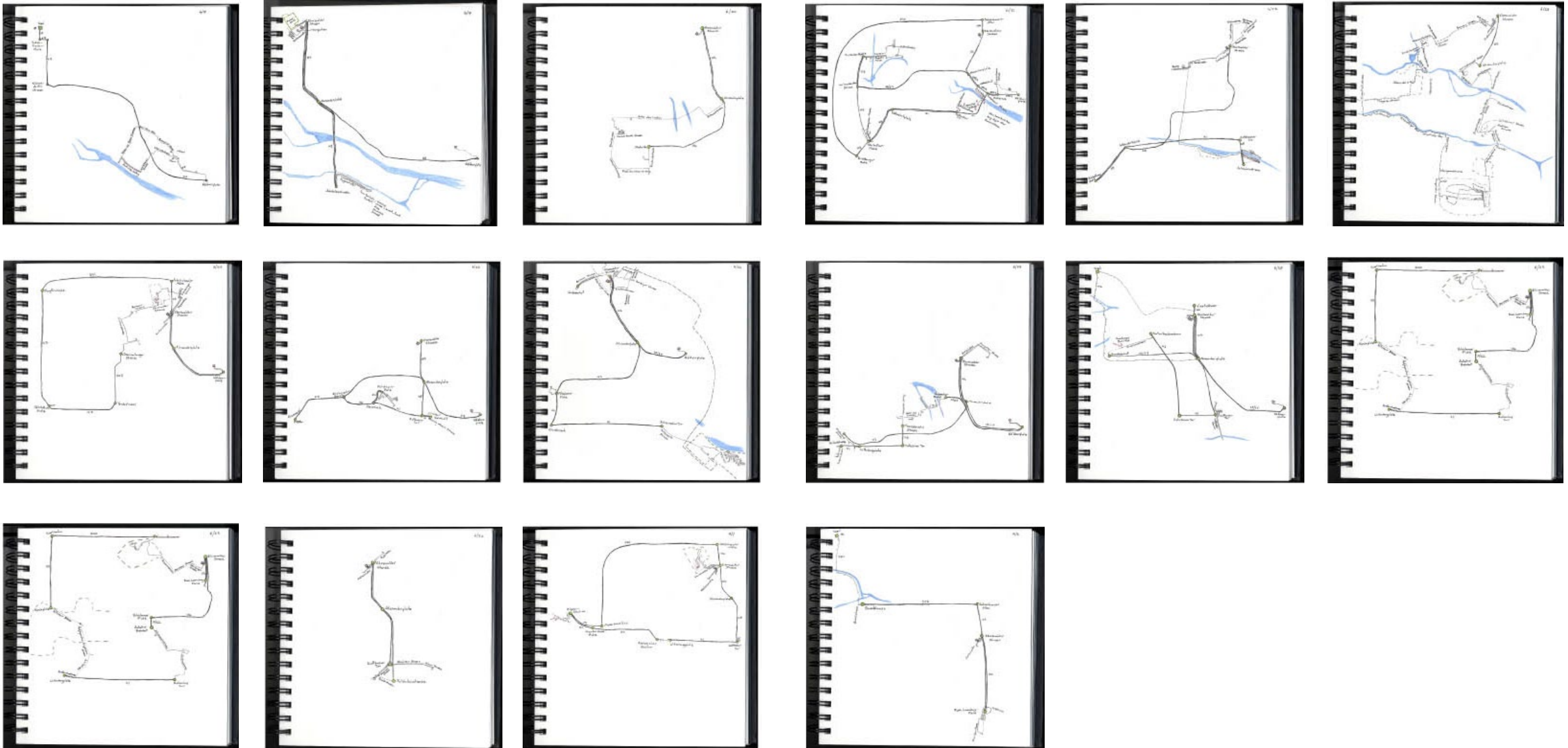


STRATEGIES OF CONTINUATION

- Every one: reconstruction, reinterpretation, research center and museum, documentation, cobblestone tracing in pavement, signage, infill, billboards with historic photographs, reassembly of remaining pieces, selling of wall fragments, infill of death strip with condominiums and modern development



WANDERINGS



STRATEGIES OF CONTINUATION

The following is a glossary of terms and ideas developed by Provisions resident Pam Jordan during four weeks of built history research in the summer of 2012. Thirty-two existing building sites in Berlin, be they ruins or contemporary renovations, were visited and recorded in terms of their experiential qualities (appearance, acoustics) and how each addressed history through its existing building fabric. The following list coalesces the lessons from each site, which are described in detail on the site cards above. These lessons are used to consider the Dupont Underground from different perspectives.

The following is formal and informal, opinionated and objective, extensive yet incomplete - some terms overlap and even contradict the American Secretary of the Interior's Standards for the Treatment of Historic Properties. Ultimately, this list is intended to spark debate about what 'preservation' really means.

ADAPTIVE REUSE – the building remains intact but is used for a new purpose, work might include selective demolition to suit the new purpose

AESTHETICS – the found condition of materials or structure is retained, often in a damaged state, for its ornamental qualities rather than its functional abilities

ARTIFACT – a piece of the original building whose deteriorated form demonstrates its history directly, it often receives a rarified treatment or is used as an aesthetic element

BIOGROWTH – any kind of animal, plant, mold, or fungus growth on building fabric, often functions as a deterioration mechanism

CONSERVATION – a detailed study of the original material(s) and the subsequent laborious process of cleaning, stabilizing, and preserving (i.e. work on woodwork, mortar, or paint)

CONTINUAL USE – the building continues to function as it was originally designed, can result in little physical change over time

CULTURAL LANDSCAPE – recognizes the buildings, landscape, temporal and experiential conditions, and other aspects that help define the character of a place and its use

DETERIORATION MECHANISM – any force that causes deterioration (i.e. moisture, plant growth, acidic soil, impacts from shrapnel or loading trucks)

DIFFERENTIATED ADDITION – the materials and/or design of the newer addition are very different from original building and are meant to be easily distinguishable

DOCUMENTATION – records the partial or full history of a place, can include methods such as interviews, maps, catalogues of artifacts, and related news items through time

EDUCATION – building or site is used to teach about a specific element besides the history of the place (i.e. work on the building demonstrates a particular conservation technique)

DISNEY-FICATION – the simplification of the building's history to be easily accessible and enjoyed by the most people as possible, usually for non-local audiences/tourists and not a very nuanced presentation

FULL ACCESS – a space previously for restricted use is opened for public view and use

HANDICRAFT – the treatment of the building includes a revival of old building techniques, sometimes part of a revival of an older architecture style

MAINTENANCE, FUNCTIONAL – regular maintenance that serves to keep the building functional in its current condition (i.e. sealing windows, repairing floors)

MAINTENANCE, AUTHENTIC MATERIALS – repairs and upkeep use the same materials and methods as were used during the initial construction (i.e. replacing brick mortar with the same mixture of elements), often part of a conservation effort

MAINTENANCE, CONTEMPORARY MATERIALS – repairs and upkeep use materials and methods that were not originally available (i.e. replacing a thatch roof with rubber tile)

MEMORIAL TO SELF – the building (fragment) serves to memorialize the original (intact) building and/or its own history

MEMORIAL TO OTHERS – the building continues to act as a memorial as originally designed

MEMORIAL ADDED – an added feature to the site (i.e. a plaque, sculpture, quiet room), often addresses the conditions that caused the fragmentation or destruction of the original building

NARRATIVE TWEAK – the original history or timeline of the site is glossed or simplified for presentation, often used for development projects or advertising

NOMENCLATURE CONTINUITY – the original name of the site is perpetuated in some way, sometimes this is the only form of continuation left for a site

PART STANDING FOR THE WHOLE – often the entryway or other very public identifier of a place is retained while the rest of the building and/or ancillary structures were demolished or greatly changed, the remaining part serves as a representation of the entire original building

PRESERVATION – the work of retaining a building or site, in whole or in part, as it stands or as it once stood, for a present and future understanding of the past through existing built fabric

RARIFICATION – makes clear that existing building fabric is special and untouchable, pieces are often put behind glass as if in a museum exhibit

REASSEMBLY – brings scattered parts of the original back together as a whole, can be left fragmented as an aesthetic choice or be unified through reconstruction or restoration

RECLAMATION – a neighborhood or group of people uses the building for current needs and this use begins to redefine the historical understanding and character of the place

RECONSTRUCTION – the rebuilding of a place to its previous (intact) state, can reconstruct the original design or a later version before deterioration, the process uses what little remains of the existing building material

RECREATION – the complete reconstruction of the building that imitates the original design but uses all new materials

REHABILITATION – the upgrading of an existing building to function anew and/or under current standards or needs (i.e. opening up bricked-in windows, installing ramps for universal access)

REINTERPRETATION – recomposes the original structure with new materials, spatial characteristics, and different ways of seeing and/or interacting with the structure and its history (i.e. changing the entry sequence, replacing brick walls with glass in the same location)

RESTORATION – makes the building appear as it did in a specific time in the past, work uses significant existing material

RUIN – a site where deterioration from any mechanism has been/is allowed to continue unabated

SIGNAGE – gives long-form narrative and pictorial background information of a place

STABILIZATION – prevents further deterioration but does not repair any element

SUBSTITUTION – a newer and usually different element stands in for the original, can be for symbolic purposes (in the case of missing pieces) or practical purposes (in the case of fragile material)

WALKING TOUR – narrative-driven presentation of a site's or region's history, often presents a unique or underrepresented perspective, multiple buildings are often included

pass Shown in Dupont Circle Model

H. C. Whitehurst, District director of highways, examines a scale model of Dupont Circle as it would appear after construction of the proposed underpass.



le Subway Model
Up for Public Study

TUNNEL VISION

PAUL FARBER

Dec 7, 1937
pg. 15

Dupont Body Votes, 58 - 2, For Tunnel

Citizens Indorse Report
of Committee for
Circle Underpass.

Indorsing by 58-2 the report of its executive committee on the proposed Dupont circle underpass, the Dupont Circle Citizens Association yesterday furnished further proof of public support behind the project.

The underpass, which would carry Connecticut avenue street cars and through motor traffic below Dupont circle, was credited in the report with the following major advantages: Free flow of traffic on Connecticut and Massachusetts avenues; return to Connecticut and Massachusetts avenues of buses and automobiles now routed along nearby residential streets; and greater safety for pedestrians at the circle.

Conceding certain disadvantages attached to the underpass, the report summarized other proposed solutions and characterized them as unsatisfactory.

Favored By Van Duzer.

"If properly and artistically constructed and well maintained, the underpass will result in improved conditions at Dupont circle and the betterment of this area and this association," the report concluded.

Capt. H. C. Whitehurst, director of highways, and William A. Van Duzer, director of traffic, spoke at the meeting in behalf of the project. Explaining that the cost of constructing the \$400,000 underpass

P. U. C. Witnesses Asked.

The Kenilworth Citizens Association voted to ask members of its public utilities committee to appear at the Congressional hearing on the transit situation instead of demanding a rehearing of the Capital Transit Co. evaluation case before the Public Utilities Commission.

Adopting an unusual resolution introduced by Mrs. Charles Adams Baker, the Progressive Citizens Association of Georgetown voted to recommend to the Commissioners that owners of residential property be given the privilege of paying a tax to the District Government for exclusive parking rights in front of their homes. The association celebrated its eleventh anniversary.

Speaking before both the Manor Park and the Takoma Park, D. C., Citizens Associations, Riley Elgen, chairman of the Public Utilities Commission, declared that Washington enjoys lower electric light, gas and telephone rates than most cities of comparable size.

Track Removal Sought.

The Takoma Park association voted to ask for removal of old street car tracks on Laurel and Aston streets and requested that plans be prepared for widening the Aston street underpass under the B. & O. Railroad tracks. The pass is said to be too narrow to allow easy passage of buses.

The Manor Park group asked for an addition to the Whittier elementary school and completed plans for

Dupont Circle.

Being a resident of the neighborhood of Dupont Circle, may I object to the proposed willful waste of taxpayers' money in building a tunnel solely for the convenience of a few antiquated street cars. The trouble at Dupont is only caused by street cars that should have been discarded long ago in favor of buses. —A. W., Washington.

Nov 10, 1937
pg. 12

Stores Battle Dupont Circle Underpass Plan

Connecticut Av. Merchants
Name Committee for
Study of Traffic.

The Connecticut Avenue Merchants Association last night voted to present a formal protest to the Commissioners against a proposal to construct an underpass at Dupont Circle.

A committee was instructed to study traffic conditions near the circle and offer one or more methods of relieving congestion there.

1938

Mar 3, 1938
pg. X1

\$47,250,000 D. C. Budget Fixed in Bill; Deficit Faced

Senate Sub-Committee
Revises Fund for
Highways.

Measure Will Fall
Short by \$4,000,000

Pennsylvania Avenue
Bridge Provision Is
Re-inserted.

By James D. Secrest.

A District appropriations bill aggregating approximately \$47,250,000 and a general revenue deficit of \$4,000,000 will be reported to the Senate Appropriations Committee today by a sub-committee which yesterday drastically revised the highway fund items.

Chairman Thomas (Democrat), of Oklahoma, disclosed that \$620,000 to start construction of the Pennsylvania Avenue Bridge had been put back into the bill. It had been eliminated by the House.

The sub-committee struck out three major highway projects de-

Continued from Page 1.

way department testing plant be reopened was adopted.

Kennedy had offered the reorganization study amendment on the House floor. He also had called the attention of the sub-committee to the fact that the District was paying the Bureau of Standards more to test its paving material than it would cost to operate the closed District testing laboratory.

Supply Bill Ready.

The District supply bill probably will be reported today or tomorrow following approval by the full Appropriations Committee and may be passed by the Senate before the end of the week.

Chairman Collins, of the House sub-committee on District appropriations, is expected to make a fight for restoration of the highway projects eliminated by the Senate sub-committee, and compromises probably will be made by both Senate and House managers before the bill is sent to the White House.

Collins sponsored the Thomas Circle underpass and the K street overpass as traffic alleviation measures, while the Dupont Circle underpass was recommended by the Budget Bureau.

The estimated costs are Dupont, \$480,000; Thomas, \$330,000; and K street, \$320,000.

The Pennsylvania Avenue Bridge was approved by the Budget Bureau but rejected by the House sub-committee.

Senator Thomas had previously indicated he was going to cut out the underpasses and overpasses without writing in new projects, but he subsequently agreed to the new items, as otherwise a large surplus would accumulate in the highway fund. Even now the fund will have a substantial surplus.

The Massachusetts Avenue-Rock Creek Parkway Bridge is one of the proposals in the five-year program of the highway department, but it has not been suggested openly before for the 1939 bill.

Capt. H. C. Whitehurst, director of highways, was called upon for an estimate by the Senate sub-committee after it had been decided to eliminate Dupont and Thomas Circle

Mar 5, 1938
pg. X8

Two Vital Projects.

The juggling of highway items in the District budget does no credit to Congress in its capacity as a city council for Washington. Improvements to eliminate traffic hazards or relieve congestion ought to be made in accord with expert advice based on engineering studies. Personal prejudices against some particular project of this sort should have no place in the final action.

After careful study of the entire traffic problem the District Engineer Department outlined a five-year program of improvements. Certainly its judgment ought to be relied upon unless a convincing case to the contrary is forthcoming. But the Senate Appropriations Committee has taken the position that the local authorities do not know what traffic-relief projects are most urgent.

In some respects the attitude taken by the full committee Thursday is more reasonable than that previously indorsed by the sub-committee. Chairman Thomas of the sub-committee would have left a substantial surplus in the highway fund in spite of the fact that this money cannot be spent for general purposes and, if left in the Treasury, would draw no interest. The full committee decided that, since a five-year program of improvements has been outlined and the money is available, it may as well be spent while the District has an acute unemployment problem. Nevertheless, it gratified what appears to be a whim on the part of Senator Thomas by eliminating two of the most vital projects.

From the community viewpoint the underpass beneath Dupont Circle and the K street grade separation were probably the most urgent highway items in the bill. The Senate committee struck out both of them and added various projects of less immedi-

TUNNEL VISION

PAUL FARBER

Scholar, historian, and urban studies critic Paul Farber set out to explore the urban development challenges of Dupont Underground and its connections to Berlin's storied landscape. *Tunnel Vision* traces the idea of the Dupont Underground as has circulated in the DC cultural imaginary through Washington Post articles from conception to present day.

Farber collected every Washington Post article mentioning the Dupont tunnels from 1918 to the present. He uncovered an unanticipated array of speculations, proposals, prospects, and pitfalls. While the tunnel itself was open for less than twelve years, its time in public imagination far exceeds its functional life. Farber's curated timeline, designed in collaboration with fellow resident James Huckenpahler, narrates a history of the tunnels and station in popular consciousness--demonstrating their role as placeholders for DC fantasies, dreams, and visions and the hubris of public planning processes.

A second group of works by Farber illuminates echoes of DC in Berlin and vice versa, highlighting unusual instances of each capital's influence on the other's formation.

HISTORY OF AN IDEA, HISTORY OF A SPACE.

Over the past 50-plus years, several generations of urban visionaries and pacemakers have sought to route Washington DC's future through one of the most storied and preposterous relics: a pair of colossal abandoned streetcar tunnels under Dupont Circle that have been dormant since they closed for operations in late 1961. The tunnels were only in official use for 12 years until the District ceased streetcar operations and blocked the entrances around the circle and along Connecticut avenue. Since then, the space has only served a sporadic functionality--as a Cold War fallout shelter in the 1960s, and an ill-fated, subterranean food court in the 1990s. The tunnels are currently slated for development by the Arts Coalition for the Dupont Underground as an emergent cultural institution and space. Situated appx. 20 ft below the street surface, the tunnels have been relegated to the cities' subconscious but never distant from public discourse.

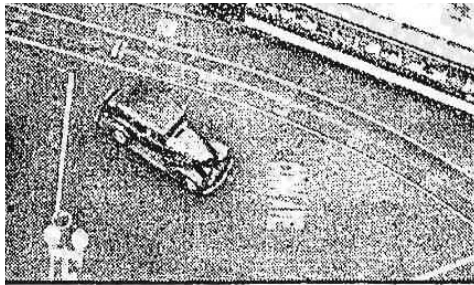
The existence of this open secret of the city is a case study for broader trends in historically-inclined urban redevelopment. The simultaneity of speculation, neglect, and wonderment involved in the tunnels's lifespan troubles the notion that this is an "abandoned space," even as the structure is mostly conceived as a failed and

disregarded vision of progress. The years of the tunnel's potential redevelopment now span longer than the years of its streetcar transit use. The underground's history also indicates the range of patterns that may affect future transformations, played out at every stage of the tunnel's evolution: the internecine relationship between DC's local and federal governments, the inherent complications of overlapping public and private ownership, and the power at play when defining the potential of an urban space along the lines of cultural vitality and inclusion.

This serves as an open archive and research tool, composed largely through a creative display of historic Washington Post articles. We invite viewers to explore stories and cycles of imagined adaptive reuse in a shared frame, and as one model for critical thought, consider any future for the tunnels through these accounts.

We suggest no true beginning or end for this timeline, but instead aim to trace out the history of an idea and the history of the space.

—*Paul M. Farber*



Post Staff Photo.

tion opposite from that of automobile traffic. The car
of the most confused situations in the District's traffic snarl.

Continued from Page L

eris and also with John A. Becker himself, if he is available."

Meanwhile, there were indications that the District Public Utility Commission had already tentatively accepted some of the proposals put forth by Bodier, the traffic expert who had been assigned to make the survey. These included the suggestion to install a supplementary bus line along Connecticut avenue to Chevy Chase and set up a new traffic terminal around Eleventh, E, Tenth and D streets northwest. It was said to be a foregone conclusion that two of the four tracts on Fourteenth street at New York avenue would be abandoned.

Transit Official to Attend

Another development in the situation was the announcement by President John H. Hanna, of the Capitol Transit Co., that it was doubtful whether he would have any complete plan of rerouting traffic to present at the public hearing before the Public Utilities Commission next Wednesday. The company might suggest certain changes in the Beeler plans, he said, which would probably include criticism of the proposal to abandon trolley tracks on Ninth street and build others on Eleventh.

From the Navy Lodge of the American Federation of Government Employees came the announcement that the lodge is circulating a petition, with the sanction of Assistant Secretary of Navy Henry L. Roosevelt, for another direct route to the Botetown Park area.

"It is the opinion of your petitioners," said the petition, "now that all local street railway systems have been merged, that there is no longer any proprietary reason why the New York Avenue car line (formerly the Columbia street railway) should terminate at Fifteenth street, and that they should no longer be compelled to wait at this point in the rain, wind, cold and heat to transfer to any point which can be reached direct by rerouting."

Various Comment Received.

A wide variety of comment was obtained yesterday from the civic association leaders who had examined the Bealer plans. Yaden himself said he looked upon a good deal of the plan with favor.

"I don't fancy a 10-cent fare on

some of the express bus lines, but I suppose if the people get express service they won't mind," he said.

William McK. Clayton, who is chairman of the federation's public utility committee, expressed doubt as to whether "Becker has the right to go into the fare question."

"The plan," he went on, "should eliminate the transfer or far as possible."

Declaring that he was a "rail man" rather than a "bus man," Clayton said that consideration should be given to an extension of trolley tracks through the entire Southeast section of Washington. There should also, he thought, be an extension of the Fourteenth street tracks to the District line.

"Many of the changes in the bottle neck downtown section have been urged for 20 years," he went on. "Whether Beeler's suggestions are good, I don't know. But there should be some changes."

"If this means supplementary bus service in addition to trolley service," said George R. Strong, president of the Chevy Chase Association, "it's fine. But if it means curtailed trolley service, it won't be so good."

Strong discussed the proposal to abandon car tracks beyond Chevy Chase Circle in favor of a bus service which would be local from the lake to the circle and express, limited stop service, thereafter into town. He pointed out that a 10-cent bus fare might enter into the Chevy Chase servant problem.

Fast Bus Service Urged

"Many of the servants live in the neighborhood of U street," he explained, "and take the trolley to and from work. A curtailed trolley service would affect them and, consequently, the householders in our district."

He expressed what appeared to be general approval of Becker's plan to relay tracks around Dupont Circle so that northbound cars would not proceed leftward around the circle into oncoming traffic.

"A fast bus service might help free the congestion downtown," continued Strong, "because it would eliminate a lot of motor traffic from Chevy Chase. Many of our people come to work now in their cars, because the trolleys are slow and the deluxe buses run only at 10-minute intervals in the rush hour. If the new buses run more fre-

quently, it would relieve Connecticut avenue traffic and also help to solve the parking problem."

R. L. Gilbert, of 3747 South Dakota avenue northeast, who is president of the Burroughs Citizens Association, was lacking in enthusiasm. "As far as the trolley situation is concerned," he said, "our people will be just about where they were before. And the bus lines are short of anything to do with it. They have only two or three express busses from the terminal at Twenty-second and Shepherd streets and Bunker Hill road," asserted Gilbert. "They should go somewhere in the neighborhood of the Bureau of Engraving and Printing. A lot of our peo-

ple work there, as well as in the Department of Agriculture and the Liberty Loan annex of the Treasury Department. I feel so strongly about this that I propose to delegate one of the members of our

M. M. McLean, of 1631 Newton street northeast, who is president of the Brooklyn Association, said that he was "in favor of the general plan." McLean indicated that he will discuss the Beeler proposals with the public utility committee of his association before expressing himself on details. However, he admitted that he supported "the idea of recruiting."

Roberts Will Urge Extension Of Subway Plans for District

Support of members of the House and Senate District Committees for construction of a more extensive street-car subway system than has been heretofore advocated will be asked by William A. Roberts, people's counsel, he announced yesterday.

The plan calls for construction of a subway beneath Connecticut avenue and Seventeenth street south of Dupont Circle. That subway would connect with another which would begin east of the intersection of Constitution and Pennsylvania avenues and run west beneath the latter street and the line of E street into the Potomac Park area to Twenty-first street.

The revised plan is to be formally submitted to the Public Util-

mally submitted to the Public Utilities Commission and the District Commissioners. The interest of the latter is to be sought, not only as a means of improving general traffic conditions, but as a 'works project' as well, Roberts said.

as well, Rodgers said.

The new plan will be submitted formally as soon as he has completed study of cost of construction figures gathered from the Boston Transit Commission, Roberts said. He refused to forecast what the District subways could be built for, but said he was confident the cost "would be far less" than most of the estimates which have been made. Estimates before the commission have ranged from \$2,000,000 to \$4,000,000 per mile. Costs might run as low as half those estimates, the secretary general said.

Under the proposal all street cars would be taken off Connecticut avenue from a point immediately north of Dupont Circle south to Seventeenth street, and off that street south of its junction with Connecticut avenue.

The objective of the tunnels would be speedier movement of street cars and of vehicular traffic, which would be free of clogged street car traffic along the streets affected by the new proposal.

affected by the new proposal.

Letters To The Editor

'Apple-Ar-Ground'

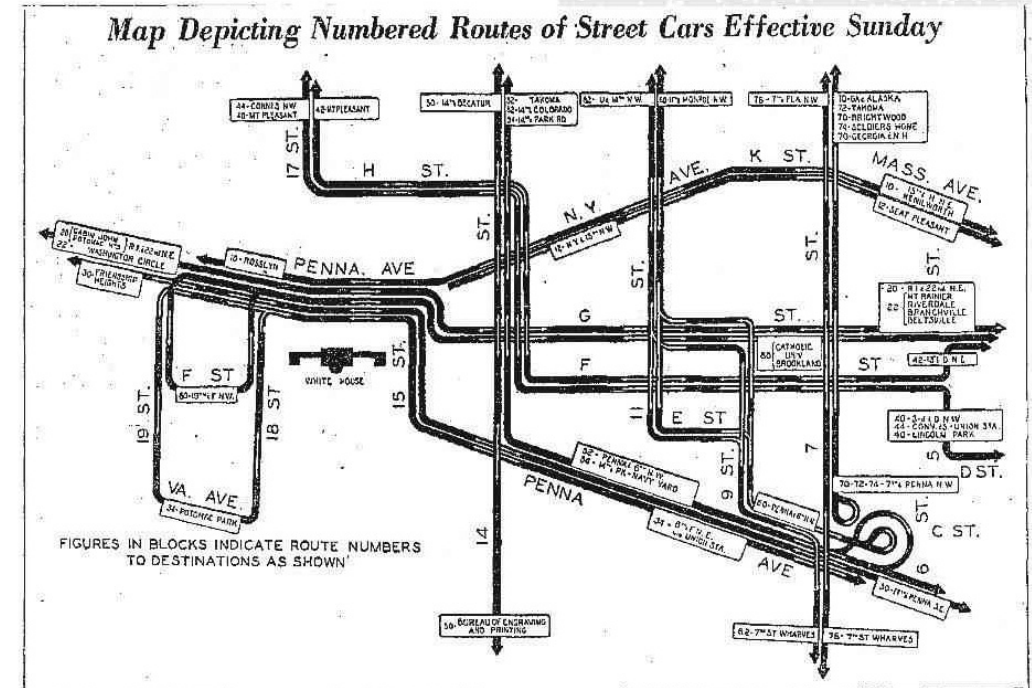
To the Editor of The Post—Sir:
During the spring and summer months the influx of visitors who drive their own cars greatly increases the burden which the city's streets must carry.

The "circles" are particularly bad examples of congestion, and traffic is obliged to move through these points at a snail's pace at the rush hours. Many suggestions have already been made to hasten transportation while at the same time cut down the Capital's high accident rate. I hope the District Commissioners have given consideration to the following plan, viz: to build tunnels under Thomas and Dupont Circles for the use of north and south bound motor vehicles.

The construction of such underground passages at the strategic points mentioned would surely improve traffic conditions and could

proper frame conditions, and could be financed, I believe, with an appropriation under the new work-relief act. GUY D'AULBY.
Washington, May 1.

17. *Explain the importance of the following:*



Nov 21, 1937
pg. 2

Underpass Shown in Dupont Circle Model



H. C. Whitehurst, District director of highways, examines a scale model of Dupont Circle as it would appear after construction of the proposed underpass.



Dupont Circle Subway Model To Be Set Up for Public Study

Citizens to Get Chance to Comment on Proposal to Alleviate Traffic Condition Which Has Been Vexing Capital for Years.

The public will have an opportunity to pass judgment on the proposed Dupont Circle subway Tuesday, when a model showing the necessary changes will be displayed at the Mayflower Hotel. Designed by engineers of the department of highways, the model shows by means of miniature automobiles and street cars how traffic might be re-routed to eliminate the present congestion.

"We've been fooling around with Dupont Circle for six years now," Director of Highways H. C. Whitehurst said yesterday. "and this is the only solution we find. There is opposition to it, of course, but we think it's because people don't understand it. Everybody understands models, and after looking at this one, they can shoot as many holes through it as they want."

One of the popular misconceptions about the plan, according to Capt. Whitehurst, is that the underpass would entail large abutments along Connecticut avenue above and below the circle. Actually, he pointed out, only low railings will be necessary to guide traffic in and out of the subway.

The principal advantage of the change would be to segregate through traffic on Connecticut avenue from other traffic entering the circle. At present, one-half of the roadway, which is about 45 feet in width, is complicated by street cars running in opposite direction in automobiles.

Highway Department engineers, working with the director of vehicles and traffic and the co-ordinating committee of the National Capital Park and Planning Commission, discarded the idea of merely

narrowing the inner sidewalk. They also decided it would do little good to place car tracks on both sides of the circle.

If Congress appropriates funds for the change, the inner sidewalk will be narrowed somewhat and the roadway will be divided into two parts, the inner section to be restricted to through Massachusetts avenue traffic. The outer section will be free to automobiles entering or leaving on any of the other intersecting streets.

Directional islands have been provided, partly to establish traffic channels and partly as safety zones for pedestrians.

Dec 7, 1937
pg. 15

Dupont Body Votes, 58 - 2, For Tunnel

Citizens Indorse Report of Committee for Circle Underpass.

Indorsing by 58-2 the report of its executive committee on the proposed Dupont Circle underpass, the Dupont Circle Citizens Association yesterday furnished further proof of public support behind the project.

The underpass, which would carry Connecticut avenue street cars and through motor traffic below Dupont Circle, was credited in the report with the following major advantages: Free flow of traffic on Connecticut and Massachusetts avenues; return to Connecticut and Massachusetts avenues of buses and automobiles now routed along nearby residential streets; and greater safety for pedestrians at the circle.

Citing certain disadvantages attached to the underpass, the report summarized other proposed solutions and characterized them as unsatisfactory.

Favored By Van Duzer.

"If properly and artistically constructed and well maintained, the underpass will result in improved conditions at Dupont circle and the betterment of this area and this association," the report concluded.

Capt. H. C. Whitehurst, director of highways, and William A. Van Duzer, director of traffic, spoke at the meeting in behalf of the project.

Explaining that the cost of constructing the \$400,000 underpass would be met from regular highway department appropriations, Capt. Whitehurst said the plan did not contemplate any increase in the gasoline tax or special assessment on property on or near the circle.

All-Night Parking Ban Asked.

Another resolution adopted by the association expressed the hope that "in the not-too-distant future" all-night parking would be ruled illegal.

The association also called for an ordinance forbidding the sounding of horns between midnight and 7 a. m. and, in another motion, called attention to the common use of homes for purposes other than traffic safety.

P. U. C. Witnesses Asked.

The Kenilworth Citizens Association voted to ask members of its public utilities committee to appear at the Congressional hearing on the transit situation instead of demanding a rehearing of the Capital Transit Co. evaluation case before the Public Utilities Commission.

Adopting an unusual resolution introduced by Mrs. Charles Adams Baker, the Progressive Citizens Association of Georgetown voted to recommend to the Commissioners that owners of residential property be given the privilege of paying a tax to the District Government for exclusive parking rights in front of their homes. The association celebrated its eleventh anniversary.

Speaking before both the Manor Park and the Takoma Park, D. C. Citizens Associations, Riley Egan, chairman of the Public Utilities Commission, declared that Washington enjoys lower electric light, gas and telephone rates than most cities of comparable size.

Track Removal Sought.

The Takoma Park association voted to ask for removal of old street car tracks on Laurel and Astor streets and requested that plans be prepared for widening the Astor street underpass under the B. & O. Railroad tracks. The pass is said to be too narrow to allow easy passage of buses.

The Manor Park group asked for an addition to the Whitlier elementary school and completed plans for a joint Christmas celebration with the Takoma Park Association December 21 at the Takoma Park playground.

Plans for extensive Christmas festivities were begun at the meeting of the Michigan Park Citizens Association. The committee in charge is headed by John T. Hilliard and Joseph Parkhill.

The Forest Hills Citizens Association indorsed a resolution asking preservation of Decatur House. It was announced that the association's annual dinner will be held at Columbus Country Club on January 25.

Dec 12, 1937
pg. B9

Dupont Circle.

Being a resident of the neighborhood of Dupont Circle, may I object to the proposed wild waste of taxpayers' money in building a tunnel solely for the convenience of a few undisciplined street cars. The trouble at Dupont is only caused by street cars that should have been discarded long ago in favor of buses. —A. W. Washington.

Nov 10, 1937
pg. 12

Stores Battle Dupont Circle Underpass Plan

Connecticut Av. Merchants Name Committee for Study of Traffic.

The Connecticut Avenue Merchants Association has eight voted to present a formal protest to the Commissioners against a proposal to construct an underpass at Dupont Circle.

A committee was instructed to study traffic conditions near the circle and offer one or more methods of relieving congestion there.

Opposing the underpass because it would take a large percentage of prospective shoppers underground and impair the investments of business men, members further claimed the change was not needed.

Underpass Suggested.

An alternative suggested the construction of an underpass on Massachusetts avenue instead with an entrance one block east of the circle and an outlet one block west.

Other proposals included the erection of islands around Dupont Circle similar to those in use on Sixteenth street and the elimination of the circle fountain with division into four parts—lanes for both Massachusetts and Connecticut avenues.

The committee appointed to present the statement of opposition and suggested alternatives included E. C. Graham, H. L. Rust and Mrs. Eleanor Patterson. Two others will be named later.

Guest speaker of the association was Miss Ethel Ehlen, Post fashion editor, who discussed style fashions and marketing methods. Offering assistance to members in solving their problems in merchandising and styles, Miss Ehlen devoted a portion of her talk to answering questions of members concerning individual problems.

Plans for the forthcoming Christmas gift show were discussed. Expressing approval of a gift show this year in place of the annual fashion show, members set November 30 as the tentative date.

Plans approved, records for a twelve-hour gift show to be presented in the main ballroom and Chinese Room of the Mayflower Hotel, with booths of Connecticut avenue merchants showing a complete selection of suitable Christmas gifts.

Mar 3, 1938
pg. X1

\$47,250,000 D. C. Budget Fixed in Bill; Deficit Faced

Senate Sub-Committee Revises Fund for Highways.

Measure Will Fall Short by \$4,000,000

Pennsylvania Avenue Bridge Provision Is Re-inserted.

By James D. Secrest.

A District appropriations bill aggregating approximately \$47,250,000 and a general revenue deficit of \$4,000,000 will be reported to the Senate Appropriations Committee today by a sub-committee which yesterday drastically revised the highway fund items.

Chairman Thomas (Democrat), of Oklahoma, disclosed that \$620,000 to start construction of the Pennsylvania Avenue Bridge had been put back into the bill. It had been eliminated by the House.

The sub-committee struck out three major highway projects designed to facilitate traffic, viz., underpasses at Dupont and Thomas circles and an overpass along K street at Rock Creek Parkway.

New Bridge Approved.

As a substitute for these projects, the sub-committee inserted \$400,000 for an entirely new proposal—a bridge along Massachusetts avenue near Rock Creek Parkway—and \$300,000 for various street improvement items.

Upon motion of Senator Thomas, the sub-committee also inserted an authorization for the District Commissioners to install parking meters, although three previous Senate proposals have been defeated.

As a result of the refusal of Secretary Weeks and the Senate Rules Committee to permit Health Department inspectors to inspect interior Department and Senate restaurants, respectively, the sub-committee wrote into the bill an authorization for the Health Department to inspect all public as well as private restaurants.

Jurisdiction Challenged.

The House sub-committee brought out in executive hearings that the jurisdiction of the Health Department over these Federal restaurants was challenged.

Senator Thomas said that the House appropriation of \$5,000 for a study of District government reorganization plans have been eliminated, but that the suggestion of Representative Kennedy (Democrat), of Maryland, that the high-

*See DISTRICT, Page 7, Column 2.

Mar 5, 1938
pg. X8

Two Vital Projects.

The juggling of highway items in the District budget does no credit to Congress in its capacity as a city council for Washington. Improvements to eliminate traffic hazards or relieve congestion ought to be made in accord with expert advice based on engineering studies. Personal prejudices against some particular project of this sort should have no place in the final action.

After careful study of the entire traffic problem the District Engineer Department outlined a five-year program of improvements. Certainly its judgment ought to be relied upon unless a convincing case to the contrary is forthcoming. But the Senate Appropriations Committee has taken the position that the local authorities do not know what traffic-relief projects are most urgent.

In some respects the attitude taken by the full committee Thursday is more reasonable than that previously indorsed by the sub-committee. Chairman Thomas of the sub-committee would have left a substantial surplus in the highway fund in spite of the fact that this money cannot be spent for general purposes and, if left in the Treasury, would draw no interest. The full committee decided that, since a five-year program of improvements has been outlined and the money is available, it may as well be spent while the District has an acute unemployment problem. Nevertheless, it gratified what appears to be a whim on the part of Senator Thomas by eliminating two of the most vital projects.

From the community viewpoint the underpass beneath Dupont Circle and the K street grade separation were probably the most urgent highway items in the bill. The Senate committee struck out both of them and added various projects of less immediate concern. Restoration of funds for the Pennsylvania Avenue Bridge was entirely reasonable. But replacement of the Rock Creek Parkway tunnel under Massachusetts avenue by an expensive open bridge is much less pressing. Either this item or the \$550,000 added by the Senate committee for street pavement could be eliminated without seriously disrupting the highway program.

The same cannot be said of the Dupont Circle underpass and the K street grade separation. Construction of the Thomas Circle underpass might well be deferred because of the serious congestion that would result from disruption of traffic on both circles at the same time. But the expenditure of this surplus fund would become almost farcical if the two most vital suggested improvements should be left out. The community can only hope that the Senate and the conference committee will give more weight to sound engineering judgment than the Senate committee has done.

Continued from Page 1.

way department testing plant be reopened was adopted.

Kennedy had offered the reorganization study amendments on the House floor. He also had called the attention of the sub-committee to the fact that the District was paying the Bureau of Standards more to test its paving material than it would cost to operate the closed District testing laboratory.

Supply Bill Ready.

The District supply bill probably will be reported today or tomorrow following approval by the full Appropriations Committee and may be passed by the Senate before the end of the week.

Chairman Collins, of the House sub-committee on District appropriations, is expected to make a fight for restoration of the highway projects eliminated by the Senate sub-committee, and compromises probably will be made by both Senate and House managers before the bill is sent to the White House.

Collins sponsored the Thomas Circle underpass and the K street overpass as traffic alleviation measures, while the Dupont Circle underpass was recommended by the Budget Bureau.

The estimated costs are Dupont, \$450,000; Thomas, \$330,000; and K street, \$320,000.

The Pennsylvania Avenue Bridge was approved by the Budget Bureau but rejected by the House sub-committee.

Senator Thomas had previously indicated he was going to cut out the underpasses and overpasses without writing in new projects, but he subsequently agreed to the new items as otherwise a large surplus would accumulate in the highway fund. Even now the fund will have a substantial surplus.

The Massachusetts Avenue-Rock Creek Parkway Bridge is one of the proposals in the five-year program of the highway department but it has not been suggested openly before for the 1939 bill.

Capt. H. C. Whitehurst, director of highways, was calling upon for an estimate by the Senate sub-committee after it had been decided to eliminate Dupont and Thomas Circle underpasses.

The narrow tunnel under Massachusetts avenue along Rock Creek Parkway has long been a traffic hazard. Capt. Whitehurst said it would cost more to widen the tunnel than to build a bridge, which would be somewhat similar to the P Street Bridge over Rock Creek Parkway.

Problem Increased.

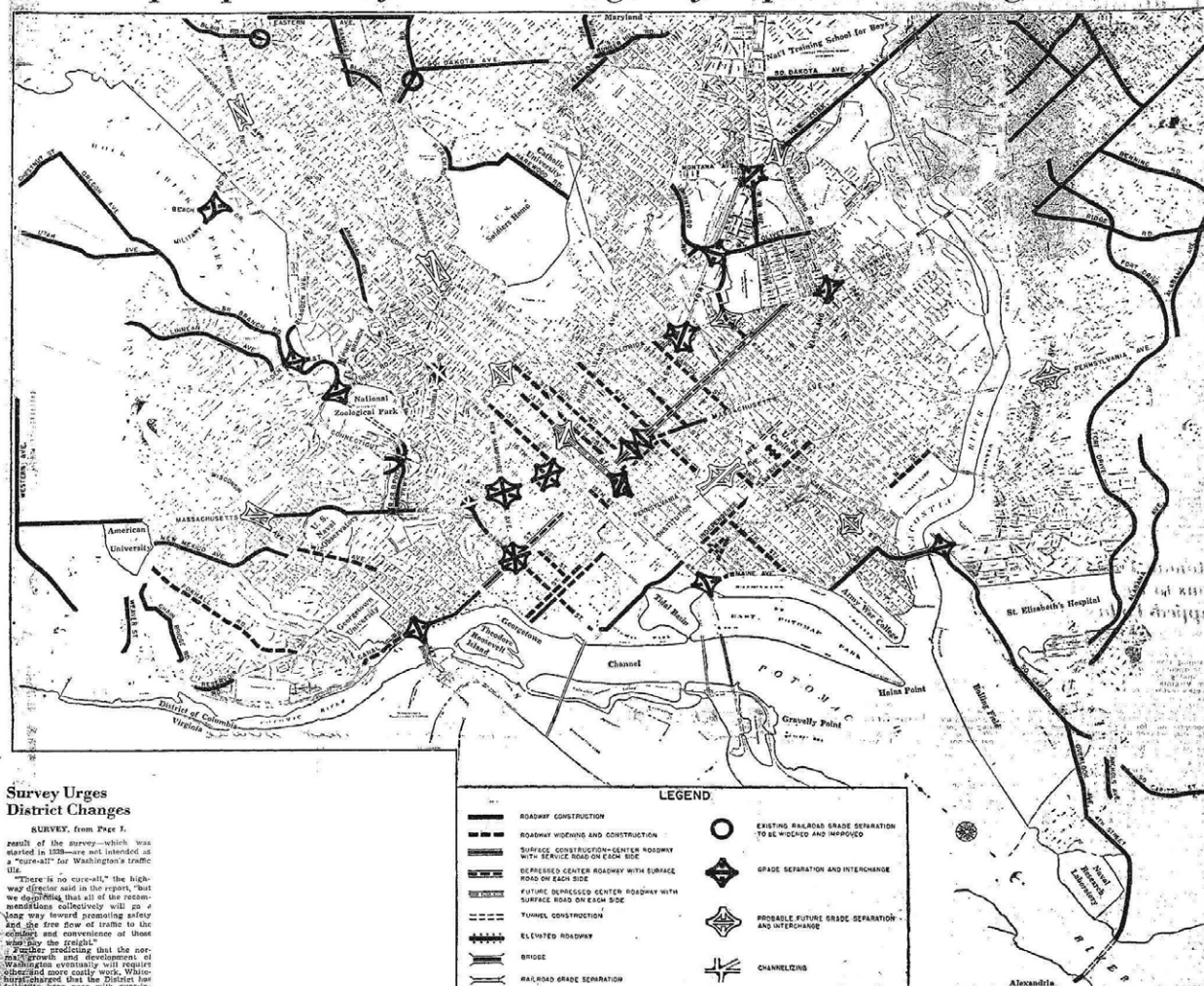
While the total of the District bill appropriations may be reduced in conference, the Senate recommendations increase the problem of the House sub-committee on fiscal relations in drafting a new tax bill.

Whereas the House sub-committee anticipated a deficit of only \$2,000,000, the Senate bill would necessitate the raising of twice that amount and the relief problem is still unrelieved. If additional funds are allowed in the general deficiency bill, following the special investigation, the amount must be added to the deficit and the new tax burden.

Chairman Nichols of the House sub-committee said yesterday that while the committee members are working on the tax bill, it probably will not be ready for reporting to the full House District Committee before next week.

The sub-committee is ready, however, to recommend some sort of income tax and probably a 3.6% realty rate and a beer tax allowing the business privilege levy to expire at the end of the current fiscal year.

Map Explains Major District Highway Improvement Program



Survey Urges District Changes

SURVEY, from Page 1.

result of the survey—which was started in 1933—was not intended as a “roadkill” for Washington traffic.

“There is no curvilinear” highway officer said in the report, “but we are finding that all of the recommendations collectively will go a long way toward promoting safety and the free flow of traffic to the comfort and convenience of those who use the streets.”

Further predicting that the nation’s future will be a more orderly one, the report charged that the District has “a long way to go” in providing adequate facilities for modernization of its streets and highways.

“The truth of the matter is,” he added, “that we have not been bold enough in the past to face the future, and we are now to face with the problem of traffic saturation and congestion.”

Although the initial fact-finding mission of the survey has been completed, the report said, it is not yet in its final stages. It will be published in detail in order to keep current all data collected.

Since 1933 Washington’s highways have increased 35 miles in a present total of 800 miles. Improvements of some form are necessary in nearly every existing mile, the report stated, in addition to the immediate need for new, expanded highways.

Concentrating first on the problem of relieving downtown congestion and providing private and public transportation with free access to outlying districts, the report suggested five major projects:

1. Highway widening and improvement, including street widening, from the edge of the central business district to the edge of the residential district.
2. Adequate provision for access to and from the central business district, including street widening, from the edge of the central business district to the edge of the residential district.
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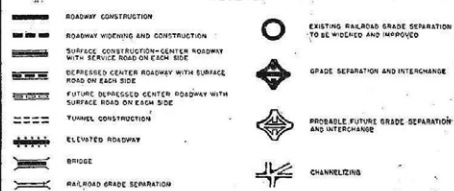
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LEGEND



five recommendations with urgent need for their adoption. Totalling \$3,500,000, the projects are:

1. Development and extension of the Rock Creek and Potomac Parkway northward through the Zoo, in connection with the existing road system of the park.
2. Improvement of park roads from the northern boundary of the Zoo to provide connection with Alden Avenue on the east and Oregon and Nevada Avenues on the west.
3. New system north of the Rock Creek and Potomac Parkway, including a new road to be constructed along the western border of the park in connection with Oregon Avenue at Military Road for through traffic only—through traffic to the east of the park to use Alden Avenue and Sixteenth Street, Northwest.
4. Grade separation structures with viaducts, interchange and other facilities in the vicinity of Military Road, Thicket Street and Military Road entrance to the park.
5. Adequate and modern approach to the park entrance, including a new road to be constructed along the western border of the park in connection with Oregon Avenue at Military Road for through traffic only—through traffic to the east of the park to use Alden Avenue and Sixteenth Street, Northwest.

In Potomac Park, the report urged that the new road be built for the use of independent Avenue west of Fourteenth Street, together with improvement of roads and connection with Potomac Park. Development of a major portion of the report is an analysis and proposed remedy for the parking situation.

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Dupont Circle Underpass Gets Wide Support

Dec 27, 1945
pg. 4

Young Visions Dupont Tunnel In Spring, '48

Dupont Circle underpass, which has been only a promise for the past 10 years, may be a reality by the spring of 1948, Engineer Commissioner Gordon H. Young announced yesterday.

Commissioner Young reported plans to pass automobile and streetcar traffic under the circle has been long approved by a joint board composed of District Commissioners and Public-Utilities Commissioners.

He said he hoped blueprint would be ready for both this spring and the summer of 1946.

The approved plan was accepted by the National Capital Park and Planning Commission earlier this month.

It would provide a tunnel for automobile traffic connecting Connecticut Avenue at the east end of the circle.

Streetcar traffic on Connecticut Avenue would be carried by a separate tunnel under the circle, reaching by short passage from the street.

General Young said the plan approved would be “considerably cheaper than one voted down by Park and Planning Commission this fall, which would have routed streetcar traffic on a level below the automobile traffic.

Confusion of pedestrian traffic at intersection on all arterial highways or boulevard streets.

Reversing of irregular intersections as rapidly as funds will permit, to provide for the channelization of traffic and protection of pedestrians.

Widening of main highway through community commercial areas, to provide an additional lane of traffic in each direction.

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Widening of main highway through community commercial areas, to provide an additional lane of traffic in each direction.



Dangerous traffic conditions trolleys going in both directions share the northbound lane with cars. Photos by Robert Crockett.

Nov 29, 1947
pg. B1

Tunnel Bid For Dupont Is Awarded

Main Driveway Under Circle Goes to Firas For \$3,951,485

A contract for the construction of a main traffic tunnel for the Dupont Circle underpass at a cost of \$3,951,485 was awarded yesterday to John McNeil, Inc., Philadelphia contractor, the city leader.

In making the award, the District Commissioners said, the amount could be reduced \$200,000 by changes and alterations.

Mr. Geo. Gordon H. Young, Engineer Commissioner, said the District Commissioners could, by mutual agreement with the contractor, substitute local rock for the granite called for in the specifications and use term cuts instead of cut from pipe.

These changes, plus a few other minor ones, would cut the total figure by \$200,000, he explained.

General Young said reporters, “I feel we have a very good bargain.”

Early this year, \$3,800,000 was estimated for the project. This amount was based on estimates made by the department last year, General Young said.

The contract figure was made by the department last year, General Young said.

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Letters To The Editor

“Dupont Circle”

Referring to your May 12 editorial, “Dupont Circle,” I contend that it may still not be too late to change the present only plan for the underpass into an entirely more sensible and practical one. That calls for routing the cars along the length of Maryland Avenue and leaving the north-south traffic substantially.

It is in respect for sending the streetcar around both sides of the circle, where they should have been ever since the streetcar line was taken out of P. st. west of the circle.

Everyone agrees that something must be done about the Dupont Circle bottleneck, but the present plan not only negates a double-sided road for the traffic, but also the early-streetcar line, but the necessity for a streetcar line is still further to the benefit of the Washington traffic.

Mr. McNeil, the contractor, has been asked to provide a streetcar line, but the necessity for a streetcar line is still further to the benefit of the Washington traffic.

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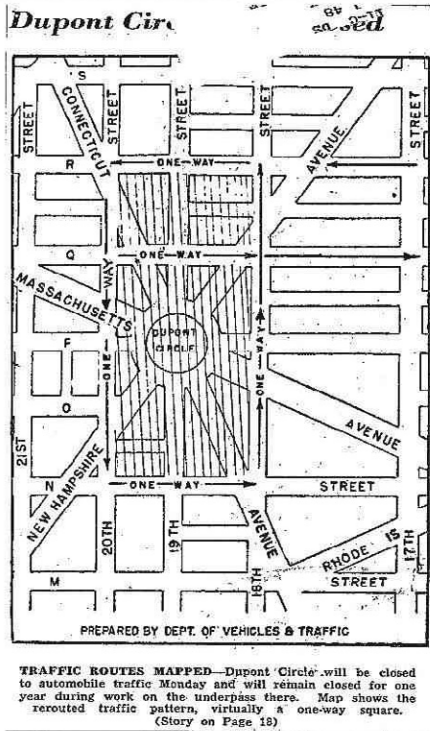
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1948

Mar 12, 1948
pg. 1



Traffic Rerouted For Dupont Circle

Area to Be Closed to Through Travel For One Year Beginning Monday

Dupont Circle will be closed to through traffic for a year starting Monday, Capt. H. C. Whitehurst, District director of highways, said last night.

The District Department of Vehicles and Traffic announced simultaneously that vehicles entering the quadrangle bounded by N. R. 18th and 20th sts. nw. starting 9:30 a. m. Monday will proceed in a counter-clockwise path around the area.

Capital Transit Co. vehicles also will be rerouted as the construction phase of the three-million-dollar underpass projects gets underway. Upon completion, expected in 1950, all Connecticut ave. auto traffic will pass through an underground tube at the circle's center, while streetcars will be routed through tunnels under the circle's outer edge.

Other Regulations

Motorists will be permitted to enter the quadrangle only to reach residences or business places within the area. Traffic will be rerouted periodically as construction progresses and announced in the newspapers, the Motor Vehicle Department announced. Other regulations are:

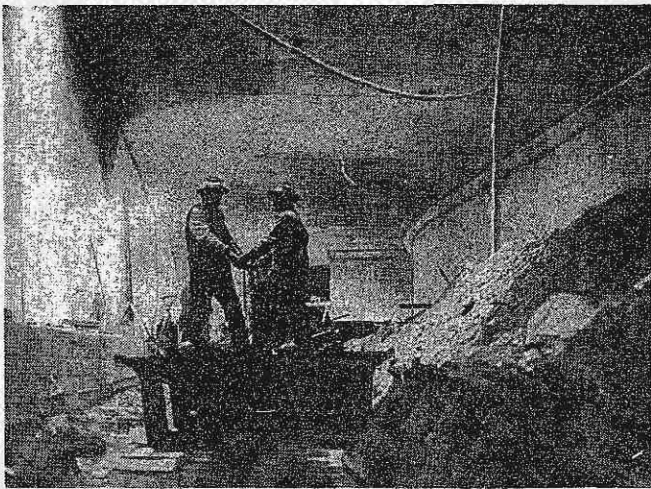
North and northeast bound traffic will be detoured via 18th st., which will be one-way northbound. Westbound traffic will be sent down R st., which will be one-way westbound.

South and southeastbound traffic will be detoured via 20th st., which will be one-way southbound. Eastbound traffic will be sent down N st., which will be one-way eastbound.

L st. will remain open to one-way eastbound traffic.

Parking will be prohibited on both sides of N st. from 20th to 18th st. on both sides of R st. in the same area on both sides of R st.

Underneath Dupont Circle . . .

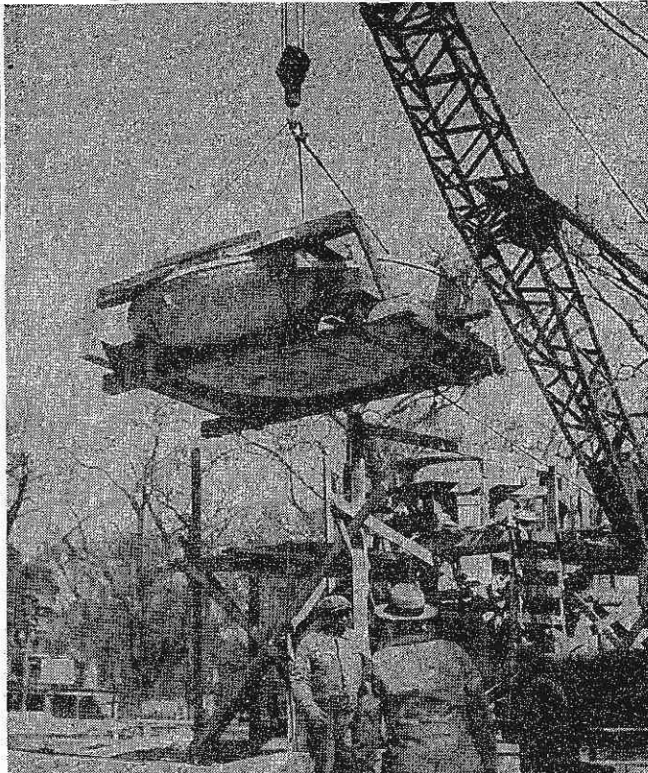


CONNECTICUT AVE. UNDERGROUND—While Christmas shoppers were bustling about Connecticut ave. yesterday, workmen were busy

beneath the surface of Dupont Circle laying streetcar tracks in the trolley tunnel. The underground tube curves around the east side

Mar 13, 1948
pg. B1

A Change in Scenery at Dupont Circle



Ol' No. 1550 Nonchalantly Makes First Run In Newly Opened Tube Under Dupont Circle

WASHINGTON SUBWAY—"Step to the rear of the car, please," says the motorman as passengers board the trolley in the underground terminal in Dupont Circle's northbound tunnel, opened yesterday for the first time.

Mary Van Rensselaer Thayer went to Germany May 12 to ride into Berlin on the first train to enter the German capital after the 14½-month Russian blockade. When Capital Transit scheduled the first streetcar under Dupont Circle it was appropriate that The Washington Post's transportation opener-upper should be aboard. Here is her firsthand account.

By Mary Van Rensselaer Thayer
Post Reporter

At 4:44 a. m. Capital Transit Car No. 1550, routed for the regular No. 42 run, pulled out of Lincoln Park car barn at 14th and E. Capitol st. ne. Howard Norford, with the company 33 years, was at the controls.

There were no photographers, no crowds, to send off No. 1550 on its momentous trip. The radio was silent. Norford, in an impeccable new uniform, drove serenely, hitting a smart, 25 to 30-mile clip on the stretch. No. 1550 heeled back to 15th and D sts. ne., where Conductor Norford, timepiece at hand, waited from 4:58 to 5:02 a. m. Thirteen passengers, all masculine, got on.

They were postoffice employees, hotel workers, all but one of sober mien. The sole bright light was a carefree character garbed in blue jeans, chinchilla overcoat and visored hat. "I'm going to Richmond today," he gurgled to an unresponsive audience. "an' I doan' like getting up this early one little bit!"

No. 1550 rocked along C st. between rows of parked cars, its headlight sparking the ruby glow of the taillight after taillight. The only other mobile traffic was a green truck labeled "Perfection Pies."

At C and 9th, a passenger off-loaded and four, including a woman, stepped on. The next stop two more women and a postal employee, carrying a paper shopping bag, were picked up. No. 1550 looped into Massachusetts ave. and back to the bleak Union Station, where a man with a suitcase got on.

The Richmond-bound gent forgot to disembark at the station. He wobbled off at the Main Post office. From G st. No. 1550 somehow managed to get onto F st. nw. Though it was still dark, most of the passengers greeted Norford with an optimistic "Good morning." At F and 11th, two handsome lady passengers, their bobbed hairdos concealed by silk scarves, left to make bus connections to the Pentagon.

No. 1550 hit New York ave. at 5:20 a. m. on the nose, twisting down H into 17th and then up Connecticut. All but four of the passengers left at the Mayflower stop.

Reporter Gets Down to Work

Trade began to pick up the stop before Dupont Circle. Some 20 assorted persons, officials, a few of the curious, a reporter from a rival gazette, stepped aboard. The reporter, a blonde mustachioed man, whipped out a notebook. He got to work with commendable promptness by taking down the names of nonofficial riders.

Only interesting type was a briefly bearded man in a green windbreaker. His name was Merrill, he was born in 1905, he had been, so he said, totally disabled in the war, and was trying to get a GI study course in photography.

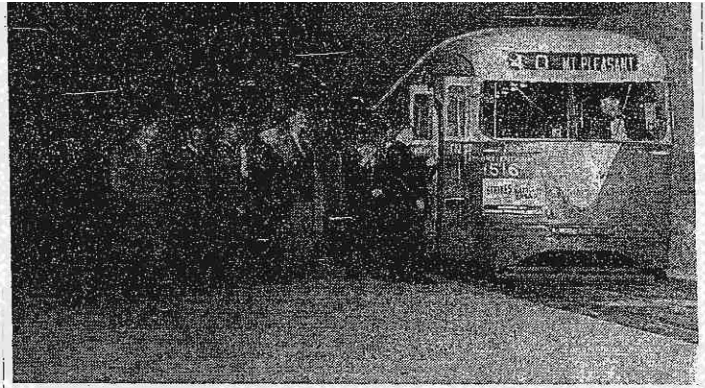
"His pension had been upped to \$150 a month. He had been born right near Dupont Circle. As he had never been 'first' anywhere, he thought it worth while to invest 13 cents in this particular ride. 'If I had that course, I might be out there on assignment with those photographers, now.' Sure enough, there were the inevitable cameramen clicking away while No. 1550 obligingly hesitated, on unballasted track, before plunging into the yawning gray cement ahead."

"I've Been Waiting Years"

Officials fussed, a handful of workmen hovered, a man with a brown crash helmet intimated "D. C." in white letters heaved aboard with a man wearing a hearing appliance. "I've been waiting years to see this," he exclaimed. Slowly, and with considerable majesty, No. 1550 slid down toward the cavity, ground to a stop for posterior photographs, latched toward a second battery of lensmen fancily equipped with tripods. "Watch the birdie!" "Smile!" the gay passengers admonished Norford, who unbent the tiniest fraction. Then with a triumphant ding-dang-ding-DANG he gave No. 1550 the gas and we whizzed along, the underground platform glittering with pearly tiles bordered in sapphire blue, station names lettered with handsome legibility in silver.

Without hesitation, No. 1550 shod up the incline, stopped gracefully at S st. where, amidst construction confusion, most of the passengers exited into the chill some dawn. The last streetcar tube of Dupont Circle project was officially opened.

Nov 3, 1949
pg. B1



The Washington Post

1949

1950

May 16, 1950

pg. C2

Long 'Nightmare' Is Over, Underpass a Reality

It'll Be Open, Officially, When Pigeons Fly



HORACE J. MEYERS



BRIG. GEN. G. R. YOUNG



JOHN RUSSELL YOUNG



E. GORING BLISS

By Sam Zagoria
Post Reporter

CONNECTICUT AVENUE'S big hole in the ground—now transformed into a tile-lined motorists' dream—will be officially dedicated today at noon. A hundred homing pigeons, symbolizing the return of quiet peace from the two-year staccato of construction, will be released to various points of the city.

In the evening, the Connecticut Avenue Association, the merchants' group of the area, will sponsor a gala folk dancing festival to mark the rejuvenation of Washington's "Quality Street."

The dedication ceremony—an anticlimax since cars have been zipping through the structure for several days—will take place on the south side of the flag-ringed circle.

The Metropolitan Police Band will open the dedication program with a concert starting at 11:30 a. m. The ceremony will begin at noon with E. Goring Bliss, president of the Dupont Circle Citizens Association, as master of ceremonies.

John Russell Young, president, District Board of Commissioners, and Brig. Gen. Gordon R. Young, Engineer Commissioner, will present the \$4,775,000 traffic eliminator to the area and Horace J. Meyers, president, Connecticut Avenue Association, will accept it.

In the line behind a motorcade police escort will be a 1908 Hupmobile, typical of the Connecticut ave. traffic before it grew to need an underpass.

A decorated bus with a chorus of singers sounding the glad tidings of the new day for Connecticut ave. traffic is also planned for the motorcade.

Mrs. H. C. Whitehurst, widow of the District Director of Highways; Mrs. Woodrow Wilson, widow of the President who now lives in the Avenue area; city officials, representatives of the area's citizens' and business groups and the District committees of Congress will be seated in the reviewing stand.

Another 400 long-time residents of the area, religious leaders, editors and others, will be seated in a section erected in the circle.

In the evening the merchants will take over—and so far as they are concerned, it's about time. For more than two years the retailers have watched concrete mixers replace customers' cars at their curbs.

As Alfred Pasternak, co-chairman of the Avenue Association Dedication Committee, put it:

"It'll be a pleasure to have the customers beat down the doors for a change, rather than the steam shovels."

Leo G. Hassler is the other

cochairman of the committee.

The dancing festival will be the Avenue's way of saying welcome to everybody in an informal get-together manner.

Street Lights of Gold

THE south end of the circle will be blocked off from 8 to 10 p. m., and the noon-hour reviewing stand will be converted to a dance floor, with colored lights supplying the proper atmosphere.

In addition, street lights will be tinted gold, and many store windows will take up the gold motif to bathe the avenue in a color symbol of a half century of progress.

The dancing program, with performers in native costumes, will open at 8:30 with an American Indian dance by Chief Thunderbolt Lefthand, a Capitol Hill interpreter of Indian dialects. Next will be a Kentucky running set led by Bernard Frank.

Three Irish lasses, recently arrived from Ireland, will present several Irish dances. They are members of the Douglas Hyde Society, an Irish cultural group here. Five girls from Israel will do a few Israeli dances.

Ten local dancers of Swedish

extraction will present some Swedish dances, followed by a group from St. Sophia's Church Junior League in Greek traditional dances. Eugene Yelka, Pan American Union employee, will offer some Mexican dances, including one done with colorful masks.

The Bethesda Square Dance Set, led by Charles Kinser, will present several cowboy western-style dances, followed by the Washington Folk Dance Group, who will ring down the curtain with dances round the world and some American old-timers.

David Rosenberg, recreation department folk dance instructor, will direct the entire program.

151,336 Cubic Yards of It

A Heap of Dirt Connected With Underpass Project

By Richard Lyons
Post Reporter

A FEW YEARS ago the District was thinking of a Dupont Circle underpass that would simply go under the Circle and cost a few hundred thousand dollars. One way and another it grew in cost to about \$4,775,000 and in size to three tunnels that stretch 2520 feet along Connecticut ave.

A few statistics give an idea of the size of the "critter."

Measured from one end of the street car ramp to the other, the Dupont Circle project is longer than the sum total of the other three downtown underpasses—Scott and Thomas Circles and Virginia ave. at 23d st. n.w. Its cost was nearly five times the total prewar cost of the other three.

The 25,000 yards of concrete used in the structure alone would pave a two-lane highway 8 miles long. Concrete in depressed and surface highways at the Circle would add another 2 miles.

The Dupont project consumed about 880,000 man-hours of work. One man working a five-day week could have built it alone in 480 years. Planning alone required 15,168 man-hours.

If it were piled in one place, the 151,336 cubic yards of earth excavated at Dupont Circle would form a hill as large as the District building—or at big as a 40-story building 100 feet square.

THAT dirt gained a certain notoriety when it was used for fill at the new Highway Bridge and pushed the northern approach piles 18 inches deeper into the ground than they should have been.

Engineer Commissioner Gordon R. Young told Congress the bridge sinking cost the District \$100,000. On the other hand, the free fill saved the District \$200,000, Highway Director J. N. Robertson said yesterday.

The on underground walls would pave a one-foot wide walk 8½ miles long. Ashlar stone used as facing on ramp walls would extend nearly as far. The structure contains 2850 tons of steel.

The construction contract of nearly \$4,000,000 let to John McShain, Inc., was the biggest ever awarded by the District Highway Department. The South Capitol st. and new Highway bridges cost more, but the work was spread among two or more contractors.

Expenses at Dupont besides McShain's contract included street paving and installation of utility connections.

Besides all that, the Dupont project undoubtedly set a new record in traffic dislocation. In addition to closing the 10-point intersection at Dupont Circle for two years, it also placed a half-mile block in the way of east-west traffic.

1955

Sep 23, 1955

pg. 28

Letters to the Editor
Surplus Underpass

For some time I have wondered what would be done with the Dupont Circle underpass now used by the Capital Transit Co.

At first I thought I would rent it and charge people for storing used razor blades. But, all joking aside, could it not be straightened out and used as a tunnel under the Potomac?

EDWARD S. WRANEK
Washington.

Oct 6, 1955

pg. 13

City Firm on Bid Stand

7-Year Delay Period Urged in Bus Conversion

CTC Expert Calls Trolleys Too Valuable for Junking Now

By Grace Bassett
Staff Reporter

A Capital Transit Co. consultant yesterday insisted that Washington's streetcars are too valuable to junk now.

Instead, W. C. Gilman of New York recommended conversion over a seven-year period to an all-bus system. He would delay until 1961-62 the lifting of major downtown tracks, branded by city fathers as blocks to smooth-flowing traffic.

Despite the report, the city stood firm on its offer to take bids by Monday from prospective operators of an all-bus company to succeed CTC.

An invitation went out to successors after Congress ordered CTC to give up its operating franchise by next Aug. 14. This so-called "transit law" was aimed at ending a 52-day walkout of streetcar and bus drivers last summer.

Disputed by PUC

Gilman's findings were promptly disputed by the Public Utilities Commission. Chairman George E. C. Hayes sent them to a PUC consultant, Edward Roberts, also of New York, whose "expert" transit opinions have clashed with Gilman's frequently in the past.

PUC Member Robert M. Weston said Gilman ignored the crucial question in a possible conversion. This was the greater cost of running streetcars over operating buses, he said. The CTC books show it cost 934 cents to operate trolleys per mile last year and 66.5 cents to run buses the same distance.

"I am not surprised," said Weston. "The Gilman report is what I expected from a man so intimately connected with Wilson interests."

Weston added, Louis E. Wolfson controls CTC. Gilman testified for the company, opposing Roberts, in a CTC financial probe by the PUC in 1953. He also recommended the last two CTC fare hikes.

Defended by Giddings

Gilman was defended as an "independent" consultant with a national reputation by E. C. Giddings, CTC vice president. Giddings pointed out that the New Yorker had conducted studies for Baltimore, Chicago, Atlantic City, Cincinnati, Cleveland, Dallas, Los Angeles and many other cities.

His local report was called for in a joint PUC-CTC "memo of understanding" in August, 1954. His job was "to determine the advisability of conversion . . ."

Gilman stressed CTC's 508 streetcars were "exceptionally good ones." Service would be improved little, if any, by bus substitution, he said. CTC now has 887 buses.

And costs of conversion would run up capital expenditures from \$11 to \$16 million, if it were accomplished within two years, Gilman estimated. He called that quick a switch an "economic waste."

Essential steps in conversion, according to Gilman, would be:

- Purchase of 430 51-passenger buses at a cost of about \$9,460,000.

- Rebuilding car stations to store buses and buying service facilities at a cost of from \$2 to \$4 million.

- Enlargement of the Fourth Street shops to repair buses, at a cost of from \$1 million to \$2.5 million.

- Training of some 600 operators for bus operations and mechanics for inspection and repairs.

- Replacement of 143 miles of track by 1962, to cost \$1 million.

Gilman slipped at street planning to accommodate more autos in Washington.

"None of these expenditures have been or will be of much, if any, benefit to mass transportation and many make local

transit operations more difficult," he said.

He added that a large part of these expenditures could be saved if more people rode transit, thus using available street space "more efficiently."

Weston, speaking as a PUC member, pointed out that Gilman had failed to mention how the company would get revenues to pay for the "high-cost streetcar operation." He noted an 18 percent decline in passenger loads and an 8 per cent drop in company revenue since transit resumed four weeks ago.

He judged the worth of streetcar equipment on its earning capacity. Gilman judged it on its physical condition, Weston said.

For example, the PUC, on Roberts' data, calculated that an all-bus operation in 1954 would have earned CTC an income before taxes \$2.9 million greater than that earned by the company.

Gilman's conversion program was timed to take out first the tracks that would cost the most to maintain, the report said.

It would work like this: 1958-59—Release 77 streetcars and buy 90 buses; discontinue Route 40 and 42, west end of Mt. Pleasant, west of 14th and H sts. n.w.; Route 42, 15th and D sts. n.e., east of Union Station Plaza; Route 60, 11th and Monroe, entire line; Routes 90 and 92, west of 14th and U sts. n.w.; double tracks in south half of Union Station Plaza.

1957-58—Release 25 streetcars and buy 30 buses; discontinue Route 82, Maryland line, north and east of 5th and G sts. n.w.

1960-61—Release 108 streetcars and buy 115 buses; discontinue routes 80 and 84, 14th st., north of 14th and G sts. n.w.; routes 70, 72 and 74, 7th st. and Georgia ave., north of 7th and Pennsylvania ave. n.w.; route 40, East Capitol, east of 1st st.; Pennsylvania ave. and 7th st. n.w. to Independence and 1st st.; all of 1st st. west and all track from 5th to G. n.w. on 5th, Indiana ave. and C st. north to 1st and G sts. n.e.; Pennsylvania ave., 8th st. sc. to Barney circle.

1961-62—Release all the rest of the streetcars (193) and buy 80 buses; lift all remaining track, F and G sts. n.w.; New Jersey ave., 7th st. south of Pennsylvania, Independence ave. from 7th st. to and including the Southwest Mall loop; north half of Union Station Plaza; 1st st., east and Pennsylvania and 8th st. sc. to Navy Yard.

1956

Feb 24, 1956
pg. 21**Washington Scene . . . By George Dixon**
A Ride With Mrs. Thompson

Under Dupont Circle there is a quarter-of-a-mile tunnel intended strictly for streetcars. A Congressman's wife

unwittingly drove her automobile into it the other evening and went through the most nightmarish two minutes of her life.



Mrs. Willa Newman Thompson, wife of Rep.

T. Ashton Thompson of Louisiana, was on her way to a cocktail party at the apartment of Dr. Paul Roller, Washington lab owner. She said she was anxious to get to the affair because the hostess had promised to serve rice balls made from rice grown in Rep. Thompson's parish.

Mrs. Thompson explained she was intensely preoccupied with the thought of this social plug for Louisiana rice because her husband aspires to be known as the Capital's No. 1 rice champion. He's been

distributing rice seeds like mad since being elected four years ago and already has school kids sprouting rice in window boxes all over Washington.

How she got into the trolley tunnel, the Congressman's lady said she will never know. But it dawned upon her that something was amiss when she found herself looking up at a platform where people were waiting for a streetcar. She stopped and called up to a man: "I seem to be in the wrong tunnel."

"Lady," replied the man un-reassuringly, "you sure as heck are!"

Mrs. Thompson said there was no room to turn and a sharp curve loomed ahead. She summoned all her fast-talking courage and accelerated ahead.

"I expected to see a streetcar coming straight at me any minute," she said. "I knew if it happened I'd just sit there paralyzed and be killed."

She finally got safely out of the tunnel, only 70 feet ahead of an oncoming trolley. When she recounted the experience

to me later, Mrs. Thompson said she had only one favor to ask.

"For the sake of my husband's constituents," she implored, "please make it clear that I did this GOING TO the cocktail party, not COMING FROM."

IF YOU CALL the Spanish Embassy any afternoon a mechanical voice answers in English:

"This is the Spanish Embassy. Our offices are closed at 1:30 daily. Please leave your name and telephone number and we shall be glad to return your call tomorrow. Start talking when you hear the first tone and continue until you hear the second."

The voice then repeats this in Spanish, and heaves a long sigh at the end.

Bilingual cut-ups that I know have left a wild assortment of English and Spanish messages for the Spanish Ambassador and the Countess of Motrico, asking them if Franco knows how early they're knocking off.

(Copyright 1956, King Features Syndicate, Inc.)

Feb 27, 1957
pg. A12**Letters to the Editor**
Trolley Terror

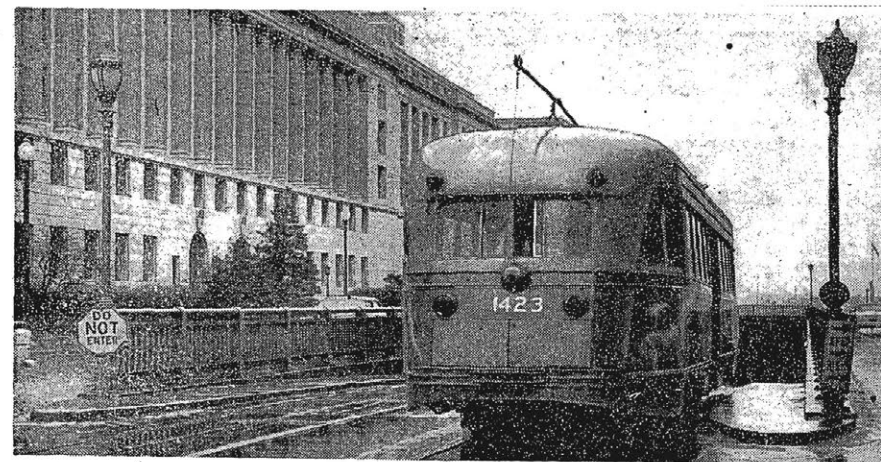
I would like to tell you of an incident in which I was involved recently in your city, in the hope that it will bring to the attention of the proper authorities a most deplorable traffic situation.

On Saturday night (Feb. 16) around midnight, a friend and I were driving north on Connecticut ave. on our way to Bethesda. We had heard that there was an underpass that could be taken to avoid Dupont circle. A block or two before the circle, we approached an underpass and thinking that it was the one about which we had been told, we entered it.

It wasn't until we rounded a sharp curve that we realized that we were in an underpass that was meant only for trolley cars. We were unable to back out because of the sharp curve, so we drove around several more curves, finally able to pull off the tracks onto a passenger platform just in time to avoid being hit by a trolley. We then had to turn around and go back the way we had come, and once again narrowly missed being hit by a trolley car traveling in the other direction. When we finally got back on the street, we were both quite shaken up and realized that we had escaped injury only by the fact that the trolleys travel infrequently at that late hour.

I want to say here that when we entered the tunnel we saw no signs to indicate that it was for trolleys only, and there were no barriers to prevent automobiles from entering it. I have since learned that several other people have made the same mistake. In a city such as Washington, the Nation's Capital, where many strangers come and go daily, such a traffic hazard, I feel, is inexcusable.

VIRGINIA B. HOLLEY,
Towson, Md.

Feb 28, 1957
pg. B3

At the entrance to this streetcar tunnel on 14th st. near Independence ave. sw. the "Keep Right" sign

is small and bent. The "Don't Enter" sign could apply to the tunnel or to northbound lanes.

Capital's Trolley Tunnels Leave Visiting Motorists in a Maze

By Alfred E. Lewis
Staff Reporter

WASHINGTON'S three trolley tunnels, designed to soothe some sore points of city traffic, are giving a few drivers a pain.

Mainly they're the out-of-towners, unschooled in the Capital's maze of circles, radial avenues and rush-hour regulations. In their often nervous efforts to get about, some have been known to discover a blissfully traffic-free lane along the car tracks.

So they follow it. Next thing they know, they're underground—in something that resembles a New York subway, perhaps, or the Hoosac Tunnel.

On the heels of this discovery, they hear a screeching of brakes and an anguished clang-clang-clang. Hard on their bumper is an electrified monster, a trolley car.

Fiction? Indeed not.

IT HAPPENED just the other day to Virginia B. Holley of Towson, Md., who was riding with a friend. They had heard there was an underpass beneath busy Dupont Circle, and looked for it.

So what happened? They

missed seeing the inconspicuous "Keep Right" sign on the trolley platform at Connecticut ave. and N. st. nw. and another a few feet to the north, at the tunnel entrance. They plunged in.

In a letter to The Washington Post, Miss Holley said she and her friend found themselves trapped. They were narrowly missed by two streetcars before getting out. To avoid a northbound car, they pulled over onto the loading platform at the tunnel's "subway station."

She said they drove out the way they had come, and were almost hit again—this time by a southbound car coming out the other side of the underpass.

JUST LAST Saturday, two unidentified motorists did almost the same thing, area businessmen reported. They stopped at the bottom of the incline and backed up. People who saw the incident flagged down a trolley until they got out.

One store operator said a chartered sightseeing bus came out of town, loaded with tourists, recently got into the tunnel. It couldn't maneuver its sharp turns and had to back out.

Officials of the Police Accident Investigation Unit said there have been no accidents reported as a result of this type error. But they have long felt the 8-year-old tunnel should be clearly marked to avoid the danger of a serious crash.

THE NORTH END of the tunnel also is poorly marked—"Keep Right" is the only warning—but the approach here is downhill. Motorists can see the pitfall before they land in it. They go on to the shorter, wider and straighter vehicular tunnel.

A second trolley tunnel in some ways is a greater hazard. It's the one at the Bureau of Engraving and Printing, 14th and E sts. sw. Once a tractor-trailer truck started down the incline, the embarrassed driver had to back out. He, too, had missed the small warning signs.

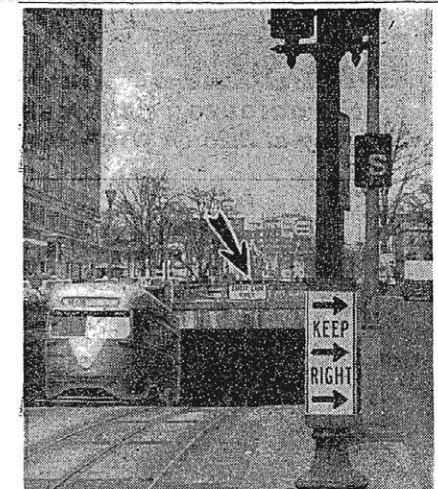
The biggest hazard here is getting bounced by a trolley. An automobile easily can maneuver through this tunnel—as owl buses on the line do—but the driver doing so will find himself turned around and headed in the wrong direction.

THE THIRD TUNNEL—the granddaddy of the three—is a short one with a slight turn, under the Capitol grounds at Louisiana and New Jersey aves. nw. Unlike the others, which are twinned one-track tubes, the Capitol tunnel is two tracks wide.

Here the greatest hazard is a book of tickets held in the hands of a policeman. Tickets are rare, however, for the tunnel is marked plainly: "Closed to Vehicular Traffic."

Critics of the poor marking of the tunnels have claimed they should be clearly marked with warning signs, as Boston and San Francisco do outside their trolley tunnels. Flashing red lights perhaps would do the trick, they say, along with plainly worded signs. "Streetcar Tunnel—Motorists Keep Right" is one possibility. "For Trolleys Only" is another.

In the words of Miss Holley, the baffled Maryland visitor, something ought to be done—"in a city such as Washington, the Nation's Capital, where many strangers come and go daily, such a traffic hazard, I feel, is inexcusable."

Mar 22, 1957
pg. C4**'For Streetcars Only'**

Signs have been erected above the streetcar entrances of the Dupont Circle nw. underpass and at 14th st. and Independence ave. sw., warning motorists that the tunnels are for trolleys only. Traffic Director George E. Kenelpp said the 6 by 2½-foot reflectorized signs are visible from a block away.

1960-1

Jun 11, 1960
pg. D4

Tunnel Use Ideas Vary From Shops To Bomb Shelters

By Jerry Landauer
Staff Reporter

Assistant Engineer Commissioner H. O. Webb Jr. yesterday suggested using the Dupont Circle trolley tunnel as a bomb shelter, a storage space for cars impounded by the police, or an arcade for newsstands, lunch counters and small shops.

Webb made the proposal in a report to Engineer Commissioner A. C. Welling. He and other city officials have been canvassing possible uses for three tunnels which will be "surplus" when all D. C. Transit streetcar lines are converted to bus operations next January.

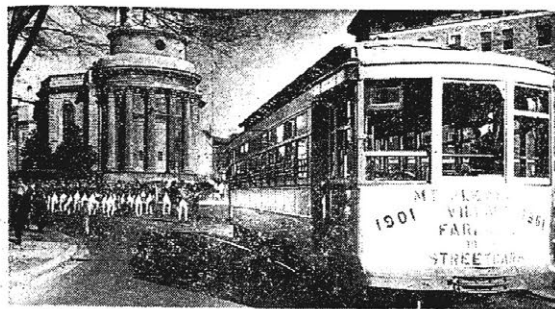
Only one of the three, the one under Capitol grounds near Louisiana and New Jersey aves. nw., is suitable for autos or busses, Webb discovered.

Highway engineers should prepare plans to mesh this Capitol Plaza tunnel into the city's street system, he recommended. It might be set aside exclusively for busses or pedestrians could use it as an underground walkway.

The tunnel at 14th and C sts. sw. can't handle motor traffic because it has a single entrance and was built as a 180-degree underground turnabout, Webb reported. He said the entrance should be paved level with 14th st.

This tunnel could be used he said, as a rainy day lunch hour rest area for federal employees, as storage space for street-sweeping carts, as a parking area for government officials or as an arcade.

Nov. 22, 1961
pg. B3



By Arthur Ellis, Staff Photographer

An old trolley leads the procession, followed by the Ft. Myer life and drum corps during Mt. Pleasant's farewell ceremony marking the end of streetcar service to that section of the city. Service will be discontinued Dec. 3.

Fans Hold 'Last Rites' For Mt. Pleasant Trolley

True, the old dray-horse's departure for the glue works used to flood a certain amount of maseara in its day. And any threat to the cable cars in San Francisco was enough to bring out a few manifesto writers and pickets.

But you have to put an end to a trolley line in Washington, to be specific—to witness a bang-up, roof-raising funeral like the one that took place here yesterday.

Included was an hour-long parade with 25 units, including The Old Guard (Ft. Myer) Fife and Drum Corps in full colonial costume, an Army Color Guard, a "fancy-dancing" cavalry platoon (the Silver Spur Riding Club), the Happy Hollow High Steppers (and they did), Cardozo High School Cadets, antique autos, neighborhood youth groups such as the Monroe Busy Bees and Mo-

hawks of the Barney Neighborhood House, and a United States Air Force Drum and Bugle Corps that hit such a tempo there was dancing in the streets at Newton st. and Ingleside ter. nw.

All this for the trolley—the same lowly trolley we used to play practical jokes on (greasing the tracks, pulling the trolley pole) and get waggish over (as in "You're off your trolley")!

At the head of the parade was trolley No. 769, dating back to 1918 at least, motor-man Michael J. Lavelle collected. It was the elegant kind

that used to rate both a motor-man and conductor. The last streetcar will run the Mount Pleasant route, from Mount Pleasant and Lamont sts. nw. to 14th and East Capitol and 13th and D sts. ne, in the dark hours of the morning next Sunday. Then the buses take over.

By staging the trolley tribute, the Mount Pleasant Village Centennial Committee (chairman Eugene M. Baker, Jane Amenn-Jones, Elizabeth Cobbe and S. Marvin Spicer) not only celebrated 60 years of trolley riding and the neighborhood's 100th anniversary, but kept up an old tradition.

Mount Pleasant's tradition of a high community spirit dates back to the post-Civil War days when Mount Pleasant Village was founded by perhaps Washington's first commuters. Most of them New England Yankees, one of the first matters they attended to was town meetings and a town hall (Union Hall).

There was some speculation that Mount Pleasant might have been inspired to smiliar nostalgic demonstrations when the old cable car line was discontinued around the turn of the Century and, before that, the horse cars.

But Mrs. William G. Stuart of 3060 16th st. nw., who was born in Mount Pleasant and lived at 3446 Oakwood ter. until last year, set the record straight:

"No one was sorry to see

Dec 5, 1961
pg. A12

Underpass, Anyone?

The relentless efforts of Mr. Udall to make our National Capital even more beautiful and to bring about the arbitrary removal of whatever detracts in that regard is, indeed, highly commendable. The objective is a laudable one. However, there is a problem of far greater import which challenges his ingenuity.

With the passing of the Mt. Pleasant streetcar line we now have, as a blight on the city as a whole, a most unsightly piece of construction, namely, the notorious Connecticut avenue underpass. Constructed at a staggering cost, it has been relatively little used.

It occurs to me that the Secretary of the Interior might be in position to locate some college in Pennsylvania, or elsewhere, that could be prevailed upon to take it out of here as a gift, or perhaps even as a loan. Some institution might just as well have the benefit of it, because it will now serve no useful purpose here other than as a lasting relic of the official stupidity that put it there.

The big question is, "What are we going to do about it?" It is to be remembered that it was put there primarily to remove the Mt. Pleasant streetcar from the surface of the street in the Dupont Circle area, and now public transportation is right back on the surface.

RAYMOND F. BODY,
Washington.

Dec 6, 1961
pg. A1



By Wally McNamee, Staff Photographer

Coming Back in Style Again

The sign (arrow) at the fenced off entrance to the streetcar tunnel of the Dupont Circle underpass would indicate it already has been designated a shelter area. Actually the sign is a relic of the early 1950s when an attempt was made to

locate space for shelter against weapons of the Hiroshima A-bomb size. District Civil Defense officials now want the tunnel area surveyed to see whether it might be used as a shelter area. Story, map on page C1.

Dupont Circle Tunnel Sought As CD Shelter

By John M. Goshko
Staff Reporter

District civil defense officials yesterday revealed plans to determine whether the Dupont Circle streetcar tunnel can be adapted for use as a fallout shelter.

George R. Rodericks, District civil defense director, said he will ask the Defense Department to assign a high priority to examining the tunnel as part of its nationwide survey to locate shelter space in existing buildings and other facilities.

The tunnel, which was built in 1947, had been used as an underpass for streetcars on the Mount Pleasant line. However, the replacement of the streetcars by buses this past Sunday has confronted the District Government with the problem of finding another use for the 70,000 square feet of tunnel space.

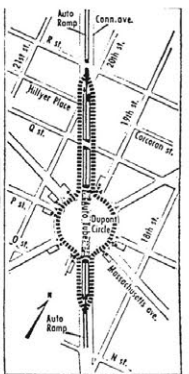
Some officials have speculated that the tunnel could serve as a community fallout shelter or be converted into an emergency center for civil defense operations.

Rodericks emphasized, however, that any decision about using the tunnel for such purposes would depend upon evaluation of its protective features. Until then, he said, it would not even be possible to determine how many persons the tunnel could accommodate.

He pointed out that even if the tunnel were found to offer adequate shielding against fallout it still would require extensive modification before it could be used as a shelter. Such modification would include sealing off the entrances on either side of the circle, installing adequate ventilation and improving on existing drainage and sanitation facilities.

A spokesman for the Navy's Bureau of Yards and Docks, which is in charge of the Defense Department survey in the District, said yesterday that an effort will be made to include the tunnel in the next group of District areas chosen for surveying. He said the Bureau hopes to award contracts for future survey work within the next week or two. Meanwhile, workmen, who yesterday began sealing off the streetcar and pedestrian entrances to the tunnel, found that the idea of using the underpass as a shelter is far from new.

Tacked up near one entrance, the workmen reported, was a sign designating the tunnel as an air raid shelter. It was a relic from a half-forgotten and now obsolete attempt made in the early 1950s to locate space for shelter against weapons of the Hiroshima A-bomb size.



The broken lines on the map locate the streetcar tunnel areas in the Dupont Circle underpass that Civil Defense officials want surveyed as potential fallout shelters.

Letters to the Editor

Confusion

It did not require much foresight 15 years ago to have designed a tunnel for streetcars which could also accommodate buses, hardly a new invention then. Having hurt the merchants of this area once by poor planning, the powers that be have decided to experiment with change during the busiest month of the year.

If we had the vote here, Home Rule would not solve all of our ills, but at least it would allow us to dispense with the services of shortsighted public officials responsible for the Dupont Circle underpass—or impasse). ROBERT BIALEK, Washington.

Dec 26, 1961
pg. A12

Letters to the Editor

In Defense of the Tunnel

The Dupont Circle Underpass was completed almost 11 years ago. The basic planning, design and construction preceded that date by perhaps two or three years. While the project was the subject of considerable debate at the time, and has not been fully accepted by everyone up to the present time, it nevertheless has provided an important service to our citizens.

At the time the underpass was designed and built, streetcars were a very important part of the transit picture in Washington, D. C. The underpass and the transition from streetcars to buses exemplify the point that the transportation of people and goods is not static. On the contrary, the concepts of our current era with reference to standards of living, the tendency of many Americans to prefer horizontal-type living, and the preference by many segments of industry, business and commerce for horizontal versus vertical operations or living environments, are contributing factors to the development of changing transportation requirements.

Estimates of 10 to 12 years ago, with reference to space and facilities required for running the affairs of a newspaper, for example, will not necessarily meet the requirements of that same newspaper in a major growing metropolitan area such as Washington. Some of the same pressures

generated by an increased population required modifications and changes in other aspects of our economy.

Since the underpass was finished nearly 11 years ago, it has served approximately 350 streetcars per day operating in both directions. It has been estimated that during the course of this period, approximately 70 million people have traveled through the streetcar tunnels.

Some of our older residents may remember that at the time the project was being designed, there was considerable debate with reference to the location of the streetcar tunnels to the pedestrian ramps. One plan then under discussion contemplated that the transit tunnels would be essentially parallel to the vehicular tunnels.

If the facility had been built in this manner, there would be no question today with reference to the use by modern transit buses. However, there was considerable opinion to the effect that the streetcar ramps should be located under the paved portion of the Circle so that pedestrians would have a minimum distance to reach the loading platforms. The radii of the present trolley tubes are such that modern buses cannot negotiate these turns without danger of collision with the sides of the tunnel.

The Department of Highways and Traffic is investi-

gating the engineering factors incident to modifying these turns from the standpoint of feasibility and need so that they might be used by such modern buses.

In addition to serving transit vehicles, it should be remembered that prior to the construction of this underpass, the northbound street cars went around Dupont Circle to the left against opposing traffic which constituted a hazardous and highly undesirable situation.

In the last 10 years, for example, on Connecticut ave. north of the Circle, the average daily traffic increased from 18,270 to 27,260 vehicles per day, and south of the Circle the traffic has increased from 20,370 to 28,710 vehicles per day. On Massachusetts ave. northwest of the Circle, the average daily traffic increased from 14,000 to 19,350 vehicles per day. On Massachusetts ave. east of the Circle, the average daily traffic increased from 15,095 to 21,400 vehicles. Generally speaking, the increase in the traffic has been in the order of 50 percent.

Speaking in an overall sense, the underpass under Dupont Circle has served in the order of 10 million people per year, and, irrespective of the decision with reference to the transit tubes, this underpass will continue to serve mankind.

H. L. AITKEN,
Director, Department of Highways
and Traffic, District of Columbia
Washington.

By Willard Clopton
Staff Reporter

THE FRENCH GENERALS who watched the Germans swarm past the vaunted Maginot line in 1940 must have felt a little the way Douglas S. Brinkley did last week.

Brinkley, the District's highway planning chief for the past two decades, is the man who recommended construction of the Dupont Circle underpass. Completed only 11 years ago at a cost of nearly \$4 million, the underpass was to have served for decades as a subsurface detour for the Mt. Pleasant streetcars which used to clutter the circle.

Last week, D. C. Transit System converted two of Washington's four remaining streetcar routes to bus operation. Mt. Pleasant was one of them.

Brinkley's colleagues already have blocked off the entrances to the pair of semi-circular trolley tunnels—construction of which accounted for about two thirds the cost of the entire underpass.

The action apparently dooms the cavernous tubes to dank desuetude. Like André Maginot's 200-mile chain of trenches and pillboxes, Washington's only streetcar underpass has been outmoded by unexpectedly swift technological change.

"NO ONE could have foreseen that Washington would have no streetcars," Brinkley mused last week.

"We'd had them as long as the modern city had existed and it was expected they would remain. To have said 15 years ago that there would be no streetcars today would be like trying to foresee now what kind of mass transit facilities we'll have 15 years from now."

Brinkley, who developed the underpass plan and pushed it through to adoption by District officials and Congress, has "absolutely no apologies to make."

"The project was well conceived," he says, "and excellently planned. It was exactly what should have been done. We were all quite proud of it when it was done."

BRINKLEY'S "WE" assuredly does not include a significant number of Washingtonians who lived through the construction of the underpass—a process that took three years and kept the circle looking for most of that period like a drag strip for bulldozers.

Hardest hit, perhaps, were those Connecticut ave. merchants whose patrons finally wearied of trying to shop where there was only rubble, rubble everywhere and not a

place to park. Many of the businessmen operated for several years on the brink of insolvency and several toppled over.

In a sense, the Dupont Circle underpass had its origin in a decision made in 1934 by the Capital Traction Co. to discontinue the old Cabin John streetcar line, which ran westward off the circle down P st.

From before the turn of the century, both the northbound and southbound tracks of the Cabin John line had run side-by-side around the western rim of the circle between Connecticut ave. and P st. This was so the northbound cars would not have to travel three fourths of the way around the circle, via the eastern rim, in order to get to P st.

With the abandonment of the P st. line, the city seemingly had the option of decongesting the western arc of the circle by moving the northbound tracks to the eastern side, where they could continue north along Connecticut ave.

The change was not made, and thus there was originated one of Washington's most durable legends.

THE STORY was that highway officials had not moved the tracks because of objections from the late Eleanor M. (Cissy) Patterson, editor and publisher of the old Washington Times Herald. Mrs. Patterson, the legend goes, didn't want the noisy cars running past the front of her white mansion, located along the eastern rim of the circle.

Speaking editorially, Mrs. Patterson said she was flattered at suggestions that she could wield such influence. But she stoutly denied the story, and so did the highway officials.

Commenting in 1945, Edward D. Merrill, then president of the Capital Transit Co., said a plan was made in 1934 to run the tracks around both sides of the circle. "But residents living on the east side of the circle objected and the company never got around to it," he said.

Whatever the reason, the decision to keep both tracks on the western side unquestionably added to pressures for an underpass. The sight of northbound streetcars inching upstream against an increasingly heavy flow of southbound vehicles appalled city road and safety officials.

They began to think harder about a solution for what was rapidly becoming the city's worst bottleneck, carrying, as it did, traffic from five major streets. By the early 1940s, "the proposed Dupont Circle underpass"

was a common phrase around town.

ONCE IT had been decided to dig an underpass, the question became: Along which street? Brinkley conducted a survey showing that Connecticut ave. was carrying 70 per cent of all traffic entering the circle.

His findings were decisive, although many have since wondered if Massachusetts ave. might not have been a better choice. Brinkley still believes not, and the most recent traffic counts show that of the two main thoroughfares, Connecticut ave. carries a greater number of automobiles during the busy hours.

Highway officials first envisioned the underpass as a project costing no more than about \$500,000 and requiring no damage to the surface of the circle. The workmen would simply tunnel beneath, they said.

At this point, in the mid-1940s, popular opposition was minimal. It began to swell in proportion to the officials' periodic revisions in their estimates of the realities involved in the undertaking.

BY THE TIME digging began in April, 1947, it was known that the job would cost in excess of \$3 million, that wide troughs would have to be dug across and around the circle, that numerous trees would have to be cut down and that the memorial fountain sculpted by Daniel Chester French in honor of Admiral Dupont would have to be relocated for the duration of the work.

Indicative of the change in public attitude was the gradual modification of its editorial position by Mrs. Patterson's Times Herald, which was to become the arch-critic of the enterprise. In 1944, the paper commented favorably on the notion of an underpass, adding: "You can't stop progress. A pity about the trees, but they're not important, measured against traffic needs and civic improvement."

A year later, the paper took a more cautious approach. Stating its opposition to the planned underground pedestrian tunnels—as possibly encouraging criminal activities—the paper said:

"The rest of the deal is strictly OK by us, whichever way the traffic experts want to run it, so long as it is done on the basis of the best engineering advice."

But as the full import of

the proposal emerged, Mrs. Patterson reacted in horror. Christening the project the "blunderpass," she commented in April, 1947: "If it ever is finished, it will be the worst white elephant of them all."

NEVERTHELESS, the work began and it was not long before the circle was a morass of mud and clay, surrounded by detours and dotted with concrete mixers, steam shovels, scaffolding and piles of assorted unattractive materials.

In November, 1949, the first streetcar passed through the trolley tunnels and in May, 1950, the vehicle tunnel was opened.

The latter opening took place at a gay ceremony in which girls dressed in colonial costumes danced to folk music, 100 homing pigeons were released as a "symbolic notification of the formal opening," and Engineer Commissioner Gordon R. Young remarked: "Within a short time, I prophesy, everyone will take the underpass for granted as a notable addition to our city's facilities."

Within a short time, as it happened, two significant things happened:

Seventeen Connecticut ave. merchants filed damage suits against the District because of their loss of business during the construction period (the suits later were thrown out of court), and the District decided to convert from streetcars to an all-bus transportation system, thus dooming the trolley tunnels.

IN THE past few years, when people have thought about the trolley underpass at all, it has been in terms of what could be done with it after the streetcars were abandoned.

The Connecticut Avenue Association, representing most business firms of the area, has suggested that the most sensible thing would be to cover over the portions of the streetcar underpass exposed to the open air and use the added street space for more public parking.

Brig. Gen. Frederick J. Clarke, District Engineer Commissioner, has suggested that city civil defense officials might want to consider the streetcar tunnels as an emergency fallout shelter.

"If no useful purpose can be found for it," Clarke said last week, "we probably will pave over the open area or fill it in, whichever is cheaper."



Those wrong-way streetcars around the old Dupont Circle were the nightmare of every motorist . . .



. . . but the construction of the underpass was principally a headache to the immediate neighbors.

Brinkley, having taken full responsibility for bringing the underpass into being, cites these redeeming features of the project:

- "About a third of the cost went into the automobile tunnel and that is giving us full value."
- Normally, a project of this sort is built to last only about 60 years, so that the city got at least a sixth of its money's worth.
- The undertaking did free the circle of the dangerous and exasperating problem of streetcars travel-

ing head-on toward cars and trucks—a boon which may have prevented any number of accidents and thus saved money and lives.

• At today's prices, \$4 million is not a bad deal for an underpass.

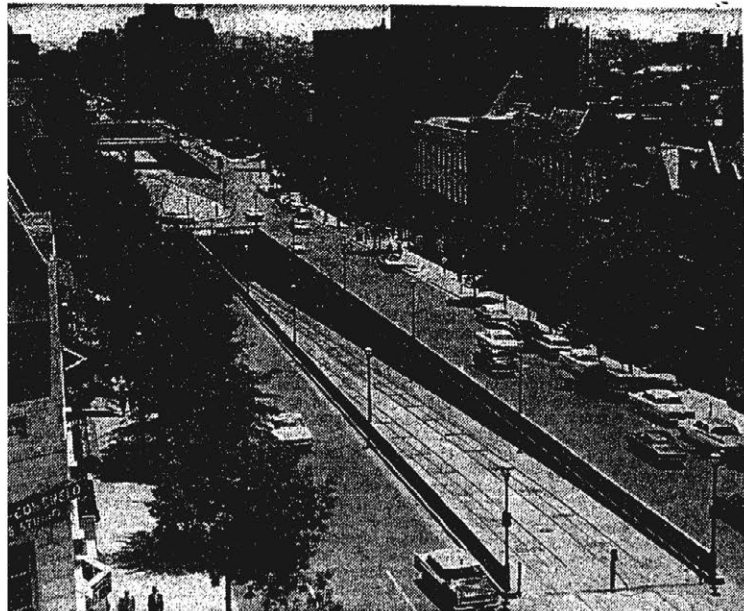
FINALLY, for those who like a silver lining, there is the computation made in 1950 by the Federal Bureau of Public Roads: According to the Bureau, the automobile underpass alone will have paid for the entire project by 1975. The reasoning goes like this:

More than 50,000 cars a day use the circle and about 80 per cent of them now save 75 seconds each in time over what their trips would have taken if no underpass had been built.

This minute and a quarter is worth about 1½ cents in terms of savings in gasoline and reduction in the chance of accidents and property damage, the Bureau estimated.

The saving thus amounts to about \$636 a day, or close to \$200,000 a year.

May 24, 1963
pg. C2



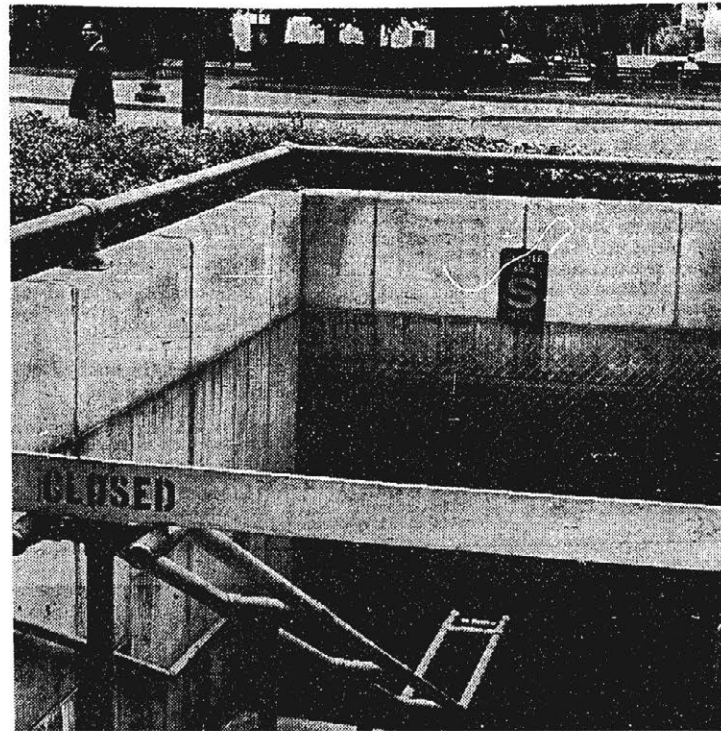
The Washington Post

Dead-End Underpass

Connecticut ave. businessmen and property owners have appealed to the District, apparently without success, to have the transit approaches to the Dupont Circle underpass, one of which is shown in the foreground above, sealed off. Their petition, however, will be used by D. C. officials in seeking \$60,000 from Congress for the project. The District's highway department and its public space committee have approved use of the portion of the tunnel beneath Dupont Circle as a civil defense shelter and the proposal is now before the District Commissioners.

Although entrances to the DuPont Circle streetcar tunnel are marked as "shelter areas," the entrances are barred by chain link fencing and wooden barriers marked "closed." This picture was made from the intersection of P st. and Mass. ave. nw.

June 1, 1963
pg. A3



Although entrances to the DuPont Circle streetcar tunnel are marked as "shelter areas," the entrances are barred by chain

link fencing and wooden barriers marked "closed." This picture was made from the intersection of P st. and Mass. ave. nw.



CD Head Fends Questions On Closed Dupont Shelter

If thermonuclear bombs fall on Washington, the populace will head for the nearest hills or holes seeking shelter. One shelter they won't get into is under Dupont Circle.

Although shelter signs are posted all around the pedestrian entrance to the abandoned streetcar underpass, a chain link fence blocks the tunnel.

This ultimate irony of shelter signs around a blocked and barricaded shelter puzzles passersby. But the explanation is quite simple, says George Rodericks, Civil Defense

director for the District of Columbia.

"That isn't a Civil Defense shelter," Rodericks said. "Those are old Korean War shelter signs. Nobody would confuse them with the distinctive new fallout shelter signs we have posted on some 700 buildings around town."

The new signs are marked with triangles inside a circle; the old signs are marked by a large S and say "Shelter Area Inside."

Many of the old signs are still hanging around the city from the World War II although the District Government tries "to encourage tak-

ing them down," Rodericks said.

The old streetcar tunnel under Dupont Circle was abandoned by the D. C. Transit Company more than a year ago. At that time, Rodericks said, security officers of the District's highway department fenced off the pedestrian tunnel leading to the streetcar underpass to "Keep bums out" and for the general safety of the public.

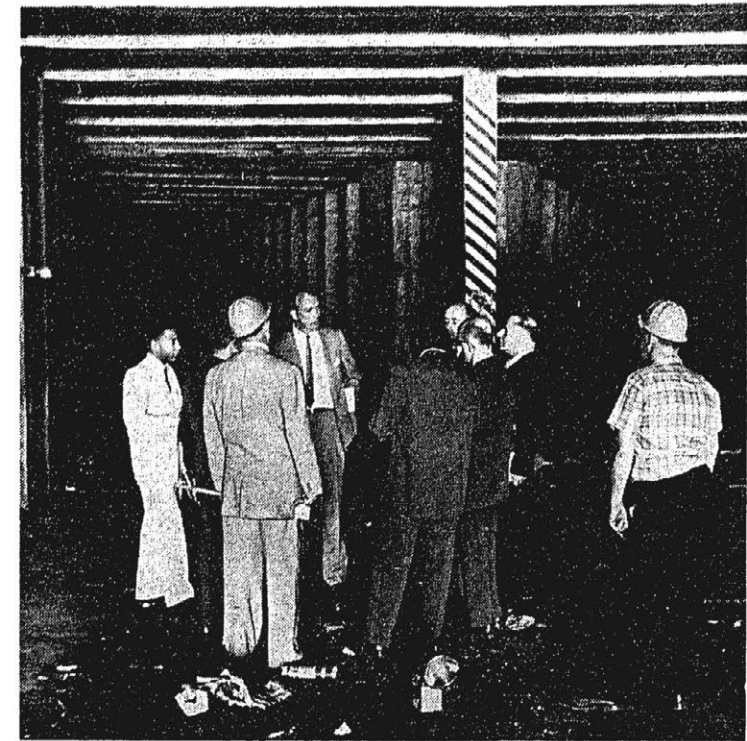
"We have asked the Commissioners for permission to use the Dupont Circle tunnel as a fallout shelter," Rodericks said. "The highway department and space committee approved, and we are just waiting for the official go-ahead."

"When we get the go-ahead, we'll take down the fences, fix up the shelter and stock it. Doors will be installed, and there will be someone around to open them, like a policeman."

Meanwhile, Leo Bernstein, president of Guardian Federal Savings and Loan, next door to one of the shelter entrances, said "It's an eye sore."

"We asked the District Government to fill it in. We have been making a very beautiful garden next to our building, and we wanted to extend it a few feet to cover the blocked entrance to the tunnel. The District said it was a good idea but that they don't have enough money to fill it in."

June 20, 1963
pg. C2



By Ellsworth Davis, Staff Photographer

District civil defense officials meet with newsmen in an abandoned Dupont Circle

streetcar tunnel to discuss its projected use as a fallout shelter.

Dupont Circle Tunnel Set for Shelter Uses

By Jesse W. Lewis Jr.
Staff Reporter

Plans to convert the abandoned Dupont Circle streetcar tunnels into a fallout shelter were revealed yesterday by District civil defense officials.

A subterranean survey of the dark, eerie chambers was made yesterday by a group of city officials led by District Civil Defense Director George R. Rodericks. Last week the Commissioners gave the green light to Rodericks to develop a civilian shelter in the two tunnels.

Possible civil defense uses include an emergency hospital, an emergency civil defense control center for Washington or a public fallout shelter. Rodericks said the exact use of the underpass depends on the availability of funds.

Initial plans call for installing metal doors at the pedestrian entrances to safeguard the emergency provisions that

will be stored in the tunnel. Keys to the doors will be given to policemen, firemen and area citizens who will act as monitors in case of attack.

K. Lee Thurman, civil defense shelter officer, said the tunnels will now accommodate 1700 persons for a two-week period using the present ventilation. As many as 6300 could be handled if equipment is installed to provide additional air.

The Highway and Traffic Department already has drawn up plans to fill in the two Connecticut avenue streetcar approaches. The project, which will cost approximately \$100,000, is included in the District budget for fiscal year 1964.

The tunnels were closed a year and a half ago when the D. C. Transit Co. converted to buses. The underpass was built in 1949.

1964

Apr 8, 1964
pg. A22**Letters to the Editor**
Rapid Transit in D.C.

I am dismayed by the proposals to build a subway. Since the first of the year, there have been at least two criminal assaults in New York subways and stations. If the stations had been elevated, with glass sides, crime would be discouraged by the public view.

I was here when the businesses were destroyed around Dupont Circle by the construction of the streetcar and auto tunnels. Surely, the cheaper cost of a monorail system would be preferred to expensive holes in the ground.

Apr 8, 1964
pg. A22**Deep Error**

After years of intense celebration, the diligent staff of the Planning Commission has at last been able to think of two or three possible uses for the city's most expensive vacant cellar, the trolley tunnel under Dupont Circle. The idea of a subterranean cabaret, decked with flowers, is particularly charming. Perhaps the folk singers will then go underground, providing what the engineers call a grade separation between the guitars and the notoriously unmusical Park Police.

As a general principle, anything which will serve to disguise or cover over that civic misfortune is to be encouraged. Certainly the tunnel itself, stark and gaping, filled with trash and vermin, has already served one useful purpose. Ever since the last trolleys were abandoned three years ago, it has provided the city with a highly visible monument to the unwisdom of inflexible plans. The tunnel was conceived during the War when the trolley was essential: it was actually completed in 1951, when the trolley was already obsolescent. But the point has now been impressed upon us, we think, sufficiently deeply.

The city is, in one respect, unusually fortunate. According to Frank Lloyd Wright's celebrated dictum, the physician can bury his mistakes but the architect can only advise his client to plant vines. Confronted with this unique opportunity to bury a dreadful architectural mistake, the city ought to exploit it, tastefully, thoroughly, and quickly.

Aug 25, 1964
pg. C2**Dupont Circle Sealing Job Starts Today**

Burial of the Dupont Circle streetcar underpass, which "died" in 1961 at the age of 11 years, will begin this morning.

Workmen are due to arrive about 9:30 a.m. to begin the job of sealing off the underpass and filling in its approaches.

Helsing Bros., Inc., of Washington was awarded the \$113,279 contract. The project is expected to be completed before Christmas.

A District Highway Department spokesman said most of the work can be done within the old streetcar right of way, so there should be little interference with traffic.

Occasionally the crews may have to block off traffic lanes but this will be done only during non-rush hours, he said. Parking along the avenue will not be affected.

Work will start on the north side of the circle, with the sealing off of the tunnel, followed by the filling in and paving over of the depressed streetcar ramp and removal of the railings which flank it. The south side of the circle will be given the same treatment later.

Completion of the work will permit widening of the approaches to the automobile underpass by one lane in each direction. The center strip will be planted with shrubs next spring, an official said.

The vault under the circle has been turned over to the District Office of Civil Defense for use as an emergency fallout shelter and storage area.

A Civil Defense spokesman said it will take several weeks to clean it out and bring in necessary survival rations and medical and sanitation supplies. The area can accommodate more than 3000 people.

Completed in 1950, the underpass was abandoned in 1961 after Washington switched to an all-bus transportation system.

Oct 18, 1964
pg. A1**This Group Really Digs-Into Tunnel****Police Crash Party Under Dupont Circle**

By Dan Morgan
Staff Reporter

The party under Dupont Circle was just beginning to swing Friday night when the fuzz arrived.

The faithful—more than 50 strong—were assembled in the unused streetcar tunnel, where workmen have been closing the two Connecticut Avenue ends and sealing up the station entrances around the Circle.

A public address system had been rigged up under the grassiest roof in town.

The combo had finally found the electrical outlets used by construction crews and electric guitars had been plugged in.

In the idiom, it was cool. Those who know said nothing had shaken the old catacomb so since the last streetcar rumbled through more than two years ago.

Police afterward couldn't

find the right word for the crowd. International would have done. There were two girls who described themselves as "Persians," two Peruvians and a Guatemalan.

Collegiate would have fit, too, because of the emissaries from George Washington University, or maybe even beat. There was a beard or two.

In any case, about 11 p.m. Park Police Pvt. Ralph E. Balzanna, acting on an anonymous tip, entered the Southwest Station entrance at P Street and New Hampshire Avenue. He said later he was disturbed by the fact that a barricade was torn down and a chain broken.

All but 25 managed to find a way out through unmarked exits, discovered by reconnaissance during the week.

The rest were cornered in a dead end. Confronted by Balzanna, several 3d Precinct policemen and a K-9 Corps dog who had been summoned, nobody resisted.

Three juveniles were released to their parents, and the others, 16 men and seven girls, were held on \$500 bond on charges of unlawful entry.

It was when all of them were taken to General Sessions Court yesterday morning that authorities began to wish they'd told them all to go home.

After a review of the charges, the U.S. Attorney's office decided not to prosecute, unaware that the Corporation Counsel wanted to change them with disorderly conduct.

In the communications breakdown all were released. A few hung around the courthouse but most drifted over to a coffeeshop. As one put it, "They told

me I could go, so, like I left."

Meanwhile, a less philosophic Assistant Corporation Counsel, John Middleton, ordered warrants issued for their appearance in Court Nov. 8 on the disorderly complaint.

Nobody was quite sure how it all started, except that somebody had the bright idea for a hootenanny under the Circle.

Perhaps someone remembered the National Capital Planning Commission's old suggestion that the sepulchral cavern be used as a rathskellar or cabaret. It is being made instead into a fall out shelter.

In any case, it seemed harsh justice to some of those arrested. "We weren't bothering anybody," said one guest. "What we need is a playground."

1968

Oct 26, 1968
pg. B1

Architect Michael Cohalan, right, evaluates the Dupont Circle tunnel as a possible playground site.

Dupont Circle Project?**Old Streetcar Tunnel Studied for Playground**

By Bernadette Carey
Washington Post Staff Writer

"It looks like the Black Hole of Calcutta," quipped Bill Burbridge of the Mayor's Youth Program Unit, as a Highway Department employee unlocked the entrance to the abandoned streetcar tunnel under the pont Circle.

But it wasn't nearly that sinister.

The \$4-million tunnel, which was used until a few years ago as streetcar tunnel and reversing loop, has been

proposed as a possible site for a year-round playground.

The Proposal was made by James L. Jones, director of the Youth Unit, to Deputy Mayor Thomas W. Fletcher about two weeks ago.

The Youth Unit was then assigned to look into costs and possible designs.

Wednesday, while the Circle's regular inhabitants enjoyed the clear, crisp au-

See **PLAYGROUND, B8, Col. 2**

Tunnel Considered As a Playground**PLAYGROUND, From B1**

tumn afternoon, Peter Mosher and Bill Burbridge of the Youth Unit, accompanied by two young Washington architects, descended into the musty depths for a look around.

"We're thinking of a kind of electric playground," explained Michael Cohalan, one of the architects.

"But it is going to be tough to do," added Robert Pellaton.

The difficulties that disturb Cohalan and Pellaton are structural.

The tunnel's sharply curving passages range from only 15 to 25 feet wide.

Poorly lighted and inadequately ventilated, the tunnel contains curbs, tracks and steep inclines in the flooring.

Mosher and Burbridge, however, are most concerned about reaction to the proposed project.

They say people in the area think Dupont Circle is way out and underground enough.

Still, they point out, there are few public recreation facilities in that area and little space available for them.

"We feel the tunnel can be made useful to the public," Mosher said.

"Its only current purpose is as storage space for a few sacks and crates of civil defense material."

At one time the tunnel was designated as a fallout shelter.

Subsequently, after some Circle habits broke into it and staged a hootenanny, it was suggested that it be converted into an underground cabaret.

"We'd like to design an avant garde playground for kids in this area who really don't have any kind of recreation facilities nearby," Cohalan said.

1974

Sep 14, 1974
pg. D1

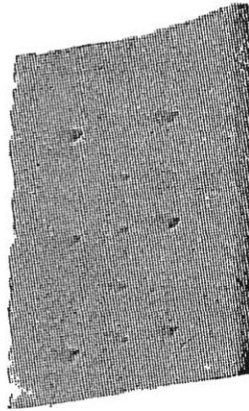
Bangladesh Hungry to Get Biscuits Kept in CD Tunnel

By Lawrence Feinberg
Washington Post Staff Writer

Twenty tons of whole wheat crackers, baked in 1962 as rations for fallout shelters, were removed from an old streetcar tunnel beneath DuPont Circle yesterday to be sent to Bangladesh in South Asia, where they will be used to feed victims of recent devastating monsoon floods.

A crew of eight workmen spent the day loading a large truck with cardboard cartons containing hermetically-sealed tins of the crackers, which look like graham crackers but don't taste as sweet.

The workmen first had to carry the boxes up 32 steps from the tunnel, which was abandoned by street cars in 1961 and used ever since to store civil defense supplies. They emerged just a few feet away from the exclusive Sulgrave Club, whose members, some arriving for



They're still good.

lunch in limousines, occasionally peered down on the scene.

Officially, the crackers themselves are called civil defense survival biscuits. In Bangladesh, which used to be East Pakistan, they are

called English tea biscuits, one civil defense official said. Fourteen pounds of them, plus water, are enough to feed one person for a month.

"They're good with a little bit of cheese on them with a martini on the side," said James Burns, an official in National Civil Defense headquarters in the Pentagon. "But you wouldn't want to eat them for a couple of weeks with nothing else."

The crackers sent yesterday from DuPont Circle to Bangladesh, along with 15 tons dispatched on Tuesday, are part of a supply of 3,500 tons of crackers that were deposited in fallout shelters in about 1,500 buildings throughout Washington in 1962.

Nearly all of the crackers, along with portable toilets, water drums, and tins of rock candy, are still in the buildings, said George

See BISCUITS, D2, Col. 7

1975

Feb 3, 1975
pg. C1

New Life for a Dead Tunnel

OUR CITIES ARE FULL of dead buildings and spaces. Having ceased, for one reason or another, to serve their intended purpose, they are abandoned and decaying. Urban decay spreads. It can start with nothing more serious than a few empty apartments above thriving downtown shops. Before you know it, nice old buildings deteriorate one after another and the whole street or even neighborhood becomes delinquent. "Adult bookstores" move in or another part of the city is "redeveloped" into highrise office buildings and parking lots.

There is, however, another alternative. It is to "recycle" and give new life not just to historic buildings but also to useless "delinquent" spaces. Atlanta, for instance, has recently converted an abandoned underground railway station into a lively and successful subterranean entertainment center with more than 80 shops, restaurants and cabarets. It has brought nightlife back downtown.

A similar plan is now afoot to make use of the two long abandoned street car tunnels which run under DuPont Circle. This would be a much smaller project than the one in Atlanta. There is only 30,000 square feet of space, the equivalent of 4 or 5 small stores such as are now vacant up and down Connecticut Avenue. Access to the tunnels is good. They vary from 26 feet to 14 feet in

width and have nine entrances, five of which may be used as light shafts, while four will remain as entrances. Down below would be two meandering malls lined with shops and small eating and drinking places.

The project stands a good chance, in our view, of enlivening things on Connecticut Avenue and thus help stave off the uptown march of highrises. It would do so without creating a nuisance, because the bustle would be underground and whatever additional automobile traffic it might generate would be generated between rush hours when the commuters are either at home or at work. Sponsors of the idea claim that it would cost the city not a nickel. A bill to give the city authority to lease the space has been introduced by City Council Chairman Sterling Tucker. If the City Council approves, public hearings will determine how the citizens like the idea.

No one should think that a small, mid-town, middle-income invisible entertainment center has great social significance at a time when the city seems helpless to provide decent housing for 77,000 families who need it. But a small boost for any part of the city can be a small boost for the whole city. More important, the Dupont underground malls could give an important boost to the general concept of finding new life for dead spaces elsewhere in this and other cities.

Bangladesh to Get D.C. CD Biscuits

BISCUITS, From D1

R. Rodericks, director of the D.C. Office of Civil Defense.

"The ones we're sending to Bangladesh," he explained, "are surplus, but they're still good. They're tested annually by the U.S. Army Veterinary Corps. Last week we opened up a can and ate some."

From stocks in cities throughout the United States, Burns said, 7,000 tons of the whole wheat crackers are being shipped to Bangladesh, whose government asked for them specifically. Another 1,500 tons, he said, are being sent for drought relief in sub-Saharan Africa.

Even so, U.S. cities still have about 150,000 tons of the crackers in fallout shelters, Burns said, out of 165,000 tons that were placed in them between 1962 and 1964.

Costs of shipping the crackers overseas are being paid by the U.S. foreign aid program. The ones from Washington are being sent on a freighter scheduled to sail from Houston on Sept. 23.

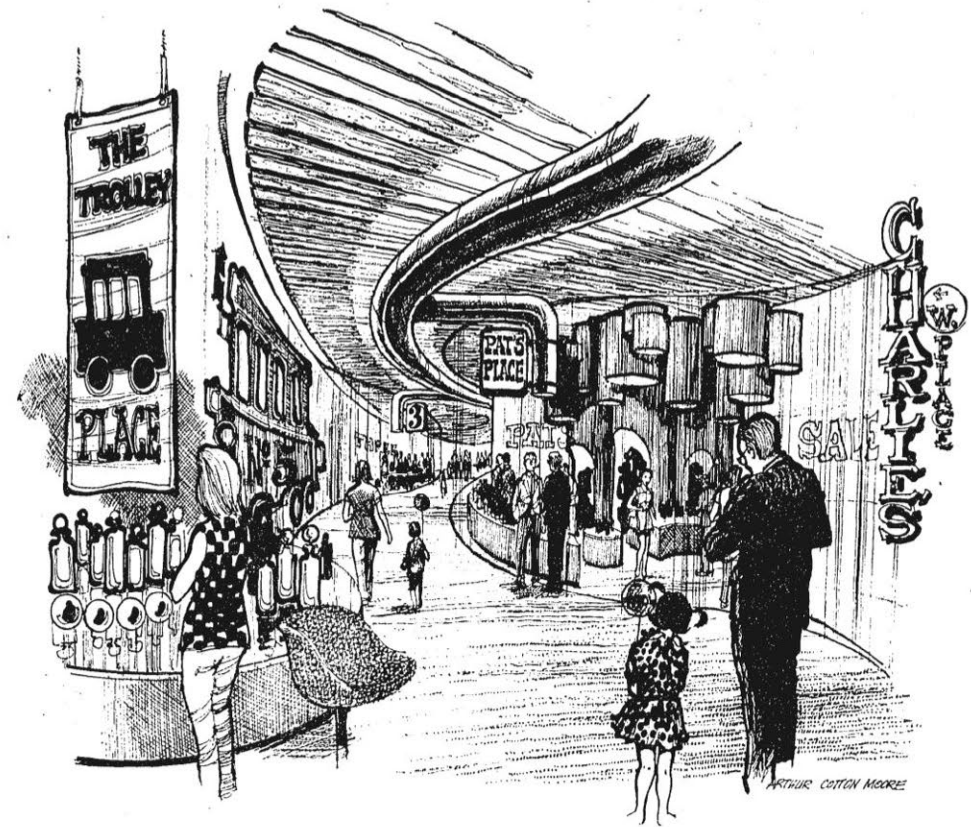
Yesterday, as workmen perspired near the entrance of the DuPont Circle tunnel, the tunnel was quiet and dark with stacks of cots, mattresses, stretchers, and toilets, as well as food, resting on old trolley tracks.

The tunnel aroused considerable controversy, cost \$4.75 million, and took two years to build before it opened in 1950. After it was closed 11 years later, when D.C. Transit switched from trolleys to buses, the entrances for the street-cars were sealed with new pavement. The steps for passengers were hidden behind shrubs and hedges and heavy doors were installed to keep people out.

Even so, Roderick said, "on several occasions we've found people living down there. A few years ago we found a little apartment set up. They'd been eating the biscuits and using the portable johns. They had moved out already by the time we got there. But we saw plenty of evidence of what had been going on."

Feb 27, 1975
pg. C1

"The idea of the Trolley Tunnel proposal is to fill the two long abandoned and decaying street car underpasses with a lively arcade lined with shops and various kinds of entertainment. This will attract people invisibly, as it were, because the attraction is below ground."





1979

Jan 26, 1979

pg. W35

FEEDBACK

GO-ROUND ON DUPONT CIRCLE

Thierry Sagnier says [Weekend, January 19] that in 1921, when the fountain in Dupont Circle was officially dedicated, the area "was genteel and well-heeled, with private clubs and spacious townhouses. . . ." Wrong, wrong, wrong. There were no clubs—all homes—the British embassy was one block south. Also, the Chevy Chase line and Glen Echo trolleys ran on the surface, the wrong way around. The tunnel was not built until many years later. There were no traffic lights. You should talk to the businessmen who suffered while the trolley underground was under construction. . .

J. JONES
Washington.

Cityscape

A Circular Lift For Dupont Circle

By Wolf Von Eckardt

WARNING: This article may be considered biased because the author lives in the area under discussion.

Architect Arthur Cotton Moore's proposed Trolley Tunnel Trolly might give Dupont Circle and the critical stretch of Connecticut Avenue north of it just the lift it needs. And it doesn't need any more highway lifts, thank you.

In fact, if you have ever walked down K Street west of Connecticut Avenue after office hours, you know what a solid phalanx of speculative office buildings will do to a city. It will kill it. Dead.

At K Street between Farragut Square and Washington Circle, this doesn't much matter, because we don't want any strangers to see these buildings anyway—they are a disgrace to the city. And there are no natives living anywhere near there—the idea being that residential use contaminates commercial use, or vice versa.

But the North Dupont Circle area is different. It is not dark after business hours, because it is a tourist corridor (guests of the Washington Hilton and the other hostilities in the vicinity ebb and flood down the avenue in quest of night air or night life). And plenty of

people in all walks of life live on both sides of the Avenue (including this observer). There are shops and restaurants frequented by tourists and residents alike.

Besides, even the latest modern architecture around the circle is exceptionally attractive and there are still some marvelous old mansions and charming row houses around, so the area is pleasant to look at and be in.

I am afraid it will be a little less pleasant when the construction fence around the Q Street Metro station comes down, because what's behind it is just a hole in the ground.

A simple hole into which the escalator disappears was a beautiful idea when the Metro station entrance was supposed to be on the lawn of the Dupont Circle Park. It would not have obstructed the landscape. But then when the Metro builders decided to move the entrance up the street (which is fine), they did not change the entrance design (which is stupid). Instead, they tore down some nice old buildings and all we have is a big hole in the urban fabric.

With Metro we will also have "progress"—"progress" of the kind that assumes anything bigger will also be better and anything new is an obvi-

See CITYSCAPE, C3, Col. 1

1981

Nov 1, 1981

pg. SM18

the street to the endless bump-and-grind of geologic forces far below, your innocent notions of "solid ground" would quickly evaporate.

Directly beneath you, for instance, there in mid-street at Dupont Circle, are two layers of asphalt, 10 inches of concrete, some dirt fill, more concrete and then—space. The Connecticut Avenue underpass? No, that's a half-block away, its subterranean traffic running on a path that cuts between the Dupont Circle fountain and a yard-wide sewer line 40 feet beneath the surface. The void is a long-abandoned streetcar tunnel that served during the '50s as a fallout shelter until its food caches were ransacked by vandals. Now, the tunnel, and its twin on the other side of Dupont Circle, are empty; only six locked, trash-filled entrance stairways at street corners around the circle are evidence that it exists.

Behind you, 19th Street conceals a serpent's nest of utility conduits. Gas, electric, phone, water, sewer—all course along purposefully under the sidewalk, broadcasting tentacles to office buildings, conjugating with others of their kind at transformers and junction boxes, probing the surface where lidded manholes and curbside drains allow access.

Across 19th Street, through a much larger hole, two escalators descend through several layers of river-deposited sand, gravel and clay, into blue-gray gneiss bedrock and then to a great barrel-vaulted cavern 17 feet below sea level. That cavern—the Dupont Circle Metro Station—is actually a vault within a vault: The sturdy-looking concrete superstructure visible from the station platform is only a shell. Between it and the real tunnel wall lurks Metro's own maze of utilities: power lines, water pipes, ventilation ducts, closed-circuit TV cables. Trains departing from the station carry passengers beneath the remnants of a primeval cypress swamp (near the Mayflower Hotel), where vegetation once shaded the banks of Slash Run, a stream long ago obliterated in pursuit of L'Enfant's dream.

Near Farragut North station, Metro-rail emerges from bedrock; to the southeast the granite and gneiss fall away rapidly, from 30 feet at Dupont Circle to more than 300 feet at the north bank of the Anacostia. To the northwest, bedrock very nearly reaches the surface at about Florida Avenue.

At Florida Avenue, the land beneath Washington abruptly rises. Sixteenth Street climbs past Meridian Hill Park toward Mount Pleasant; Connecticut Avenue ascends past the Washington Hilton. To the west, Rock Creek exits

its gorge; still farther, the Potomac does an S-curve at Georgetown and narrows near Key Bridge. The hills nestle up to the fall line that forms the boundary between the Piedmont to the northwest and the Tidewater to the southeast. Northwest, the city buckles and heaves over undulating hills toward its highest point (420 feet) near the medieval-looking water tower at Fort Reno, past Tenley Circle and east of Wisconsin Avenue. Southeast Washington falls in gentle steps to the Potomac and Anacostia, at sea level.

Those steps are terraces, carved out of the slowly rising coastal plain by river floods. More floods paved the terraces with new sand and gravel deposits, perhaps washed down from upstream glaciers. Man contributed by filling in acres of Potomac shallows and by abolishing Goose Creek, which once wandered from the Washington Hospital Center site down past Union Station and the foot of Capitol Hill.

The oldest terrace is perched way up past the fall line, 250 feet above sea level, and is the vestige of a vast plain that once covered the entire Washington area. On top of this terrace now lies a pile of Indiana limestone called Washington Cathedral.

An even broader panorama of the Middle Atlantic coast reveals a tilted

foundation of bedrock sloping toward the Atlantic beaches and farther, at least a mile and a half beneath the waves. The fall line stretches for hundreds of miles, bisecting Baltimore, Philadelphia and Richmond as well as Washington. The Piedmont rolls off to the west to meet the Blue Ridge, massed on the horizon like a dike against the green-capped waves and troughs of the Alleghenies. And below all this are massive shelves and intrusions of rock, evidence of three separate eras of mountain building, of 750 million years of violent geology.

An enormous compressive force down there has squeezed together great sheets of rigid

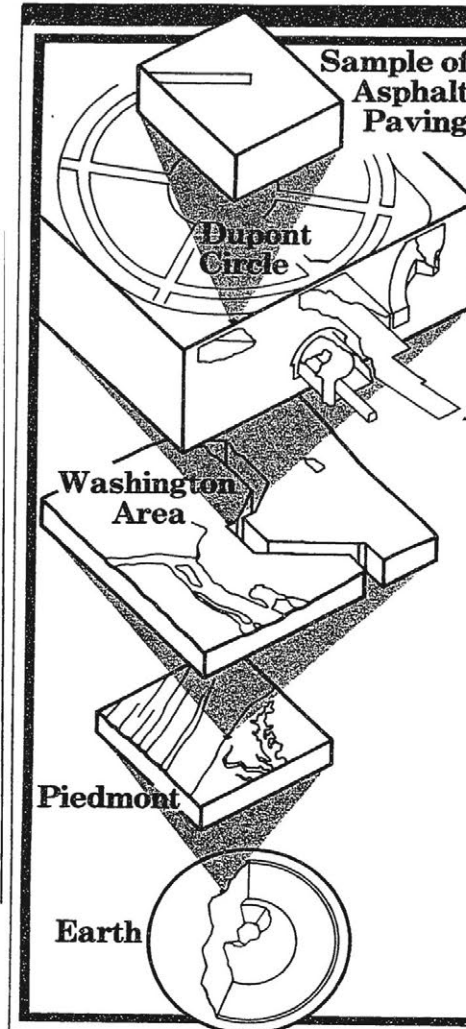
rock in a series of collisions. Some of the sheets pile up into mountains or slide over other sheets; some plunge deep into the earth's interior. The rock that makes up the Blue Ridge may have been located more than 150 miles to the east before it was shoved westward over another rock shelf.

Powering these convulsions is a source at the center of the earth, beneath 60-odd miles of rigid crust and several hundred miles of viscous mantle. There, one theory goes, heat still left after 4.5 billion years of planetary evolution combines with radioactive decay to power giant convection currents that circulate mantle material like water heating on

a stove. As hot mantle material rises toward the surface, some of its lighter components ooze upward into mid-ocean cracks in the crust. The accretion of this material forces apart great plates of oceanic crust, on top of which ride the earth's continents. Where expanding plates meet, violent things happen: One plate plunges into the mantle, while the other is wracked by earthquakes and volcanic eruptions. Where the plates carry island chains and continental edges into these regions, surface rocks buckle into new mountain ranges. The Washington area, once in the midst of such chaos, is currently calm, while the action has shifted else-

HOW TO LOOK AT DEEP DUPONT

The chart on the preceding two pages is a collection of five graphics that offer a three-dimensional explanation of Dupont Circle and then locate this familiar Washington site in its geographical context. You may "read" these graphics from top to bottom, small to big, specific to general, or vice versa, depending on where you start. For example, begin with the small chunk of asphalt and dirt taken from Dupont Circle for analysis at the top of the diagram at left. It shows that this is but a speck of Dupont Circle, which in turn is but a speck of Washington, in turn a speck of the Piedmont, all of which is but a speck on this planet. From there we make a visual journey through the planet to the spot exactly opposite Dupont Circle.



where—to the Himalayas, the Alps, the Andes.

Directly beneath the city, through 8,000 miles of rock, is one of those mid-ocean cracks from which the crustal plates spread. Contrary to what you may have learned as a child, the other side of the world is not China, but a remote expanse of the Indian Ocean 2,500 miles from Australia and nearly as far from Madagascar. The point opposite Washington is, for now at least, an administrative station for the French Southern and Antarctic Territories called Camp Huertin, only a stone's throw from two tiny volcanic islands, St. Paul and Amsterdam.

That is, until our little piece of "solid ground"—tunnels, terraces and all—moves again, inevitably, beneath our feet. ■

Developing the Trolley Tunnels

Health Spa to Catacombs: Ideas for Quick and Dead

By Peter Perl
Washington Post Staff Writer

The once-noisy streetcar tunnels beneath Dupont Circle would remain silent—eternally—under an Alexandria businessman's plan to convert the abandoned passageways into a resting place for the ashes of the dead.

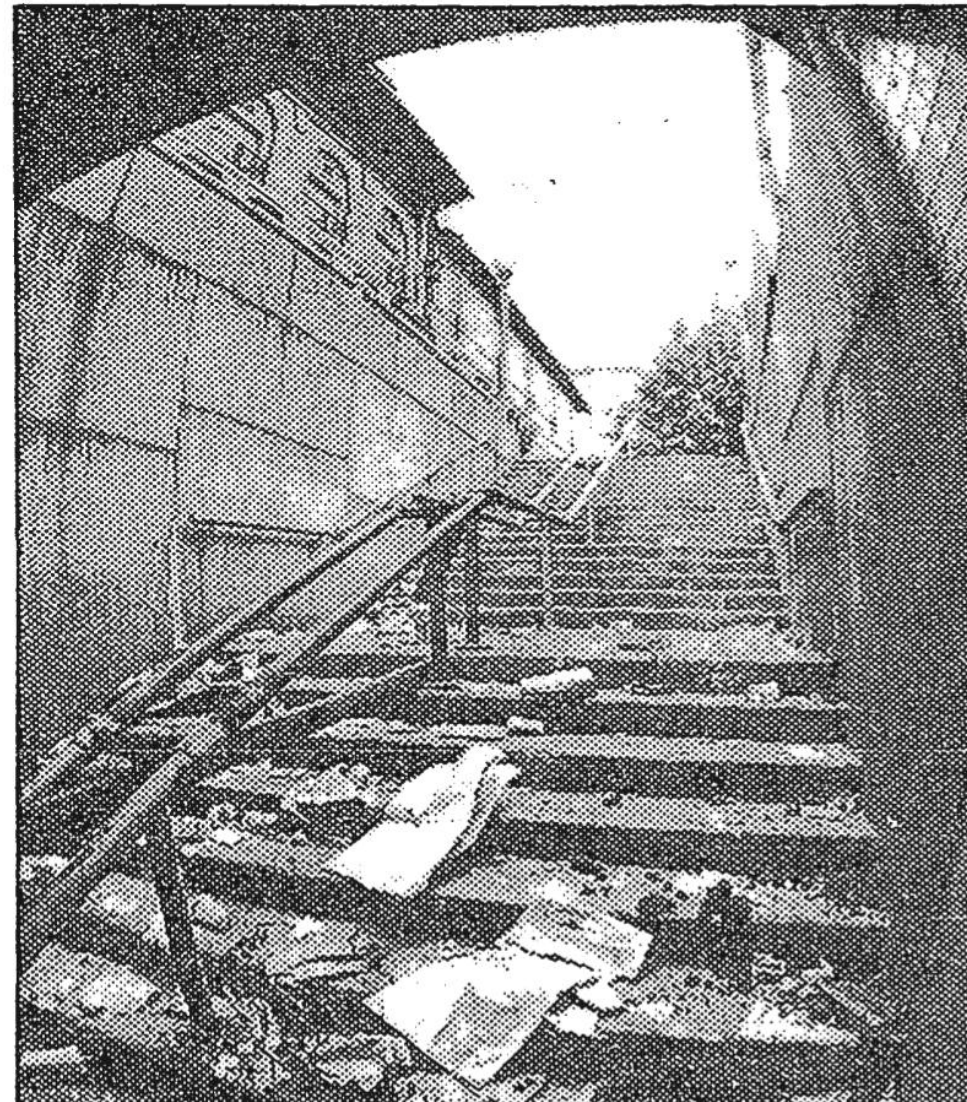
That plan, along with proposals for a health spa and a produce market, were the only offerings submitted to the District government in response to a city request for proposals to develop the unused and unseen space in one of the city's most fashionable areas.

"We've got three very different kind of proposals," said Stanley Storck, a realty specialist with the city Department of General Services. The city plans to choose one of the three plans within several months, with final approval resting with the mayor's office.

The twin tunnels, opened in 1949 to relieve above-ground congestion on Washington's busiest streetcar line, have been vacant since the trolleys were abandoned in 1962. The tunnels are run on either side of the Connecticut Avenue underpass.

Six stairways, now filled with trash, once carried commuters beneath the circle where they waited to hear the familiar screech of D.C. Transit System's Mount Pleasant line. The tunnels were later designated fallout shelters, holding stores of emergency food, until vandals broke in and ransacked the supplies.

See UNDERGROUND, B2, Col. 3



By Bill Snéad—The Washington Post
Trolley, top, picked up commuters in 1949, relieving congestion on ground level. Above, entrance to tunnels is now strewn with trash.

Agency Urged To Redo Bidding For NW Tunnels

By Tom Sherwood
Washington Post Staff Writer

The D.C. Department of General Services failed to follow its own recommended procedures in considering bids to lease abandoned trolley tunnels under Dupont Circle and should start the selection process all over, according to a preliminary report by D.C. Auditor Otis Troupe.

The report said DGS officials did not violate any laws, but said the "disjointed" procedures used to recommend a developer last September "has served to bring the integrity of the entire selection procedure under question."

The report, sent to city agencies yesterday, was prepared in response to a Virginia developer's complaints that a three-member panel appointed by DGS officials had unfairly recommended a competitor's proposal without comment from other city agencies, competing developers or community groups.

Troupe's report questioned the expertise of the panel. The report recommended DGS reject the group's findings and form a panel

See TUNNEL, B2, Col. 6

Agency Urged To Redo Bids On Tunnels

TUNNEL, From B1

of experts and community representatives, which it called a "very logical and comprehensive selection procedure" that DGS officials had announced publicly last June.

"Instead, there was a somewhat vague procedure adopted for the selection process" and for choosing the three-member panel, the report said. "The auditor has not been able to ascertain the rationale for changing this procedure," the report said.

Harold Henson, director of the Department of General Services, could not be reached for comment yesterday on the report.

Ed Myers, director of the city's office of communications, said last night that city officials had not yet received copies of the audit and could not comment.

DGS officials have scheduled a public hearing on Wednesday to discuss its procedures with Dupont Circle citizens groups that also have asked for a new panel. Ward 2 council member John A. Wilson in a letter this week asked Mayor Marion Barry "to reconstitute the panel."

Last summer, DGS said a five-member panel, including officials from four city agencies and a community representative, would review three separate bids proposing to use for the tunnel space—for a health and squash club, a specialty food and produce market, or a columbarium to store the ashes of cremated bodies.

That panel was never formed. On Sept. 15, Henson chose the three-member panel, including John H. McKoy, a top city planner; William C. Jameson, head of the Minority Business Opportunity Commission, and Courtland V. Cox, a special assistant to Mayor Marion Barry.

After a two-hour meeting six days later, the group recommended the health club proposal, which was submitted by the Dupont Recreation Corp., a firm headed by William B. Fitzgerald Sr., president of Independence Federal Savings and Loan Association.

John C. Pappas, president of the Onshore Oil and Gas Co. of Alexandria, which wants to use the space for a columbarium, complained to Troupe and other city officials that the selection process was flawed.

Troupe rejected a complaint by Pappas that Fitzgerald had received favored treatment because the mayor's wife, Effi, serves on the Independence board of directors. Troupe said the Dupont Circle firm was a separate corporation.

Troupe also rejected Pappas' contention that DGS officials had vastly understated the amount of space available in the tunnels.

Feb 22, 1990
pg. 12

Bringing Foreign Perspective

By Nancy L. Ross

Washington could benefit from the experiences of Third World and European countries in dealing with the poor and homeless, according to an international architect who teaches at Howard University.

One positive lesson could be as basic as building public baths like those in European cities, says Raj Barr-Kumar of the Washington-based firm Barr International and an associate professor of architecture. And, from experience in other countries, he cautions against using high-rise buildings to house the homeless.

"If someone is without shelter, what they really need is the basic services—sanitation, sewer services," he observed in an interview last week. "And one thing you notice is that we don't have any public baths in this city or, for that matter, in this



Raj Barr-Kumar brings Third World experience to Washington's problems.

country as far as I know. And Europe is full of them."

Homeless people are hampered in looking for work in part because they have no place to take a shower, said Barr-Kumar. Providing adequate sanitary and laundry facilities for street people would make it possible for them to improve their appearance and increase their chances of finding a job, he said.

"It's a vicious cycle," said Barr-Kumar. "At a minimum the city needs to put in a series of bathhouses. We have plenty of underpasses . . . which could serve beautifully." He mentioned

as an example the unused former streetcar tunnel under Dupont Circle.

Barr-Kumar suggested installing showers, clothes washers and dryers, and lockers for possessions. Attendants would maintain the facilities and provide security. "That seems to me to be a very viable and immediately achievable aim," he said.

Barr-Kumar, who is president of the D.C. chapter of the American Institute of Architects, has designed hospitals, hotels, office buildings and residences in locations from Bethesda to Bahrain. But his perspective on the problem of homelessness has developed from early practical experience designing low-cost urban housing in his native country of Sri Lanka (formerly Ceylon) and from later work with high-rise developments in Hong Kong and Singapore.

"Architects and planners and politicians like to see solutions to problems like slum housing or housing shortage in a very formalized fashion," he said. The result "tends toward the clean high-rise slab block."

But Barr-Kumar cites studies from other countries showing that this solution can lead to "high-rise blues," a documented psychosis. "What they found was people who had lived all their life at the ground level did not transport well to the ninth floor," he said. In extreme cases, people committed suicide by jumping from balconies.

In some Third World countries, he said, poor people who had been moved to high-rise public housing on the outskirts of a city sublet their quarters and, cash in hand, returned to the center city streets.

In proposing public baths in Washington, Barr-Kumar suggests that is but a starting point. A more effective solution, he believes, may lie in a multilayered approach.

"If you again focus on the item of the service, what do they need? They need a shower. They need a place to wash their clothes. They need some place to store their things, like a locker, so you don't have to be this bag person carrying things around."

"Maybe these shelters that we're building have many layers of solutions to them. Maybe some get low-cost housing, some get shared housing, some get transitional housing and some are provided the lockers."

"And you take your pick." ♦

The Washington Post
Oct 14, 1990; pg. SM6



DUPONT CIRCLE LORE

THE SEPTEMBER 2 ISSUE OF THE MAGAZINE is a gem. Tom Boswell's treatise on Art Monk is thought-provoking. We will focus more closely on Art in the games we see on TV this season. He is a remarkable man and worthy of all the accolades he gets.

I owned and lived in a town house in the 1700 block of 19th Street from the mid-'50s to the '70s, and Michael Dolan's piece on Dupont Circle brought back many memories. Did you know that when Cissy Patterson's funeral was held at the residence on the circle, the enormous pile of dirt in the circle excavated for the tunnel was hidden behind a trucked-in stand of trees? Mrs. Patterson opposed the tunnel project, and the family paid to hide the dirt and appease her in death!

GEORGE MACKINNON
Leesburg

THREE CHEERS FOR THE WASHINGTON Post Magazine!

The recent feature articles on Washington history—first those by Benjamin Forgey on National Cathedral and Rock Creek Park and then Michael Dolan's delightful account of Dupont Circle—were well-written, well researched and illustrated with superb photographs.

I hope your other readers enjoyed them as much as I did and that they are only the beginning of a long series.

SUE KOHLER
Historian, U.S. Commission of Fine Arts
Washington

AS A LOCAL RESIDENT SINCE THE MID-'30s, let me express my appreciation for the excellent piece on Dupont Circle.

There is one area of the circle's eccentricity upon which the article did not touch but has created much speculation on my part, and has not been answered to

my satisfaction. I refer to the northbound streetcars, which used to travel around the circle in a clockwise fashion, right into the face of all other vehicular traffic, which was properly moving in a counter-clockwise direction. I can recall the terror I felt as a fledgling driver of Dad's 1934 Chevy coming face to face with one of Capital Transit's green behemoths, careening around the circle at a goodly clip. The story I kept getting in response to my curiosity about this traffic nightmare was that Cissy Patterson stormed at the city fathers, complaining of the potential noise of the streetcars passing her mansion, which was on the east side of the circle. The alleged disturbance of her tranquility, so the story went, forced the location of the car tracks on the opposite, west side of the circle.

KARL G. SORG
Arlington

EDITOR'S NOTE: That's an interesting theory, but according to local transit historian Robert A. Truax, "The first horse-drawn streetcars came around the west side of the circle in the 1870s. Both the north- and southbound lines used the west side of the circle because the Union Railroad line came up on P Street and went west to Georgetown. The Connecticut and Park Railway continued north to Boundary Street, now Florida Avenue, and the easiest way was to have that line go out on the wrong side. All of that happened before the Patterson House was built."



CONCERNING THE DUPONT CIRCLE story, the picture quoted as 1950 is not true. The boys in the photo wearing knickers date the photo prior to the mid-'30s. The cars in the background have straight windshields of the late '20s era.

NORMAN S. MCMORROW JR.
Springfield

EDITOR'S NOTE: Mr. McMorow is correct. The photograph was taken in 1935.

Please address letters to: 20071, The Washington Post Magazine, 1150 15th St. NW, Washington, D.C. 20071. Letters must include name, address and daytime telephone number and are subject to editing. ■

April 22, 1994
pg. A1

Dupont Circle Developer Popular Despite Convictions

By Kirstin Downey Grimsley
and Yasmine Bahrani
Washington Post Staff Writers

Entrepreneur Geary Stephen Simon, who has won an exclusive 20-year contract with the District to build a retail arcade in the abandoned trolley station beneath Dupont Circle, has been convicted three times of fraud or other business crimes and is on probation.

Simon, whose efforts have won the enthusiastic support of District officials and Dupont Circle activists who have long sought to revitalize the area, has been in jail or under court supervision for most of the past 15 years. His most recent conviction, in 1987, was for an insurance scam committed by phone while he was serving time

in Allenwood, Pa., federal prison for an earlier crime.

District officials say they were unaware of Simon's history when they granted him the lease, and add that a person's past should not be held against him. Some Dupont Circle civic leaders, also unaware of Simon's past activities, agree. They stress that the Dupont Circle project has great potential value to the community.

To get the lease, Simon provided the District with a letter of credit to show he had financial backing for the project. The March 1993 letter was issued by a company of which Simon is president, and lists no address for the company. District officials said they had no problem with the letter of credit.

See DEVELOPER, A21, Col. 1



Geary Simon plans a retail project, here, in tunnels under Dupont Circle.

City Residents Unconcerned By Developer's Criminal Past

DEVELOPER, From A1

Simon, 40, is an affable, sandy-haired vegetarian who tools around town in a black Jaguar. He was living in a halfway house in the District in early 1992 when he began negotiating with city officials and community groups for the right to lease the city-owned site and build the retail arcade. To be known as Dupont Down Under, the project has been promoted as a combination Eastern Market and food court. It is to include a health club and small restaurants, operating in kiosks designed as replicas of historic trolley cars.

In a series of interviews, Simon said his convictions stemmed from a series of related business ventures that went sour in the late 1970s and early 1980s, and he said he has been rehabilitated. "I've not—since I paid my dues—done anything wrong," Simon said. "Not all offenders are repeat offenders. A lot never step out of line again."

Many people involved in the Dupont Down Under project strongly endorse Simon. Architect Eric Colbert, who designed the complex; retail broker Michael Crandis, who is finding tenants to locate there; and insurance broker Dianna Fisher said that Simon has behaved ethically throughout the project and paid all his bills on time.

"He's a good upstanding client to us, and always has been in the past two years," said Fisher, an account executive with District insurance brokerage Wolf & Cohen, which is insuring the project.

Retail broker Crandis said he has been urging his merchant friends to lease sites there. "I don't put my friends in bad situations," he said.

To get the lease with the city, Simon provided a document that District officials call a \$1 million letter of credit. The document is issued by a company called United States First National F.S.H.C., of which Simon is president. The letter provides for the "advancement of all funds necessary, not to exceed One Million Dollars" for the design, construction and promotion of the Dupont Circle project.

The letter lists neither an address for the corporation, nor the name of the officer who signed it, and has several misspellings. Two experienced

real estate attorneys who reviewed the document said it appeared on its face unusual. "In my experience, it does not follow any of the customs and practices of a normal letter of credit," said John Hagner of the District-based law firm David & Hagner, who sees letters of credit daily.

However, the form of the letter did not trouble the District, officials said.

Simon said it is the form he customarily uses and that it has been accepted elsewhere. He said he has the money to do the project, and it is available in separate accounts at several different banks. He showed a reporter a Feb. 18, 1994 promissory note saying the project, Dupont Down Under Associates Inc., borrowed \$100,000 from Capital Bank N.A. of Washington. He also said he had development funds available at Burke & Herbert Bank & Trust Co. of Northern Virginia.

Simon said in a memo to The Post that United States First National is based in Atlanta, New York and the District. However, no corporation by that name is registered in those three cities, according to New York state, Georgia and District officials. The firm has a telephone listing in the District, but not in Atlanta or New York.

The company was originally chartered in Delaware in 1986, paying its \$40 annual franchise tax. No payments were made in several subsequent years, however, and the company's charter was voided for several years. Simon reinstated it on Jan. 26, 1993, two months before it issued the letter of credit.

Simon said the company is properly registered and incorporated in Delaware, and said it has paid both federal and District taxes. He said the company need not be registered in Georgia or New York, and he believed it was properly registered in the District.

Simon's first conviction was in 1980 for "larceny after trust" in a home improvement scam, for which he received three years' probation. In 1985, he was convicted in Alexandria federal court of 18 counts of mail and tax fraud, and sentenced to 10 years in a federal penitentiary.

In the Alexandria case, Simon was convicted of defrauding small retailers, particularly Asian immigrants, by taking money from them to be used to outfit retail establishments—restaurants, newspaper stands and ice

cream shops—they would operate. Falsely representing himself as the chief executive of a large financial corporation, Simon took the life savings of some of the would-be retailers, according to federal court records and officials. Almost a dozen victims were involved.

"He has no heart," said one of Simon's victims, an immigrant who testified he lost tens of thousands of dollars in the scheme. He asked not to be identified in this article.

Simon said this week he had unintentionally inflicted hurt at that time. "Did people put their trust in me, and I betrayed it and lost their money? Yes, that's true," he said. "Did I think it up as a way to intentionally do it? The answer is no."

Two years after that conviction, Simon was convicted of two crimes committed while he was imprisoned in Allenwood penitentiary. Simon used a telephone answering service in the District to call city police to report that his office in the District had been burglarized of costly office equipment, according to court records and sources familiar with the case. Then he filed an insurance claim for \$11,000 from the Erie Insurance Co., pocketing the money.

Also while at Allenwood, he similarly used an answering service to represent himself as an officer of a large corporation, ordering furniture to be delivered to an office in the District. He never paid for it.

Simon pleaded guilty in both those cases, which extended his sentence another 18 months.

From Allenwood, Simon was sent to Petersburg, Va., prison, where he resided until November 1991, and from there to the District halfway house, where he was released in February 1992, as the result of an early parole. It was at this time that he began meeting with local residents and city officials about the Dupont Circle project.

District official Monica Wilkerson said the city was swayed to accept him as developer because of the enthusiastic endorsement of Dupont Circle residents. "He was one of the few developers who attempted to develop the property who succeeded in getting community support," said Wilkerson, general counsel and acting deputy director of the District's Department of Administrative Services.

Simon has identified her as the chief negotiator for the city on the lease. But Wilkerson said she didn't

join the agency until August 1993, two months before the lease was signed. "We came in on the tail end of everything," Wilkerson said.

Some Dupont Circle residents said they didn't know about Simon's past, but assumed the city had checked his history before granting the lease. "The city took over a year to negotiate the lease, so I assumed they would know who they were dealing with," said Dennis Bass, who was chairman of the Dupont Circle Advisory Neighborhood Commission at the time.

The District's Wilkerson said the city will monitor the situation and protect the interests of retailers who rent kiosks at Dupont Down Under. She said the main criteria for the city in granting the lease was determining that Simon had the wherewithal to pay the \$2,000 monthly lease. He has made an initial, \$2,000 deposit to the city, and began making regular rent payments this month.

Wilkerson said that although she was not aware of Simon's past, he should not be penalized now. "The theory is that if someone is convicted and serves their time, they are rehabilitated," she said. "If the system works the way it should . . . they will then conduct their life in accordance with society's rules."

Wilkerson and others pointed out that the Dupont Circle project had had a tortured history, with many developers proposing projects there in the three decades since the trolley line shut down.

Then Simon came forward. "As a developer he was one of a rare breed who came to all the local civic associations before he filed any papers," said Dupont Circle attorney Ed Grandis, executive director of the Dupont Circle Merchants and Professionals Association. "It's something we find very refreshing."

It was the first proposal for the Dupont Circle underground that seemed to make sense, said Deacon Maccubbin, owner of Lambda Rising, a Dupont Circle bookstore. "It seemed to fit like a glove," Maccubbin said.

Simon has made many friends in Dupont Circle in the past 1½ years, and is now chairman of the economic development committee of the Dupont Circle Merchants and Professionals Association. Several Dupont Circle residents and businessmen voiced irritation that reporters would raise questions about Simon's past.

"I think justice has been served," said Grandis. "Unless there are new problems, the guy should be allowed to get on with his life."

Staff writer Kara Swisher contributed to this article.

March 11, 1994
pg. H1

Cityscape



Way downtown: Despite the hokey decor, the refurbished Dupont Circle streetcar tunnels are an underground urban delight.

Dupont Down Under: Trolley Good

By Benjamin Forgey
Washington Post Staff Writer

It is an idea whose time has come at long last: Dupont Down Under, a string of fast-food stations and quick-stop shops opened quietly a week or so ago, ending three decades of dank disuse for one of the old trolley tunnels beneath Dupont Circle.

The District's streetcars stopped running in 1962. The Dupont tunnels, in service for only 11 years before being abandoned, have been the source of

plans, proposals and arguments ever since.

They were equipped for a while as fallout shelters back when the scare was still with us. Then, in the mid-'70s, architect Arthur Cotton Moore floated a plan to convert the tunnels into upscale shops. Later, there were proposals for a health club, a specialty food and produce market and, most poetically, a columbarium—a final resting place for your ashes underneath the city's most entertaining public park.

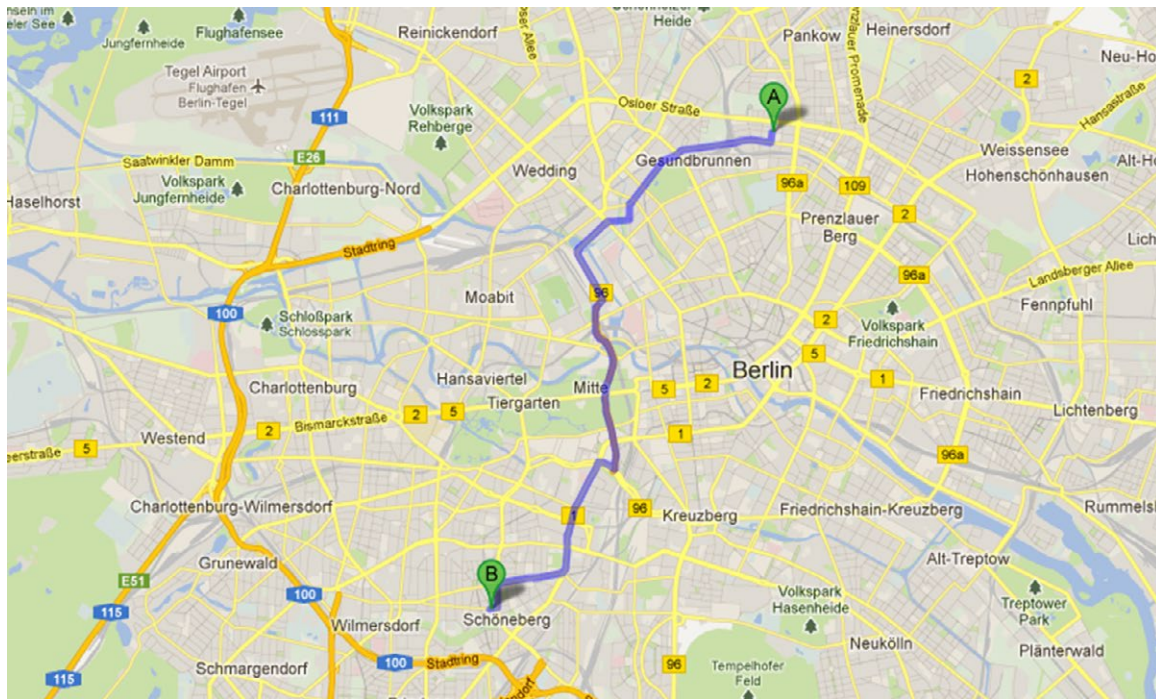
For some reason all of these imagina-

tive ideas came to naught. In the meantime, the nine access stairwells ringing the circle became more or less public toilets despite a variety of barriers and barricades tried out over the years.

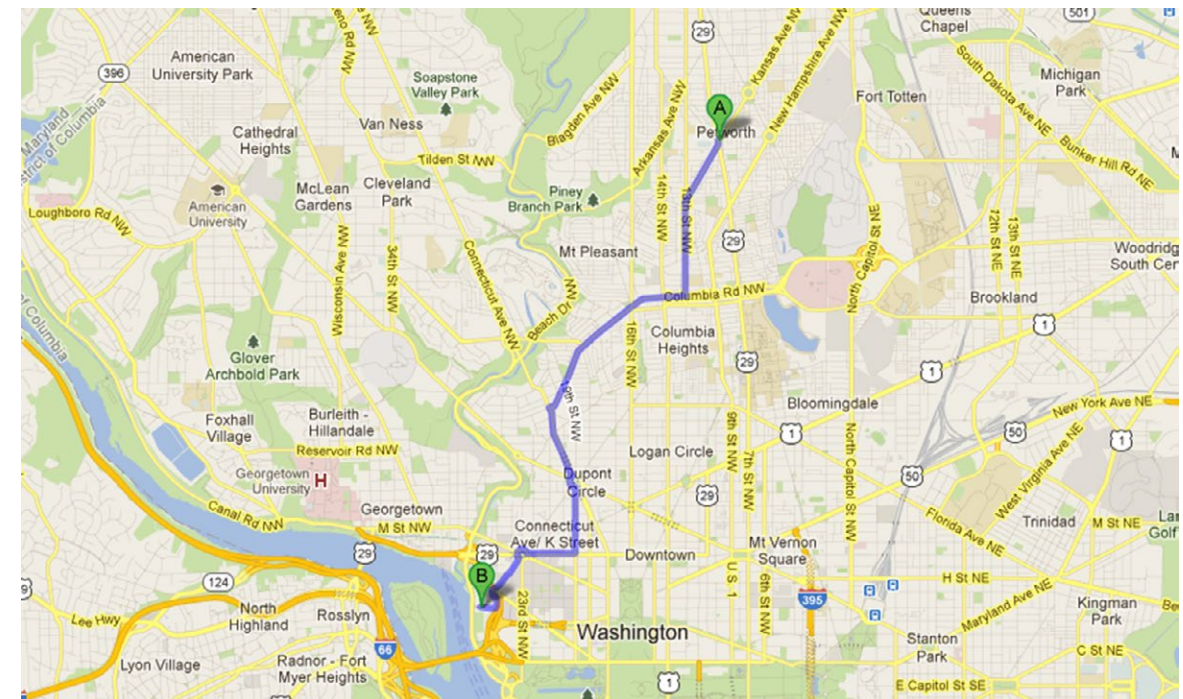
So, even though the decor is on the cheesy side, the coming of Dupont Down Under is a delightful occurrence, way overdue. Occupying one of the two tunnels that trace semicircular paths under the circle, it repairs a civic eyesore—or, rather, a number of them—and it adds a touch of commercial vitality.

See CITYSCAPE, H7, Col. 1

BERLINERS



Berlin, from (A) Paul-Robeson-Strasse to (B) John-F.-Kennedy-Platz.



Washington, DC, from (A) the Paul Robeson "Here I Stand" Statue to (B) the John F. Kennedy Center for the Performing Arts.

In the summer of 1963, two prominent American visitors, President John F. Kennedy and Paul Robeson, visited the two respective sides of a divided Berlin. On June 26, 1963, President Kennedy proclaimed his solidarity with the government and people of West Berlin outside of Schöneberg City Hall. As tens of thousands of West Berliners cheered, Kennedy made an appeal of symbolic citizenship, “Today, in the world of freedom, the proudest boast is Ich bin ein Berliner!” Historian Andreas Daum contends Kennedy’s visit “generated one of the most spectacular events of the modern era.”

Two months after Kennedy’s trip, a case in relief: On August 25, 1963, African American performer and public figure Paul Robeson flew in secrecy to East Berlin. Robeson was the son of a former slave, an All-American football star at Rutgers, and a world renowned singer and actor who had fallen into disrepute during the McCarthy years. He had traveled previously to the German Democratic Republic in October 1960 and was awarded a “Great Star of Friendship” by the East German Party leader Walter Ulbricht and an honorary degree from Humboldt University. In 1963, he entered the country to receive treatment at the Buch Clinic for a mysterious illness from which he had been convalescing in Britain for the two previous years. As he recovered in East Berlin for the following four months, Robeson was kept largely out of the public eye.

Though the two men never interacted in Berlin in 1963, the historical traces of their travels to the divided city have left an imprint on current day Berlin’s public spaces and imagination. After Kennedy’s assassination in November 1963, the city named the square in front of its city hall John-F.-Kennedy-Platz, and held memorial events for Kennedy featuring Americans including his brother Robert and Martin Luther King. Current sites of memory for Kennedy around Berlin include the Free University’s John F. Kennedy Institute for North American Studies and the Kennedys Museum. Robeson was honored as a beloved honorary citizen of East Berlin with numerous invocations of his legacy. In 1965 the Paul Robeson Archive was founded at the Academy of Arts, and in 1968 the GDR held a cultural symposium honoring his 70th birthday. After his death in 1976, a street in East Berlin’s Prenzlauer Berg was renamed Paul-Robeson-Strasse, and his face appeared on an East German Stamp with the words, “For Peace Against Racism, Paul Robeson 1898-1976.” Paul-Robeson-Strasse remains in reunified Berlin.

Kennedy and Robeson share a status as venerated American Berliners and key figures of the history/memory of the Cold War. The ongoing and myriad attempts to memorialize them continue to this day, including several examples in and around Washington D.C.

—*Paul M. Farber*

THE WALL ON THE MALL

Paul H. Nitze School of Advanced International Studies (SAIS) of the Johns Hopkins University
This painted segment was gifted to Johns Hopkins University by the Berlin Senate, and features a plaque that ends with the explanation that this memorial "stands in tribute to the success of the German-American partnership and as a reminder that freedom can never be taken for granted."

Smithsonian Institution
A painted concrete fragment of the Wall is catalogued with object number "D148R.00" and was recently included in the *One Life: Ronald Reagan* exhibition at the National Portrait Gallery, encased along with a piece of the former "Iron Curtain."

International Spy Museum
The interactive, for-profit museum features a dual display for the Wall in its Cold War section - one palm-sized fragment encased in glass, set against a large fabricated piece of the Wall staged to appear like the graffiti-covered Western side of the Wall in a divided Berlin.

Ronald Reagan Building and International Trade Center
The accompanying plaque features a brief written history of the Berlin Wall and was donated by Daimler-Benz.

National Museum
Eight graffiti segments of the Berlin Wall are exhibited in the museum's main downstairs concourse, along with a former guard tower from Checkpoint Charlie.

Capitol Rotunda
The 7-foot tall, 500-pound bronze statue of Ronald Reagan in the Rotunda was dedicated in 2009, and its base features embedded concrete fragments of the Wall.

The Berlin Wall's transformation from geopolitical barricade to cultural commodity occurred within days of the opening of the border in November 1989. Now, almost 25 years later, there are dozens of pieces of the former Wall that are on display across the United States—in government buildings, presidential libraries, museums, public parks, a food court, a subway station, and a casino men's room. Whether displayed in the Capitol Rotunda or the National Underground Railroad Freedom Center, I find it meaningful that the material remnants of a divided Berlin have been displaced from Germany and re-placed as monumental national artifacts in the United States. Such is the case especially for pieces of the Wall within walking distance of the democratic core and foremost public space of the nation, the National Mall.

My research studies the ways in which Americans have narrated and critically engaged their own history, freedom, and identity through encounters with and representations of the Berlin Wall. This has been the case from the first days of the Wall's construction in 1961 through its dismantling in 1989, and continues through its current afterlife as a dispersed monumental ruin.

Since 1989, the desire to be present with its physical traces has not subsided. One popular, shorthand name for Wall fragments is "Pieces of History." What does this naming tell us about the desire to reduce history to pieces? What does it mean to want to be close to these fragments in places far away from their original context, in public spaces of Americana? Each public display of the Wall becomes a portal to history and a complicated site of memory, reflecting political and cultural challenges in each particular context of commemoration. The footprint of the former Berlin Wall becomes a compelling case study for Cold War memory and public space in the United States, especially given the Wall's erratic and auratic afterlife in America.

Paul M. Farber



RUINS & UTOPIAS

EDGAR ENDRESS



RUINS & UTOPIAS

EDGAR ENDRESS

Edgar Endress set out to uncover expressions of individual freedom arising from the political, social, and visual milieus of capital street-life. *Ruins and Utopias* presents a series of four video and print installations that demonstrate how authoritarian statehood and individual agency construct our social and private imaginaries.

TABLE 1

Heroclitas 2 or *The Hydra*, presents footage of East German and communist utopias, offering dueling images of communist leaders and abandoned amusement parks.

TABLE 2

Graffiti, presents a stack of prints featuring collaged and reproduced images collected from the Berlin streets. Visitors are invited to take a poster if they promise to paste the print in public places.

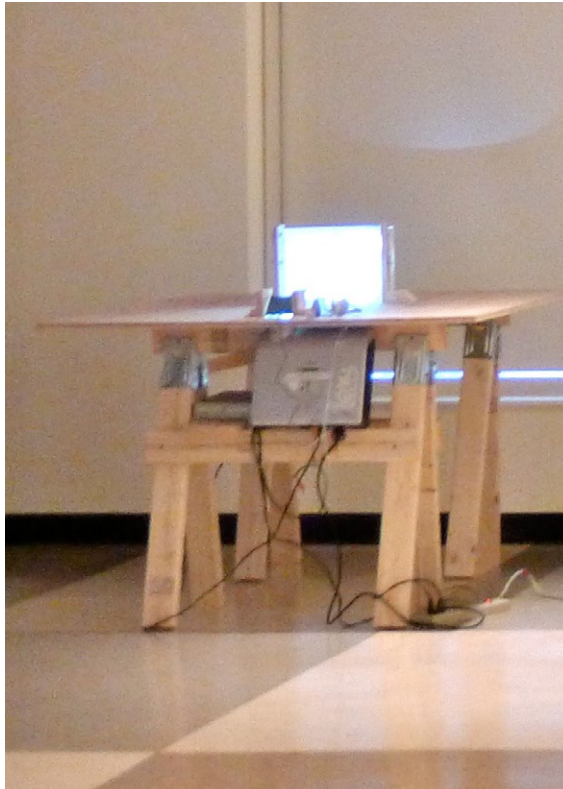
TABLE 3

Utopias and Ruins presents a shoddily constructed, mechanically reeling display of East German architecture activated by a music box that plays Lilli Marleen, a song associated with Nazi resistance offering a sweet if not complicit tale of a grandiose architecture folding in on itself.

TABLE 4

Last Victim, the Escape of Winfried Freudenburg, stories the last casualty of the Berlin Wall, an East German who, in 1989 fatally attempted freedom by lofting a gas-filled balloon across the Wall.

Ruins & Utopias illuminates the mental and material architectures that our projections of beauty and loss propose, delimit, and inhabit.

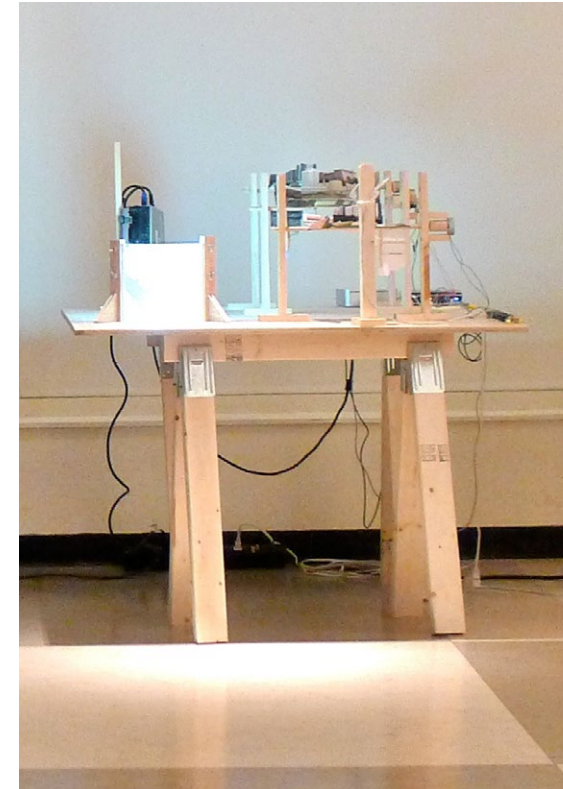


HEROCLITAS 2 OR THE HYDRA

Narration by Ken Elston. Text by
Heiner Muller. In collaboration
with Peter Lee.

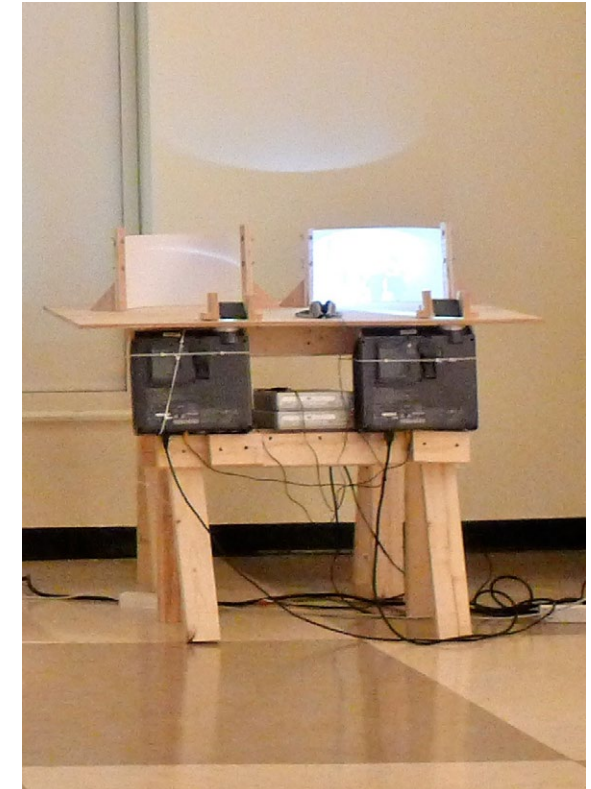


GRAFFITI



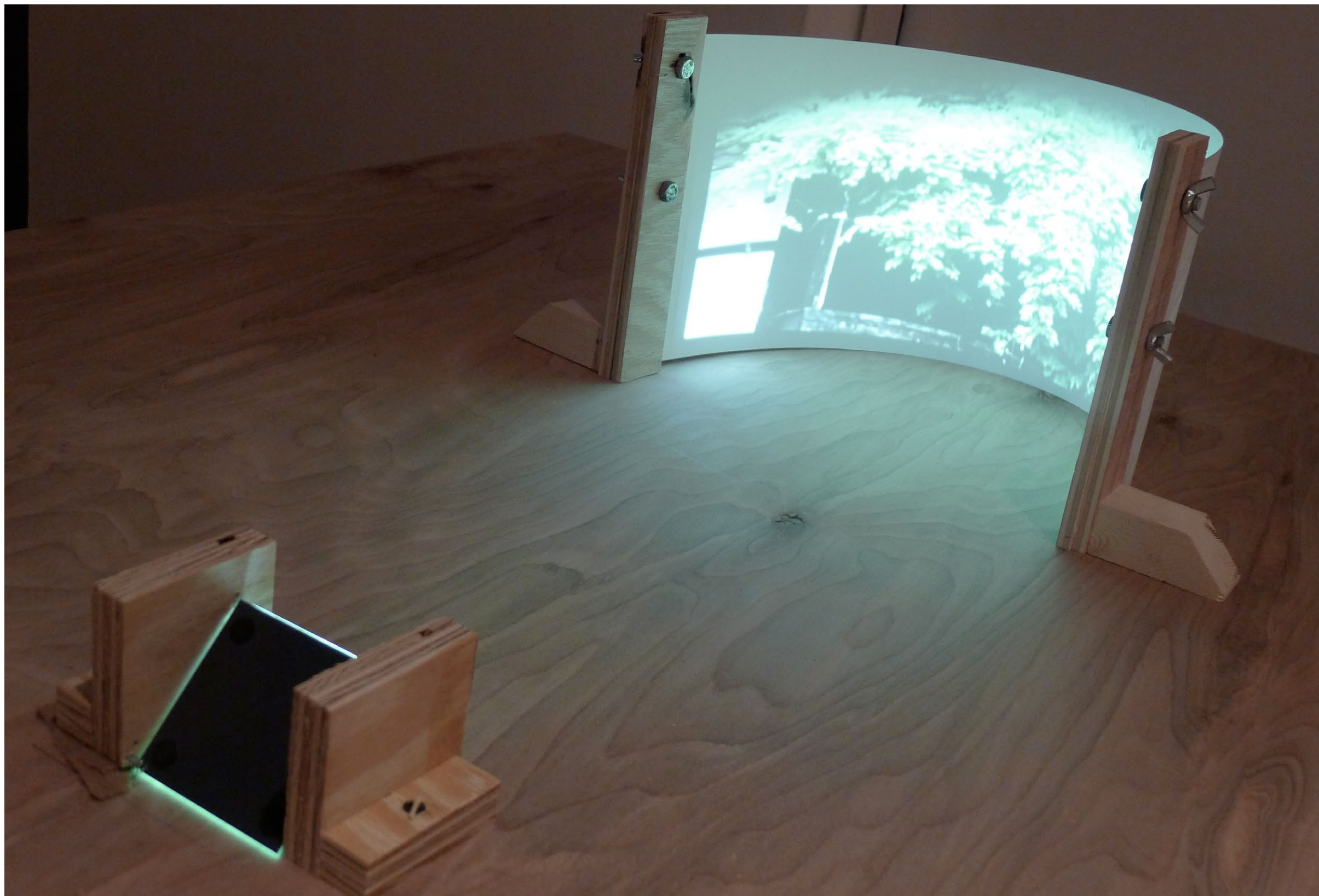
UTOPIAS AND RUINS

In collaboration
with Peter Lee.



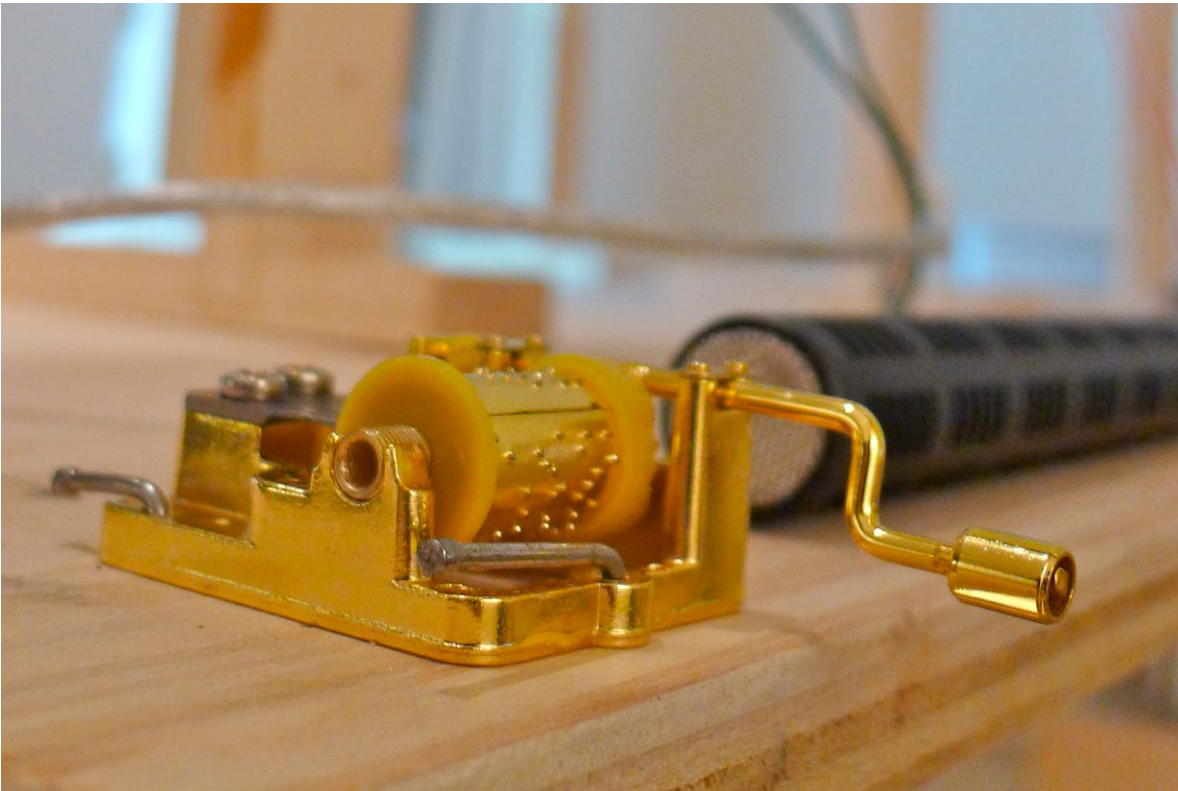
THE LAST VICTIM, THE ESCAPE OF WINFRIED FREUDENBURG

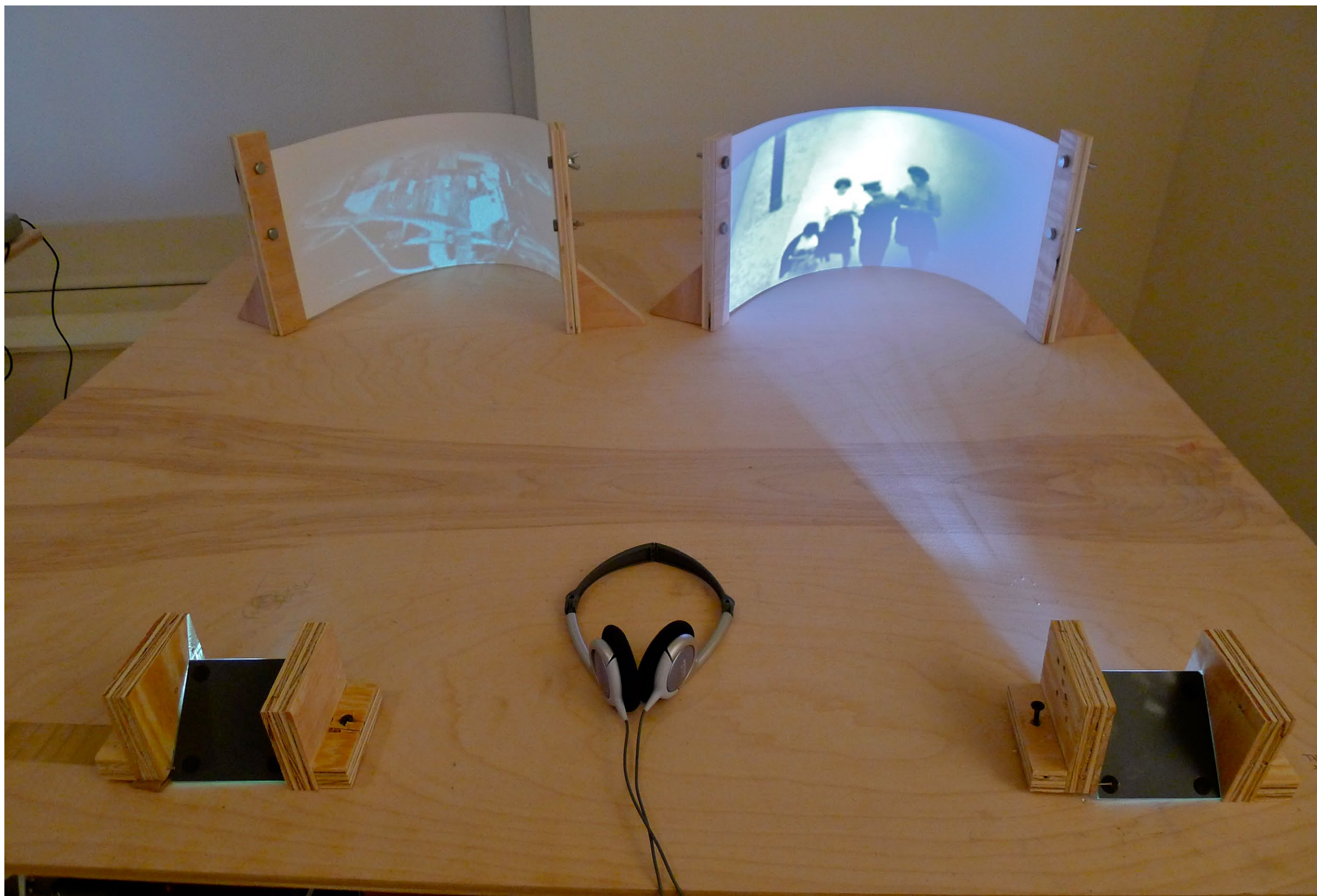
Video and historical footage
from the National Archives
in DC. Narration by Molly
Elston. In collaboration
with Peter Lee.

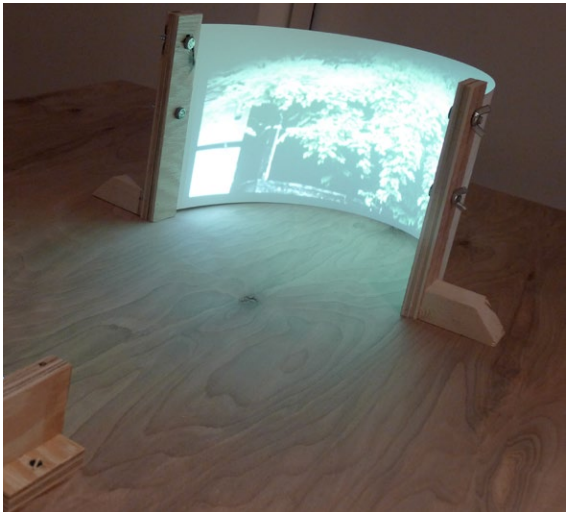
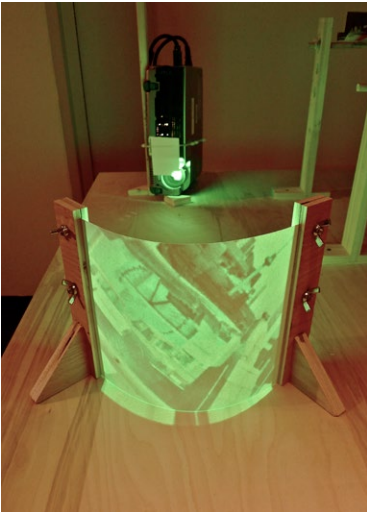
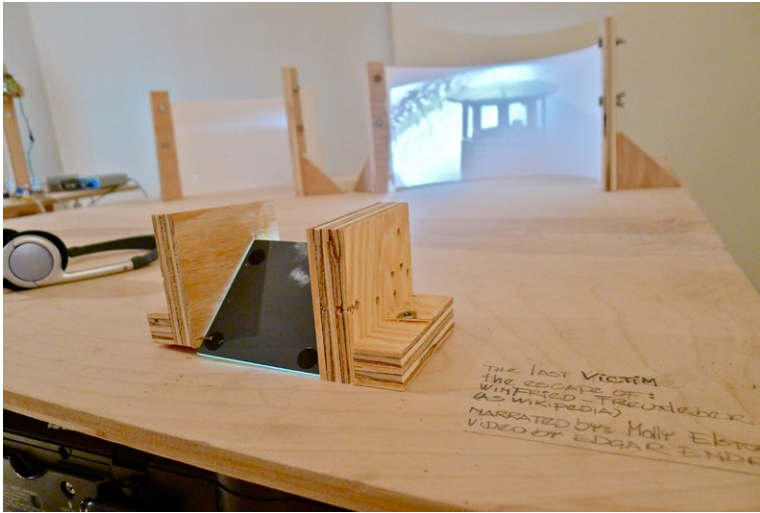
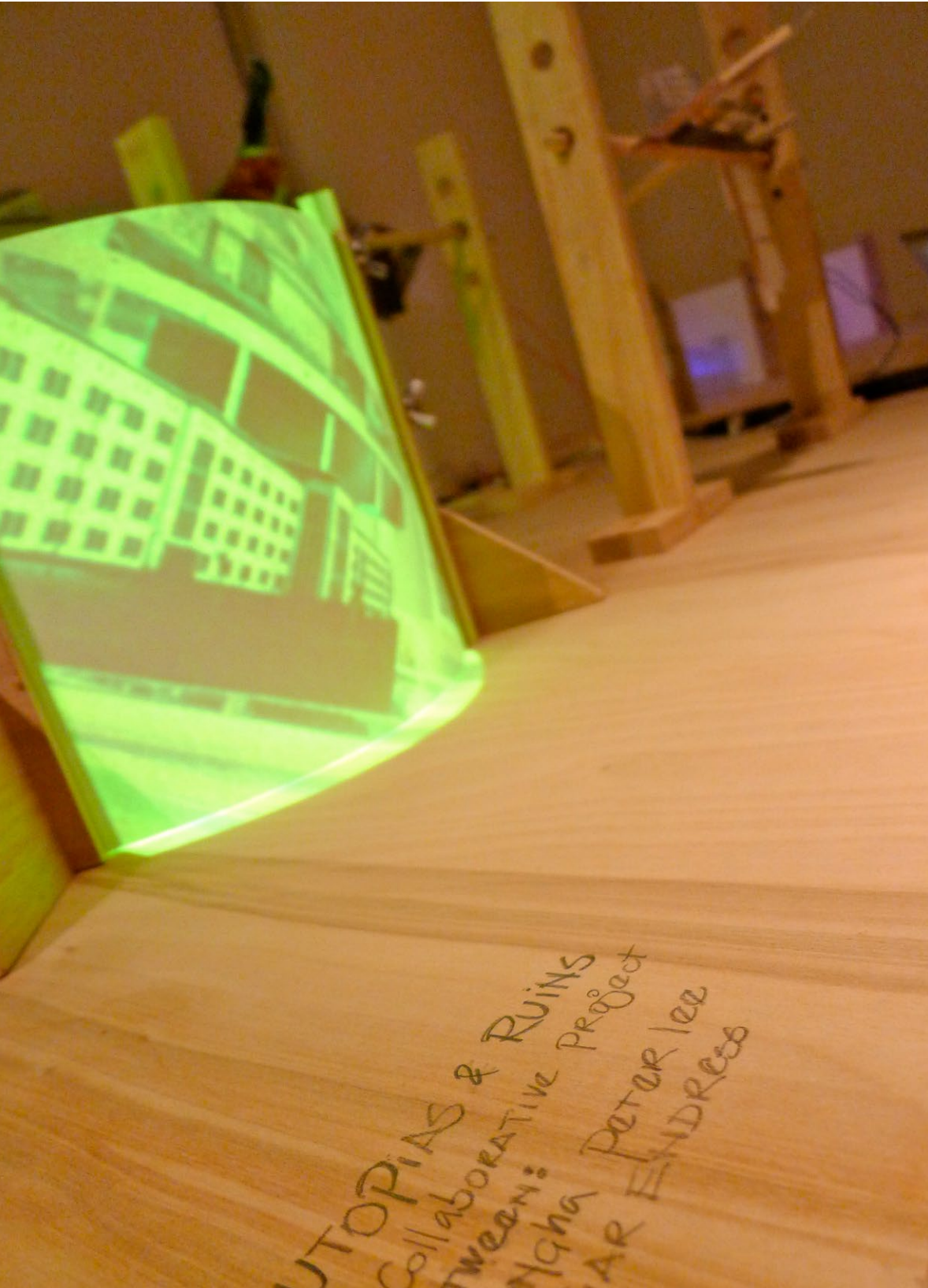














METAMONUMENT

JAMES HUCKENPAHLER

METAMONUMENT

JAMES HUCKENPAHLER

James Huckenpahler set out to explore uncanny correspondences of Berlin and DC combining language and image.

Metamonument stories ten futures for the Dupont Underground, a series of surreal hypothetical fictions based on past proposals for its possible use.

Inspired by Calvino's *Invisible Cities*, the stories of *Metamonument* envision the underground as a library, school, museum, mausoleum, opera, spa, shelter, and power plant. These re-mastered narratives combine seedy characters, science fantasy and subliminal messages to reveal the unconscious dynamisms latent in each proposal. Each story concludes with pictures and quotes from Berlin and DC, building a puzzle of English and German phrases that illustrate the uncanny echoes of both cities and slippages between translated language and image.

Metamonument explores how mega-investments like The Marshall Plan incited resonances between these two cities—unfurling a bizarre American, capitalist heroism that expresses itself in iconic images of expatriated democracy covering the liberated island of West Berlin, and transposes this liberatory aesthetic on the ruined walls and buildings of forgotten sectors of the District.

META MONUMENT

sources for ahistory

READ THE TEXT [HERE](#)



RECOMMENDATIONS

PROVISIONS TEAM



RECOMMENDATIONS PROVISIONS TEAM

After 50 years of declining population, Washington DC is growing rapidly, and becoming a dense, connected, and robust urban center. Dupont Circle has long preceded an integral cultural life for the district, serving as a site for demonstrations, political movements, leisure, and economic exchange. Like many radical cultural centers, this accrued value is now in danger of being eroded by the rise of chain stores and a decrease in nearby grassroots arts and cultural venues due to increased prices and property redevelopment. More diverse and robust cultural offerings could incite a powerful and integrative democratic sensibility in the city beyond its federal focus--serving both its long-time resident populations and a new generation of citizens.

The Dupont Underground Tunnels gesture to the forgotten, the mysterious, the seamy, the possible, the below-the-radar parts of the district. Resurrecting these tunnels demands flexibility, public process, and creative dreams from many--creating an experience of transformation that changes with the times and adapts to the needs of the place it continually generates.

OBSERVATIONS

ASSETS

LOCATION – Dupont Circle is a crucial axis point of the city’s design plans.

HISTORY – Dupont Circle contains numerous historic structures of local and international salience.

CULTURE – Dupont Circle has a long-celebrated history of grassroots progressive culture, radical politics, and creative action, and still hosts demonstrations and celebrations amidst established art museums and galleries.

TRANSPORTATION – The circle serves as a transportation hub for Metro, bus, bike and foot traffic.

DESTINATION – Local, national, and international visitors gravitate toward the circle for culture and commerce.

DENSITY – Nearby restaurants, cafes, clothing stores, hotels, clubs, bars, and bookstores are varied and well-populated.

GREENERY – Dupont Circle’s central green space is a hub for chess, meeting, sunbathing, people-watching, and casual conversation.

LONGEVITY – Longstanding neighbors and institutions sustain local investment and lived perspective.

PROMINENCE – Cosmopolitan social, governmental, and cultural institutions surround the site.

ARCHITECTURE – Eight at-grade entrances provide access junctures. Beautiful raw remnants -- architectural rivets, tiles, rail beds -- add character and intrigue.

ACOUSTICS – The long tunnel curvature creates an unusual and wonderful echo chamber.

NARRATIVE – Movement through the space is linear, providing for excellent storytelling.

MYTH – The tunnels circulate as urban legend and mystery.

CHALLENGES

GENTRIFICATION – Dupont is increasingly price prohibitive for non-wealthy residents and patrons.

IDENTITY – Large chain stores threaten the community and local influence on the neighborhood.

PRECEDENT – The checkered past of hope and failure results in many skeptics and a burden of proof.

CHARACTER – Rapid development makes it difficult to incubate a progressive spirit and make a case for cultural advancement.

ARCHITECTURE – Long and narrow tunnels and platforms limit capacity and delineate potential use to linear, progressive, and contained space.

SECURITY – Tunnel architectures propose security challenges due to sightlines and length.

FINANCE – Significant funding is needed to address structural, ventilation, egress, and lighting.

ONTOLOGY – Underground space feels underground. The tunnel will be a tunnel (less air, narrow, dark, limited access, linear design), no matter what architectural features are added.

PRINCIPLES

INSTINCT – Every space has an instinct based on its past. People respond subconsciously to this instinct, especially in the arrangement and uses of space.

HISTORY – Preserving and extending raw history will read as more authentic than renovation that attempts to mask its past use.

ADAPTATION – Conversions should incorporate past use into the new function.

PRESERVATION – Preserve or protect as many existing elements as possible.

EMBODIMENT – Original use can determine the purpose of use, the feel and style of architectural designs, and reconstructive principles. Allow programmatic use and functionality to drive and determine the architectural decisions.

REMEMBRANCE – Allow the raw, rugged, and rough to embody and accentuate rather than obscure the past.

ACCENTUATION – Draw from the truth and beauty of the tunnel's presence.

FLEXIBILITY – The futures of spaces remain uncertain and subject to change with the times. Build flexibly with the robust capacity for change.

ACTIVATION – Activate with temporary projects to build public interest. Find non-permanent ways that elaborate the creative distinctions of the space.

PUBLIC – Capture everyone's email address. Stay in communication. Treat everyone as an open field of potential. Make the project of pressing public interest. You never know who has money, power, connections, or ideas.

TRANSPARENCY – Be clear and specific about funding needs and expenditures.

STAKEHOLDERS – Engage stakeholders at all levels-- neighborhoods, investors, advocates, donors, users.

INPUT – Ask for opinions at each stage of the process.

COMMUNICATION – Listen. Express humility. Ask questions. Phases. Upgrade in phases. This allows time for reflection, consideration, and adaptation along the way.

STRATEGIES

TOURS – Continue weekly tours both open to the public and for special interest groups. Add the following elements to tours: A message on the entrance. Specifications of depth, footage, materials written on the wall (in chalk or other non-permanent marking). Add historical precedent to presentation of Dupont initiative. Offer moments of silence/ listening attuning to the tunnel. Invite visitors to share memories of DC, Dupont and the tunnel.

SURVEY – Every tunnel visitor should complete a survey with questions on one side and a map for ideas on the back. Survey should collect name, age, ethnicity, job, email, address, how long they've lived in DC at their current address, volunteer availability. Map should ask: What do you experience?

DONATIONS – People that donate to something (however small) feel more invested in its future success. Ask for a \$10 donation to support the work of resurrecting the tunnel. Begin a group that people automatically join by this gift (The Tunnel Society, the Friends of Dupont Underground) that keeps people engaged in events, advocacy, and networking.

VISION – Develop a robust and diverse board of directors that represents interests of the circle across time, talent, and treasure. Continue to host town hall meetings that source ideas for the underground. A vision for the new, specific use of the tunnel must be identified before public interest translates into significant support for endeavors or architectural solutions.

ADMINISTRATION – Use proper board proceedings so that ideas are validated and can progress. This includes clear partner communication, active listening to board members, and framing the initiative in a balanced way that serves the tunnel's best interest and not the Board or initiating body.

EDUCATION – The more informed people are about the Tunnel's past, the more they will be excited for an adaptive future. Educate the public about the systems and dynamics. Use the history to share its potential, ask visitors for feedback, connections and ideas.

COMMUNICATION – Keep tunnel visitors interested through a seasonal newsletter of progress and challenges. The more honest, creative, and informationally deep this is, the more you will find an interested audience. Use shared documents on a template so that all information is public and can be easily passed on for future use. Keep a strong list of local contacts that participate in town hall meetings about the underground.

COLLABORATION – Collaborate with colleges and universities to host projects that can engage the environment, ecosystem, and economics of the tunnel. Collaborate with artists to interpret the site. Collaborate with embassies to understand international aesthetics and perspectives.

ENVIRONMENT – Use the aboveground park as a platform for connectivity with the Underground.

POSSIBILITIES

BIKE TRAIL + GREEN COMMONS

PROJECT – Honoring the past use of the Underground as a transportation thoroughfare, a Rails-to-Trails conversion would build upon the increasing popular investment in the biking infrastructure of the city. With basic restoration for safety, ventilation, and paths, the tunnels themselves would enable bike traffic to pass below the surface, and position Dupont as a neighborhood champion for green living. Station platforms would offer mixed use as common park, memorial site, performance area, bike parking for Capital bikes, bike shop for repairs and workshops, fountains that will extend the motif from above ground to below, and refreshments. Public art--light works, sound, video, and performance--would enhance the tunnel and platform area.

INSPIRATIONS – The High Line, The LowLine, Rails-to-Trails, Capital Bikeshare System, Tempelhof Airport, DC Cultural Tourism.

PROGRAM OF ACTION – Develop a bike plan with designers and urban planners, approach partners and the city, involve community stakeholders and neighbors early on.

DUPONT ART TUNNELS

PROJECT – Inspired by institutions that invite highly acclaimed international artists to create large installation at sites of historical relevance, the Dupont Art Tunnels could present one or two site-specific commissions per year. International artists would be curated and juried by a panel of sophisticated contemporary art curators and writers from DC, NY, and other centers. The tunnels proper would be used as project rooms housing site-specific works that use the raw space as context for interventions (no need to add white walls but instead simply protect the tunnels in their extant form for health, access, and safety). Amentities would include cultural offerings such as a bar, refreshments, art bookstore, learning lab, and radio station that would serve as creative platforms for engaging emerging artists and community members in issues related to the installation themes and generate critical dialogue. Multiple contexts for meeting would provide income streams for sustainability and development.

INSPIRATIONS – Tate Modern, Serpentine Gallery, Old Vic Tunnels, Istanbul Modern (largely underground galleries), Palais de Tokyo

PROGRAM – Assemble advisory committee of acclaimed curators and artists. Nominate international artists of repute, inviting proposals from embassies. Work with education leaders to connect artworks to community initiatives.

DUPONT ARCHIVES

PROJECT – Use the space to present historical and present exhibitions of DC and the capital that will inspire new ways of framing the cultural life and image of the city. An underground archive would be a well-suited adaptation of the tunnel, with backlit presentations of photos, videography, and research units sensibly applied to the linear architecture. Opening with a presentation on the streetcar system itself, the archives could invite local arts, culture, and historical organizations to curate shows and organize events that use this context as a place for preserving and presenting aspects of local history. The darkness of the tunnel could provide a platform for illuminated works and preserve documents and materials relevant to the city for researchers and scholars. The place would serve as an important bridge connecting federal visitors and investigating local culture.

INSPIRATIONS – National Archives, Topography of Terror, Stolperstein (stumble stones).

PROGRAM – Curate archives to engage public in research about such topics as creative use of public urban space, environmental sustainability, and under-recognized topics from the history of DC.

INTERIM ART AND CULTURE PROJECTS

PROJECTS – A repertoire of site-specific projects and cultural interventions can explore the tunnel in its abandoned state and use this transitory context for ephemeral works. These projects would work within city-sanctioned limitations and slowly upgrade facilities to enable broader access and public intervention. Works might include music and sound performances, lightworks, games, experimental temporary, interactive sculpture, and experiential tours. Academic researchers and education groups can perform investigations in and on the site through a variety of disciplinary frames. Use documentation, robust design, social media, and intensive publicity to steadily build attention and interest. Ensure that creative media is non-invasive or permanent to avoid complexities.

INSPIRATIONS – Urban gaming, Kulturpark, Elsewhere, Hamburger Bahnhof, Northern Spark Festival, Tate Modern, Chinati Foundation.

PROGRAM – Invite local artists of acclaim and esteem to propose site-specific projects. Use the network of local galleries, museums, and art spaces to encourage proposals. Provide small stipends to secure commitment to the cause.



APPENDIX



FELLOWS



Research Fellows (left to right): Edgar Endress, Paul Farber, Pam Jordan, James Huckenpahler.

PAUL FARBER Scholar/Historian/Curator

Paul Farber is a PhD candidate in the Program in American Culture at the University of Michigan and served as the Doctoral Fellow in the History of African Americans and Germans/Germany at the German Historical Institute in Washington, DC. His dissertation covers representations of the Berlin Wall across American literature and popular culture from 1961–present. With Getty Publications he edited a book of historic photographs by Magnum photographer Leonard Freed of the 1963 March on Washington to commemorate the March’s upcoming 50th anniversary.

EDGAR ENDRESS Social Artist

Edgar Endress is a George Mason University associate professor teaching new media and public art. Born in Chile, he has exhibited extensively throughout the Americas, most recently in Medellin, Colombia. In 2007, he initiated the Floating Lab Collective, a team of interdisciplinary artists who develop and present innovative art projects in collaboration with urban communities. His work focuses on syncretism in the Andes, displacement in the Caribbean, and mobile artmaking practices. He received his MFA in Video Art from Syracuse University. He has received numerous grants and fellowships, including from the Virginia Museum of Fine Arts and Creative Capital.

PAM JORDAN Architect

Pam Jordan is a preservation and sustainable design architect based in Washington, DC. Her professional focus is the interaction between natural environments and human built structures, as well as the reinterpretation of heritage sites over time. Recent restoration projects include the National Academy of Sciences in Washington, DC and a state courthouse in Birmingham, Alabama. Pam has also served as assistant director of architectural studies at Mt. Lykaion, an archaeological excavation of an ancient altar site in Greece. Her independent research and documentation projects have ranged from traditional urban housing in Shanghai to neglected state park sites outside of Philadelphia. She received dual Master’s degrees in Architecture and Historic Preservation from the University of Pennsylvania in 2007 and has missed the active trolleys ever since.

JAMES HUCKENPAHLER Artist, DC Historian

James Huckenpahler does not usually read the software manuals when making images on his laptop. He is represented in Washington DC by Hemphill Fine Arts and currently serves on the advisory board of Transformer, non-profit, artist-centered organization that connects and promotes emerging artists locally, nationally and internationally. His current work-in-progress, “Skull Rock,” is an illustrated history of the capital city. (<http://www.superluckyland.com/>)

THANKS

COUNCIL

Wilfried Eckstein, Executive Director,
Goethe-Institut Washington

Steve Coleman, Executive Director,
Washington Parks and People

Jane Freundel Levey, Cultural Tourism DC

Lyonel Lynch, Principal, HR&A Associates

Shiloh Krupar, Assistant Professor of Experimental
Geography, School of Foreign Service,
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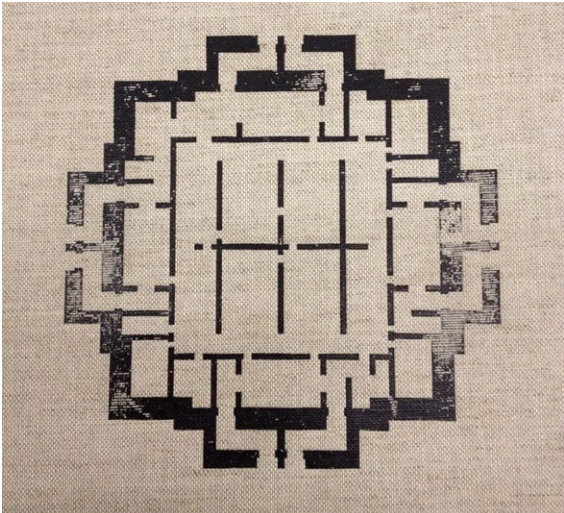
CURATORIAL TEAM

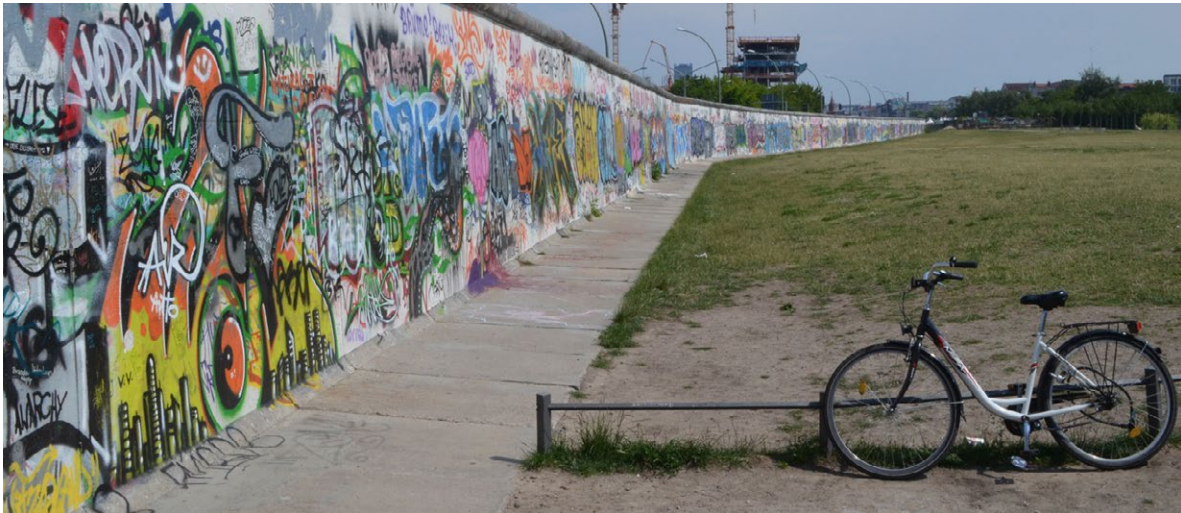
Donald Russell,
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Director of Research, Provisions Library

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SCENOGRAPHY









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