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ANNUAL EASTERN PRINCE WILLIAM CONGRESS

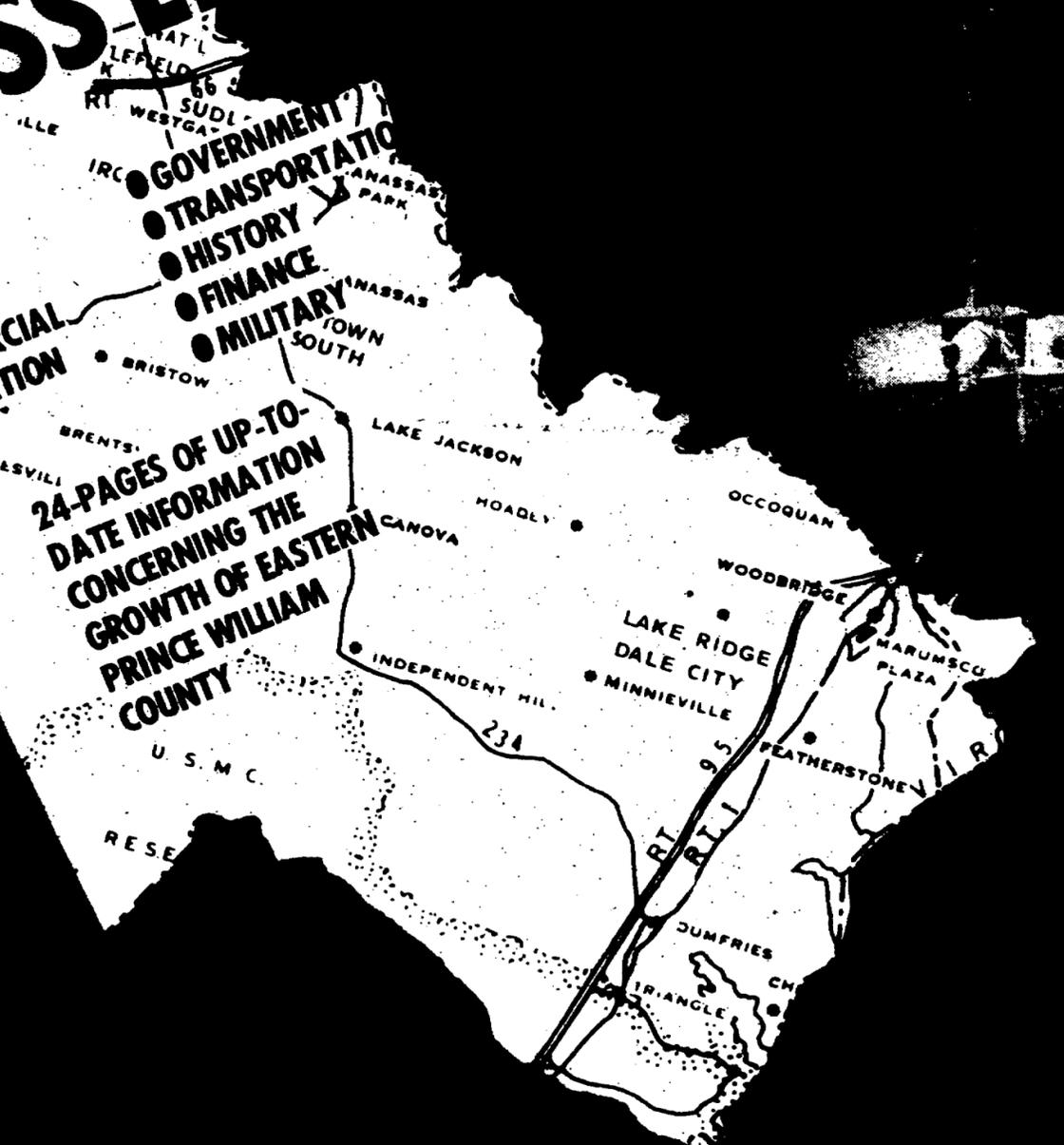
- HOUSING
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- HISTORY
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24-PAGES OF UP-TO-DATE INFORMATION CONCERNING THE GROWTH OF EASTERN PRINCE WILLIAM COUNTY

U. S. M. C.

RESE





Kevin Murphy - The Journal Messenger

Growth? Here? Really??

Route 1, once nothing more than a dirt trail leading from Washington to Richmond, now sports shopping centers, homes and automobiles. This picture was taken from the top of a hill near the Occoquan River, looking south. The nucleus of the original Woodbridge development, this busy thoroughfare is now the

hub of eastern Prince William County and the center of much of its commercial activity. This special section presents various aspects of the growth of this vital section of America's fastest growing large county.

County Has Seen Many Changes

Just like the old grey mare, eastern Prince William County "ain't what it used to be."

Some of the old timers think the eastern end is a better place to live; some think it is worse. But everyone agrees it is "different," and there is room for improvement.

If one word were used to describe changes in the eastern end, it would be growth — houses, shopping centers, concrete, highways, schools and people. Unfortunately, the growth "toadstooled" beyond the farthest stretch of imagination.

"I guess you could say the Woodbridge residents were unaware," said Alice Humphries, a 20-year resident of Belmont. "We had no idea what was in store for the area."

Mrs. Humphries' recollections of eastern Prince William County seem like a tale from a fairy story book.

A farm girl from Stafford County ("that's the way I prefer to live"), Mrs. Humphries married a native Occoquanian. When Mrs. Humphries moved to Prince William County, it was a mixture of rural and small-town living, she said.

Occoquan Road in Woodbridge was Main Street and the only large store located on Route 1 went by the colloquial name of "the Old West Store."

Life in the old days took some planning, conceded Mrs. Humphries, since every time a housewife wanted to shop she had to drive to Alexandria. Some segments of Shirley

Highway were completed, but the Woodbridge residents usually went into the city via Route 1.

Even in the early 1950's the majority of workers commuted to Washington or to Fairfax County, said Mrs. Humphries.

Although she has an anti-growth philosophy, "I disagree with the builders who say 'We've got to keep building so people will have houses.'" Mrs. Humphries has never considered moving from Belmont.

"I like Belmont and I like Woodbridge. I just think it could be a whole lot better," said the active civic leader. Too often she said, eastern Prince William County residents shirk community involvement, using the excuse that the area is "transient."

One of Mrs. Humphries' goals is to lobby for more political representation, but she warns "it won't be given to us in a gift-wrapped package. We must fight for it."

Howard Greenhouse, a pillar of the community since he moved here 20 years ago, thinks Woodbridge today is "great." Asked about the rampant growth in the last decade, Greenhouse replied bluntly "perhaps the growth has been unwieldy, but if you stop construction, you stop the economy and you can't do that."

The owner of Auto-Home Electronics, a member of the powerful Planning Commission and active in the Potomac Hospital Auxiliary, Greenhouse

has always backed growth. "People have to live somewhere," stated the wealthy businessman.

Greenhouse doesn't see eastern Prince William County's growth as a conspiracy of large developers. After all, he pointed out, people

who sold the land were paid.

The proximity of the two military bases to the Woodbridge area is an asset in Greenhouse's view. The community has matured, and has benefited from the ex-military personnel remaining in the area, said Greenhouse.

"All in all, Woodbridge is a darned nice place to live," concluded Greenhouse.

Maurice Botts, one of the county's oldest landowners, is not happy with the development in eastern Prince William County.

When I sell my property, I'm going to get the hell out," the nonagenarian firmly stated.

Unscrupulous land developers are responsible for turning the countryside into an unattractive suburban area, Botts said.

Another elderly gentleman, Mickey Finn, shares Botts' distaste for the new Prince William County.

Over 30 years ago, Finn settled in Prince William County because it had the things he was looking for— especially coon and fox hunting.

Finn's biggest headache in the middle 1940's was finding a doctor to care for his wife and mother-in-law. He finally rented in the Hoadly area, where he paid \$30 a month for rent, and \$47 a year in taxes.

"I used to have a little peace and quiet, but not any more," complained Finn. Finn doesn't want to seem a "crank," he said, but he's had it with minibikes and unruly neighbors.

The residents are gloomy about the future, predicting the rapid growth will continue, said Finn, but the citizens and the county should battle the developers to give more planning to growth.

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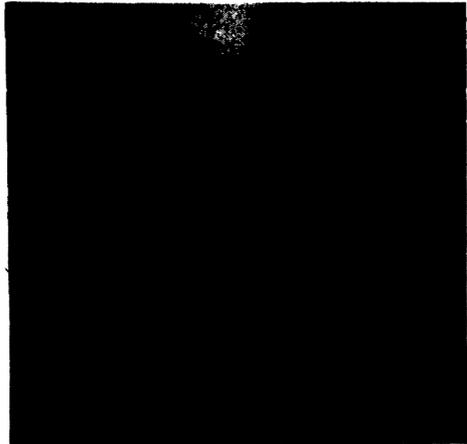
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Kevin Murphy - The Journal Messenger

Now Just A Dirt Path, But...

The new Dale City interchange from I-95 is now under construction, with completion hoped for by late summer. The interchange was started after years of outraged squawking by Dale City residents caught in the traffic crunch.

Two Major Road Projects Now On

Prince William County's new road superintendent hasn't seen much yet, but he's impressed with what he has seen.

"I think," said C. D. Garber, "from what I've seen since I've been up here, the roads are in pretty good shape."

Garber, who recently replaced David Camper as resident highway engineer, added quickly that the highway department keeps plans moving to upgrade the roads in the county, making life a bit easier for motorists.

Only two major projects are now under way in Dale City and eastern Prince William County, according to Garber. First, and considered long overdue by numerous drivers, is a widening and repaving of Davis Ford Road. The work now in progress will improve that roadway all the way from Dale City to Occoquan Forest Drive.

The second improvement, long a sore spot with workers who must commute to the District of Columbia, is the new Dale City interchange from I-95. It took some screeching and yelling before work on that interchange was started, but highway department bulldozers are now moving earth.

"And in the not-too-distant future," said Garber, "we have plans to widen Dale Boulevard." The section of roadway under planning now extends from near Minnieville Road where the four-lane road narrows to only two lanes. Eventually, the entire length of Dale Boulevard will exhibit four lanes of traffic.

Garber cited the cost of maintenance and construction as the chief deterrents to a more active program. Keeping maintenance personnel was also a problem, he said, because of the relatively low pay scales.

"Our salaries aren't as high as some of the contractors," he

admitted ruefully. "We do have a problem keeping the number of maintenance personnel up to the required amount."

Complaints that are stock in trade of resident highway engineers have been surprisingly few for Garber.

"There are not as many as I had expected," he said. "I'm sure at this stage complaints that I would normally get have been picked up by other people in the office."

Garber admitted that his short time here has prevented him from traveling the roads, but hopes he'll get the chance. "To get everything under your belt," he said, "it makes it difficult to keep track."

Tourism in Area Is Very Limited

While other communities boast of tourism, eastern Prince William County can do little more than listen.

Story Book Land, a fairyland playground for children, is a feature attraction on the limited list of Prince William attractions. The Marine Corps Museum in Quantico would probably run a close second, and Prince William Forest Park comes in as a dismal third.

"But we shouldn't forget that there are a lot of places within a short distance," said Donna Beck, secretary of the Eastern Prince William County Chamber of Commerce. She listed Gunston Hall, Mount Vernon, Fredericksburg, the Woodlawn plantation and walking tours of Alexandria among the nearby attractions.

Inquiries from tourists come less frequently than do inquiries from individuals planning to move to eastern Prince William County, according to Mrs. Beck.

Some Important Dates To Remember

1974

	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
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Marinas Cater to Needs of Boaters

When the heat gets bad in town, it is obvious that many Prince William County residents take to the water.

"Our sales are up, and up," and "Business is just super," were two of the comments offered by elated marina operators.

The half-dozen marinas sprinkled along the Potomac River in Prince William County have witnessed residents taking

to boating like fish to water, despite dire predictions during the winter that the energy crisis would squeeze boating enthusiasts.

"The energy crisis stopped a lot of people from buying boats in January and February, but now our business is booming," said Jeff Tyrrell the manager of Tyne and Tyde Marina in Woodbridge.

Usually February is a heavy

sales month, according to Harvey.

Butch Hampton of Hampton's Landing on Neabco Creek doesn't think the energy crisis has hurt, but he could always use more gas. Hampton only sells gas to his own customers — people who tie up at the marina.

Waddey Harvey, the manager of E-Z Cruz Marina has witnessed a discernable trend in boat buying. "Believe it or not, people are going in for the larger inboard-outboard motor boat," commented Harvey.

Sales to new owners are down slightly, agreed Tyrrell, yet the real boat aficionados keep buying bigger and bigger boats.

The typical boating enthusiast is a family man who uses the boat for daytime trips, the managers agree. More and more, however, families are taking the larger boats out for the weekend.

Although some boaters go down as far as Colonial Beach, Stan Dillard of the Prince William Marina in Occoquan advised against taking a boat under 25 feet into the Chesapeake Bay.

According to Dillard, about 10 per cent of the boaters docking at his marina are avid fishermen.

To enjoy water sports — water skiing and fishing — the boater need not go beyond the marina, according to Tyrrell, since the Potomac River south of Woodbridge is relatively unpolluted.

Tyrrell claims the river is "clearer" this year compared to last year, and he also predicts good fishing.

Most of the Potomac River's pollution, emanating from Washington D.C., stays on the Maryland side near the channel, explained Tyrrell.

The mushrooming eastern Prince William County population has contributed to

the rise in popularity of marinas, according to Hampton, whose father built Hampton's Landing in 1962. Hampton estimates about 90 per cent of his customers are from the Woodbridge-Dale City area. Other dealers put the figure at a lower level. "I'd say we have

about 50 per cent from the county and about 50 per cent from the Northern Virginia suburbs — Fairfax and Arlington," said Harvey. He noted boaters from Fredericksburg also come up to use the marina.

Diamond Head Menu Diversified

The opening of the Diamond Head Restaurant in Gordon Plaza in Woodbridge affords one the opportunity to escape to a paradise while dining like royalty.

The guest in this unique restaurant is greeted with "Aloha" by the manager and gracious host David Lau. A lei at the table is placed around the guest's neck and he is seated, ready to enjoy the superb food and service and the outstanding decor.

The menu is diversified with such specialties as Chinese cookery, with its remarkable combinations of aesthetics, nutrition, surprise, and delight, offered along with a tasty selection of Polynesian and American favorites.

Both Cantonese and Mandarin cooking will delight the guest with such treats as black mushrooms, the crispness of duck, the green freshness of the vegetables, and the delicacy of the shellfish, combined with chicken stock and ginger root.

Szechwan cookery is also featured.

The new restaurant, which opened March 25 and has been flooded with curious food connoisseurs and families looking for an interesting night out, has a fine group of Polynesian food experts, including chefs Chang Fah and Shun Loh Yseng and Harry

Cheng who minds the bar. Warm scented towels at the end of the meal combine to create a total effect of pleasurable dining.

The new Diamond Head is open seven days a week and has special facilities for private parties.

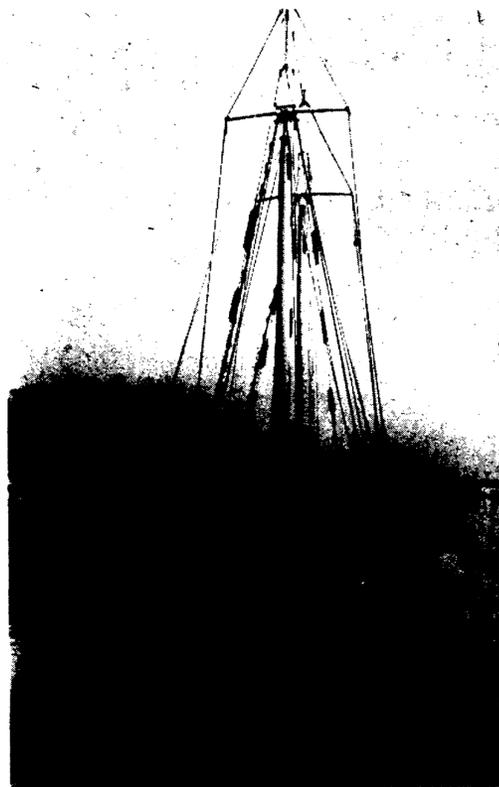
Other restaurants include the Oriental Garden Restaurant on Route 1 in Woodbridge; the Parthenon Pancake House and Ice Cream Parlor in Woodbridge; and the Pilot House Restaurant on Neabco Road, Woodbridge.

The Quanticco Pizza Shop serves mostly military families, but the Rivershore Restaurant provides good food for civilians. Also in Quanticco is the Samurai Restaurant.

In Woodbridge, hungry citizens might take their choice of The Rustler Steak House or Shakey's Pizza Parlor, both on Route 1. Shelton's Pizzeria is also available.

The Ship's Galley Restaurant on Route 1 also serves Marines as does the Sirloin Grill in the town of Quanticco. The Steer Haus Restaurant, Stoway Restaurant Taco Bueno Restaurant and the Three Chefs Restaurant are all on Route 1, as is Tippy's Taco House.

The Village Inn Restaurant is on Occoquan Road.



Boats Tied Up in Quanticco Marina

Possum Point Plant One-Third Finished

Vepco's new Possum Point power plant, valued at \$131 million, is a landmark for Prince William County's industrial development. The plant, nearly one-third complete, should be operational by July 1975, according to a Vepco spokesman.

Vepco opened its first facility in the county in 1948. Now worth \$60 million, the plant employs 125 operators. Although capacity has increased over six times since then, the plant has not added additional personnel.

Plant workers include engineers, clerical workers, machine operators, electrical and mechanical specialists and custodians.

This new plant will be capable of generating 845 megawatts of electricity when operating.

William Bodkin, one of Vepco's public relations spokesmen, said that the Possum Point area was chosen as the plant site, because of the proximity to the Northern Virginia load center, and the access to cooling water.

Vepco expects that demands for electricity will increase over the next two years. Many commercial units are turning all-electric, a spokesman said. Most builders in Prince William County depend on electricity.

Studies are currently being conducted to determine the feasibility of burning solid waste material from Fairfax County at the new Vepco plant.

Vepco now employs about 708 construction workers at the new plant site. Most of these workers live in Prince William County.

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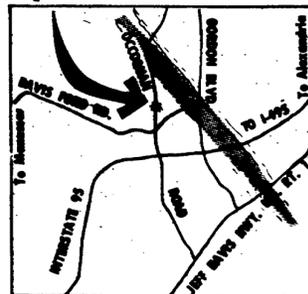


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County Parks Offer Fun in Sun

Fun in the sun will be a featured attraction of Parks and Recreation's summer program this year in eastern Prince William County.

For those tired of the sun, two county-owned swimming pools will allow any Prince William resident to bask in safe water. It's all part of a concentrated effort to provide recreation for eastern Prince William residents who are tired of the workaday world.

The two major facilities offered eastern residents are the Marumsko Creek Park, on Featherstone Road and the Dale City Civic Center. Both locations feature play areas and pools.

The largest and best utilized is the Marumsko Creek Park. Located on a 78-acre lot near the Potomac River, it is open to all county residents. "It has athletic fields, nature trails and shelters," explained Dick Crompton, a Parks and Recreation official. "It's for

New Park's Development Under Study

Recreation projects including tennis courts, golf courses and nature trails are slated for the former Quanticco Marine Corps property.

Preliminary plans by architect James Bell call for the park to be divided into five main areas. Area one, the largest, would be for a golf course, including a par three and championship course and a driving range.

A second portion, almost as large, would be kept in its natural state as much as possible for nature trails and enjoyment of the woods.

A third section is now slated for winter sports and family camping. An indoor ice rink was mentioned as a possibility, with an easy conversion to summertime use as a roller skating rink. Another possibility mentioned was a toboggan run, utilizing an ice-making machine.

The fourth section has already been scheduled for a shooting range, archery trap and skeet shooting area. Family activities take up the fifth section, and include tennis, water sports, picnicking and a playground.

Bell met with the Prince William County Supervisors in late February to discuss the development of the park, and has been working on the project since. When a master plan is finished, the Supervisors will have to approve it before it is implemented.

With the master plan, Bell plans to submit a report on how the county should go about developing the park. He has in the past said he is usually in favor of a jurisdiction doing its own development if there is working capital. If no working capital is available, private enterprise could do the development.

families as well as special interest groups."

The Marumsko Creek park has lighted fields and ball parks, with a centrally located building providing space for meetings and game rooms. Physical education classes are slated for the building this summer.

Attached to the building in the park is a spacious pool that is frequently filled to overflowing by anxious, hot, sweaty youngsters.

The Dale City Civic Center, located on Dale Boulevard at Birchdale Avenue, features a smaller pool, "basically," said Crompton, "the center itself is set up for meeting space and other classes, but has no indoor

basketball facilities."

Tennis courts, with the outdoor pool, are attached to the facility.

Parks and Recreation isn't taking a passive role in the development of summer fun for eastern end residents. "There'll be public swimming available and swimming lessons at all levels of development," explained Crompton, "from beginners through advanced Red Cross lifesaving, and scuba lessons."

Special days will be featured for area residents, such as family night on Thursday, and teen night on Friday. "Very often we have outside bands featured at that time," he said. Competitive swimming and

diving teams will be formed at each of the pools.

Aquatic activities are not the only activities sponsored by Parks and Recreation. A day camp, located at Marumsko Creek Park, will commence operation during the summer and will run from 9 a.m. to 3 p.m. each day. The camp will be open to youngsters from 7 to 11 years of age.

A program that officials call the "rough-it" program will be instituted, Crompton said. "It's an overnight camping experience in Prince William Forest Park for youngsters who backpack into the more rustic areas of the park and set up their own camp there."

The backpacking program

teaches outdoor survival skills, the spokesman continued.

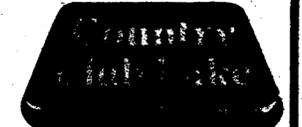
Two other major areas of concern for the Parks and Recreation planners were centered at Fred Lynn Junior High and Graham Park Middle School. Planners refer to it as an "open gymnasium" type of operation.

Held on Tuesday and Thursday evenings, from 6:30 to 9:30, the programs feature "happy days" for special interest groups such as guitar players, gymnastics enthusiasts, dancers, woodcraft workers and tumblers.

Despite the limited budget given Parks and Recreation, programs are constantly being developed.

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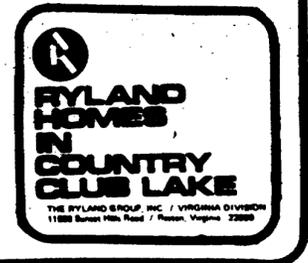


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Kevin Murphy - The Journal Messenger

The Pride of Eastern Prince William County

The new Gar-Field High School, long in the planning stages and construction arena, provides an "open concept" for instruction in reading, writing, and arithmetic. Gar-Field was the first super high school in the county to be completed.

Student Density Problems Primarily in High Schools

First came Gar-Field, then Stonewall Jackson and Woodbridge and (hopefully) Osborn Park—four modern, well-equipped high schools, unequalled in the county.

But after only a few years, teachers and administrators have been forced to accept the painful truth that the high schools cannot accommodate the burgeoning teen-age population.

"Our real problems are at Woodbridge and Gar-Field," admitted Ed Thomas, a spokesman for the Prince William County School Board.

Both model schools were designed to handle 2,500 students. Two years after it opened, the Gar-Field administration is anticipating 3,100 students in 1974-75; the Woodbridge staff expects 2,000 students, six months after opening.

Why did enrollment outpace planning projections and how does overcrowding affect students?

According to Thomas, the school architects had population projections for the eastern end in hand when they designed the schools. Unfortunately, the bids for the high schools were so high that officials were forced to "take a pig and make it smaller all over," Thomas said.

Thomas believes the two modern high schools can operate effectively with 2,000 or 2,500 students.

But high school administrators concede that

running an overcrowded school presents some difficult problems.

The dean of instruction at Gar-Field, Frank Parker, explained that the staff has turned every available nook and cranny into an extra classroom.

"We are using two conference rooms, the lecture hall and even some storage space for classrooms," bemoaned Parker.

More crucial, Parker believes, is the effect overcrowding has on the quality of education. The state's accreditation standards recommend a pupil-to-teacher ratio of 26 to one. Gar-Field often has as many as 35 students in a class, Parker pointed out.

Physical education classes, English, and some of the science courses are the most crowded, according to Parker.

Hiring more teachers would drop the student-to-teacher ratio, but "we just don't have any place to conduct more classes," said Parker.

The library at Gar-Field is always full even though Parker thinks it is because students use the library as a "social" meeting place.

Whatever the inconveniences for the 3,000 students, Parker said the majority are opposed to split shifts. "Anyone who has worked on split shifts knows it is a bad idea," said Parker.

Although the Woodbridge space constraints are similar to Gar-Field's, the problem is not as severe.

Thomas said there is some relief in sight for the overcrowded high schools. The new year-round Gar-Field program should in the future alleviate overcrowding as more students are brought into the 45-15 stream. Parker does not expect year-round school to help the crowding this year.

In addition, Thomas said the Herbert Saunders Middle School may be converted to a sixth county high school in 1976-1977.

The School Board's long-range plans call for construction of another eastern end high school within 10 years. No site has been selected.

The middle and elementary schools are not plagued by high density student bodies. Thomas said the lower grades meet the 26-to-one pupil-to-teacher ratio.

Some relief for students at Saunders Middle School came over the Memorial Day weekend, when year-round students were transferred to the old Woodbridge Senior High School.

Saunders is unsuitable for summer classes because the rooms are not air conditioned, said Thomas.

However, Dale City kindergarten students will occupy part of the middle school at the start of the kindergarten program in July. The classrooms will be individually air conditioned, according to Thomas.



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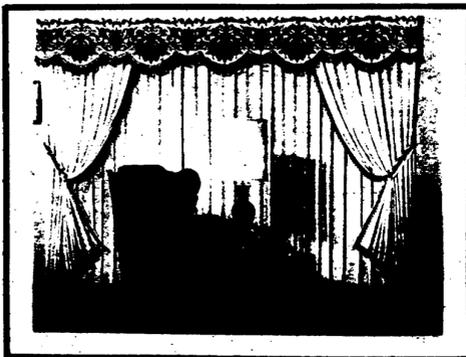
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Commercial Growth Booms; Industry Lags

If commercial growth in eastern Prince William County has boomed, then industrial growth has lagged.

"Commercial growth is pretty much restricted to retail trades and services," commented George Brown, executive director of the Eastern Prince William Chamber of Commerce. "We badly need industry to give us a more balanced tax base."

Brown cited the rapid population explosion of the county, and said that commercial growth follows the pattern of population growth rather logically. "We don't have to go out and actively solicit commerce," he said. "It comes."

Commercial enterprises that have settled in Prince William County in recent years have developed their own yardsticks, Brown said, with which to gauge the probable success of their ventures.

"A large first concern is the trade area," he said, and the population. "X number of people equal a large or medium store."

"The first thing is the population figures," he continued. "The second thing is, is it economically feasible? In that sense they're looking at the same sort of thing we are when we look for a home (meaning) can you afford it?"

Commercial growth seems to be in the offing for eastern Prince William County, depending on the availability of sewage treatment facilities. Three major regional shopping

centers are on the drawing board, with the one closest to reality a Taubman project just off Route 1, near the Potomac Hospital.

"Taubman Company has been considering for the past couple of years the construction of a major regional shopping center between Route 95 and Route 1, just south of the Potomac Hospital," explained Brown. "It's an area that would have access from Dumfries Triangle on one side and Woodbridge on the other."

The major problems, of course, are just like those that plague industry. "The major holdup," continued Brown, "is the assurance of sewage treatment availability."

Good access roads, too, were cited by the Chamber of Commerce official as a problem to be overcome. "It's kind of futile to have a shopping center if the people can't get to it."

Two other regional shopping centers, although not as far along in the planning stages, have been suggested. One, to be built by C. D. Hylton, is slated for the Dale City area. Another is planned for the Dale City and Lake Ridge areas.

"There are no final decisions made yet, as I understand it," he said, "but it would be a considerable advantage to the people in the area. One thing they do not have locally is a large department store."

Many of the residents, he said, feel that the chore of driving the distance required is beyond their desires.

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Lake Ridge Is A Group Of Planned Communities

By SYLVIA HOSKINS
Lake Ridge is not one community—it is a group of communities gathered together under the title of a Residential Planned Community (RPC).

In actuality there are 12 communities in Lake Ridge, and in those 12 communities live an unusually diverse group of people.

Many of the residents of Lake Ridge are connected with the armed services, either stationed at nearby bases like Quantico or Fort Belvoir, or based in one of the military office complexes around the District of Columbia.

While "the military" probably predominate in the community, there are still a large number who are connected with other branches of the Federal government in Washington, and some who, although working in the District, are in jobs totally unconnected with government.

Cosmopolitan is the word which probably describes best this "bedroom community." Because of its military population, the community members come from, have visited or been stationed in farflung parts of the United States, Europe and Asia among other areas of the world.

The communities which make up Lake Ridge are as diverse as the people in them. The functional townhouse arrangements of Thousand Oaks and The Villas contrast with the spacious modernity of The Knolls, and the wooded water overlook of The Point.

What you see now of Lake Ridge is the tip of the iceberg of what is planned for the community under the terms of the RPC.

The 12 communities now in existence are just the beginning of the total community. Due to building moratoriums, sewer moratoriums, and increasing conflicts between the Board of County Supervisors and Lake Ridge's controlling developer, Weaver Brothers' Ridge Development, Lake Ridge has increased imperceptibly in size in the past two years.

Recent compromises between the warring factions has permitted the final section of townhouses in Artery's Thousand Oaks division to come off the drawing board.

But when Lake Ridge will again see wholesale building is a question no one is willing to answer or no one is able to answer. But the decrease in building leaves the community with a fire station site totally inaccessible, a church with sewer and water problems, and a Parks and Recreation Association operating at a deficit because their income comes from sales of new houses.

Lake Ridge did not start out to be a luxury development, but recent home purchasers will be willing to argue that point. Houses which sold originally in the '30's have risen in inflated value to where these same houses are selling in the '50's.

A yet-to-be-begun community of mansion-style

condominiums called Pinewood was originally scheduled to sell for moderate prices, designed to appeal to the young marrieds. Because of inflation, these will have to sell, when built, for at least \$10,000 more than planned.

While Lake Ridge is a young community, it has not had a tranquil existence. Divided geographically by Hooes Run, there have been many other factors dividing the residents of the small community.

Hooes Run divides the community in two ways. It separates the original, or first built, sections of Lake Ridge from the newer sections. It also divides the non-Parks and Recreation Association (LRPRA) areas, east of Hooes Run, from the LRPRA controlled sections west of the stream.

This division between east and west has been one of the frustrations confronting officers of the communities' Civic Association (LRCCA), the Citizens Advisory Board of the LRPRA and other assorted Lake Ridders.

The division came about in an unfortunate mixup during a community-requested building moratorium, designed to pressure the builders into providing promised, but as then undelivered, recreational facilities.

The Parks and Recreation Association was established to provide these amenities, but somewhere in the paperwork all of the existing communities were excluded from the association and hence from the use of the recreational facilities.

This has now, to some extent, been remedied by action of the LRPRA last winter annexing these excluded areas so that residents of them can, if they wish, become LRPRA members. Membership in the association is compulsory for those living in the chartered areas west of Hooes Run.

Another divisive element has been the school problem. Students from only part of Lake Ridge can attend the community's one elementary school, Rockledge. Others are sent to Marumco Hills, some to Elizabeth Vaughn Middle School children are shuffled between Saunders (now Woodbridge) Middle School, which contains 6th graders, and Rippon Middle School, which contains the 7th and 8th grades. In the next two years Woodbridge Middle School will gradually take on all Lake Ridge middle school children. High school students now attend the new Woodbridge High School which is located in the community.

Despite all of the divisive wedges of the past, the communities within Lake Ridge are beginning to adhere. Confronted by the need for another elementary school, all sections of the community have banded together to fight for another. Dignified battles are also being fought over fire and rescue facilities and library facilities for Lake Ridge. As history has demonstrated, nothing draws a community together so much as an outside force which affects all therein.

The community has its first filling station now, a milestone



A Townhouse in The Villas of Lake Ridge

of sorts, as part of its newly completed shopping center.

The center boasts a drug store, hardware store, grocery store, cleaners, bank, savings and loan, and a number of specialty shops. Business perhaps is not brisk at the center. It is at almost all times a quiet, sedate place to shop.

Sedate cannot describe the traffic problems confronting the commuter in Lake Ridge. Always a headache during rush traffic hours, Davis Ford Road is worse now, with the addition to the morning rush of high-

school-bound buses and teenage drivers added to the congestion.

Fighting battles such as Davis Ford traffic, is the Lake Ridge Civic Association. This group of community-concerned residents forms a Lake Ridge lobby in the county, keeping an eye out for policy or zoning changes or general actions which could adversely affect the community.

And with all the divisive elements confronting them, Lake Ridders are, surprisingly, a clannish group. They are—Lake Ridders.

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There Are No Slums in Dale City

By MARGARET E. CLARK
Dale City. It sounds as if Jesse James, Billy the Kid or John Wayne could ride into town any minute to see what Miss Kitty is doing at the Sundown Saloon. The name brings to mind a stage-coach city right out of the old West.

There is nothing old or western about Dale City, however. It is located on the eastern side of Prince William County, and most of the residents of the densely populated community are well under 40 years old.

The houses are uniform and clean and show none of the usual wear that is characteristic of many towns of equal size. There is no such thing as a slum in Dale City. There is no poor section of town.

Mrs. Thomas Hines, who recently moved from a townhouse to a bigger home in Kerrydale said, "I'm sick of reading stories about 'treeless' Dale City. Why doesn't somebody take a picture of some of the nicely landscaped lots?"

"I think Dale City offers more for the money than any other place in this area," she continued. "Of course, I'd never buy a piece of property sight unseen here. People do, and they sometimes find themselves mountain climbing in their own back yard."

Just as St. Petersburg, Fla. is known as an "old people's paradise," Dale City could be termed a "young person's paradox." During the day it seems at first glance to be a gigantic haven of houses, townhouses, parked cars and little people under the age of five.

At 5 p.m. movement suddenly starts in this "snoozy" ant hill. The commuters begin returning home from Washington and other outlying districts. The cars start rolling in, bumper to bumper, lining up on the I-95 exit so far out on the highway that everybody expects an accident—one of those 15-car pile-ups—anytime.

The buses pull over into the dirt on Dale Boulevard, rapidly dispensing coat- and tie clad men and high-heeled women who look a bit out of place in the casual community.

Dale City is suburbia at its best and worst. Its people are a strange mixture of country cousin and "super" sophisticate. On the weekends they play with the kids, go biking or maybe seek out an antique auction. During the week, it's hyperactivity time again in the big city.

"I've enjoyed living down here," said Mrs. Hugh Baker. "There is a country-type atmosphere that I find relaxing," she continued. Mrs. Baker resides in the Kerrydale section with her husband who is a major in the U.S. Marine Corps.

Many of Dale City's people are military which adds a cosmopolitan flavor to the area. Others work at CIA, DIA, FBI, teach school or run businesses. There are policemen, painters, electricians and gas company employees. The white and blue collar workers blend together in a harmonious and helpful way. Some of the residents rush



Karin Murphy - The Journal Messenger

A Utopia?

Dale City, envisioned by prospective homeowners as a spacious resort, seems somewhat less than spacious with

a moderate telescopic view. This view is from Davis Ford Road.

back from work only to begin work anew in the evening for DCCA, Jaycees, Little League, Lions, church groups or any other of a dozen projects that may help the community. As big as Dale City is and as fast as it has grown it still has its clusters of community spirit.

Many concerned citizens claim that the same few "do all of the work." These people are busy, and none of them will admit to spending a week night leisurely soaking in a hot tub, indulging themselves in a paperback novel or watching television with a beer or a big orange. These are luxuries seldom enjoyed. Archie Bunker doesn't live in Dale City...at least not on week nights.

"This is a fantastic place to live," said Dick Proittle who is a DCCA councilman and editor of the Dale City monthly paper. "However, people have to get more involved in the community. They should especially get in DCCA because it is the only voice we have to protect our interests before the Board of Supervisors," he explained.

D. D. Hylton, the builder, had big ideas for his planned community. Originally many people envisioned that Dale City would have a golf course, several swimming pools and estatically happy people. The golf course is not a reality, there is only one pool and some of the people who thought they would "live happily ever after" are prone to complain. They can be heard everywhere wistfully talking about "what a nice place Dale City might have been."

There are others who intend to find a way to make Dale City function at its highest level.

"Dale City has a lot to offer but hasn't lived up to its potential," said Richard Westerman, a schoolteacher who lives in Forestdale. "There is an obvious need for recreational facilities for the young. The land is available. The potential is there. It's just a matter of organizing it."

Westerman, not content to just complain in a passive manner, has actively been pursuing answers. "I called Parks and Recreation and found that although they have made several attempts at planned activities, there is little response from parents. I also talked with John Wajvius of

Hylton Enterprises. He took a lot of his valuable time to explain the problems of planning a city such as this. What it boils down to is that it

has to be a community effort. Westerman concluded.

Perhaps Dale City could never have been the utopia upon which many built their dreams.

but the "workers" in the community will keep on trying. Old West or not, the "pioneer" spirit is still alive and well in Dale City.

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Sewer Availability Is Hottest Issue

What issue has proved to be a source of countless lawsuits, a bane to developers, a breather for planners and the hottest topic in eastern Prince William County?

The answer is, of course, sewer availability.

When developers marched into the county's eastern end in the middle and late 1960's, they considered sewer-taps a routine irritation, easily remedied by signing contracts with the county and the sanitary districts.

By 1970 the situation had changed drastically for builders outside the Dale City area. Not only were the county's waste water treatment plants in the Occoquan-Woodbridge and Dumfries-Triangle sanitary districts overextended, but the State Board implemented regional effluent standards boosting the cost of sewage treatment.

Dale City, serviced by two Hylton-owned sewer treatment plants is the only area in eastern Prince William County which has not faced a building moratorium because of sewer constraints.

Although the State Water Control Board agreed to let the Occoquan-Woodbridge plant expand its capacity on a temporary basis in 1974 and 1976, the new taps are tied up by contractual agreements with builders such as Weaver Brothers and Country Club Lakes. It looked as if new builders would be shut out of eastern Prince William County until the great white hope of sewage treatment, the Potomac Regional Plant, was completed in 1978.

The regional plant, designed to serve the entire region, will handle 12 million gallons of wastewater per day. Its design allows for expansion.

Then a few weeks ago, the Board of County Supervisors stamped its approval on an independently financed sewer plant, opening the door to development in the Dumfries-Triangle area.

In approving the controversial "Taylor Project" the supervisors okayed construction of a 2 million gallon per day (MDG) plant making up approximately 6,000 sewer taps. Under an agreement with Environmental Management Coordinators, headed by Allen Taylor, private investors will retain rights to two-thirds plant capacity. The other third is reserved for the county, and plant operation will be turned over to the Dumfries-Triangle Sanitary District.

Although the county has backed the Taylor project, it still faces the State Water Control Board's judgment. If the plant gets underway successfully, the county could conceivably support similar private plants. Several

developers, including Hylton, have requested permission to construct private plants.

With the completion of the Potomac regional plant and the expansion of Dale Service Corporation's two plants from a combined capacity of four MGD to 10 MGD, developers' sewer tap headaches would be over by 1980.

One group, the county

planners, have looked upon the temporary sewer moratoriums as a blessing in halting rampant growth.

In a 1974 Sewer and Water Facilities Plan, planners urged county officials to use sewer capacity as a tool for controlling development.

For the future, the plan recommends the allocation of

sewer taps only within the jurisdictions of the present sanitary districts.

Even without completion of the Potomac Regional Plant, the planning department predicts ominous population increases based on forthcoming sewer capacity. By 1978 the population in the OWDS-DTSD could jump by 31,000 while 51,000 residents

could move into the Dale City area.

The plan also suggests county officials adhere strictly to the County Allocation Policy whereby 20 per cent of all sewer is reserved for industry.

The plan's third recommendation advises against issuing individual septic tank permits.

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Potomac Hospital Plans To Expand

Like a shining monument to the memory of man, the Potomac Hospital has weathered nearly two years of trials and tribulations.

During that time period, the hospital has expanded services and offerings, bringing first class medical care closer to the citizens of Woodbridge, Dale City, Dumfries-Triangle and Quantico.

A survey, taken earlier this year by hospital public relations people, showed an unusually high percentage of residents approving of the hospital. "The survey indicates," said Walter Avery, "that almost 28 per cent rated it excellent, 61.1 per cent as good, and 11.1 per cent as fair. Zero per cent rated it poor."

The survey was not, as some cynics might think, taken among only critically ill patients. Community members were used in a random mail sample, and responded with about a 95 per cent figure when asked if they would recommend the Potomac Hospital to their friends.

It was after a long, hard struggle for funds that the Potomac Hospital opened its doors to the first 25 patients in November 1972. More beds were added in December, but the hospital was not fully opened until March. Now, 125 beds fill the building.

"We have plans to go ahead with expansion of 12 beds for a maternity nursing unit," said Avery. The other beds, he said, would be converted to medical-surgical units, just in time for the annual influx in the winter.

"And there have been improvements made in the number of operating rooms and the hospital just acquired a new general-purpose operating table," he continued.

Three general surgery and three operating rooms now serve the public, instead of the two available when the hospital opened. A new X-ray room was recently put into service, improving the X-ray service.

Not yet in operation, but near completion, is the new cardiac care unit at the hospital. The equipment necessary for 24-hour monitoring of a heart patient's vital signs has already been installed.

Avery said that there are currently two nurses who are in

training for the cardiac care unit. He was uncertain, though, exactly when that unit would be placed in service.

An out-patient treatment center, allowing quick reports back to the physician, has been instituted at the Potomac Hospital. "They take patients for walk-in surgery, do physical therapy, respiratory therapy, EKG and EEG readings, and laboratory tests. It's all handled and treated in the hospital," he said.

Emergency medical training for rescue squad members was started by the hospital personnel, and pre-natal classes for expectant parents have been held.



Potomac Hospital Weathered Two Years of Trials



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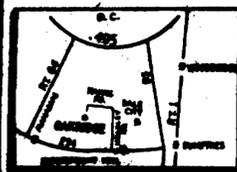



Fat Sounds Fills Every Music Need

Bob and Dick Dotson, two local brothers, recently opened Fat Sounds on Route 1, south of Marumasco Plaza. In their remodeled building, painted with abstract designs on the outside, the Dotsons sell every kind of musical equipment.

"Components, tapes for cars and homes, and anything else the music lover could want," is the way Bob Dotson describes his business.

Most of the musical equipment is sold at warehouse prices. In the near future, the two brothers plan to begin selling records at discount prices.



Public Transport Is Available

Yes, eastern Prince William County, there is available public transportation making the popular refrain "I can't do anything without a car" out-moded.

Carless residents can get around the eastern end by riding the Jet Star Bus Company's yellow buses. Initiated about three months ago, Jet Star has routes from Quantico to Fort Belvoir and throughout Dale City, Lake Ridge and Woodbridge.

Although the fares are low and passengers can transfer buses, few passengers use the bus. Carl Green, a Dale City

resident and owner of Jet Star, Inc., is depressed by the poor reception his buses have had in the community.

When Jet Star initiated service, Green forecast 30 persons per hour would have to use the buses in order to break even financially. The number of passengers riding Jet Star is substantially lower than that figure.

Jet Star's route schedules run on the hour. Route times and fares are posted at the bus stops throughout the county, marked by yellow signs. Many stores also carry the published Jet Star

schedules.

Unlike Jet Star, the commuter buses operated by Colonial Transit, a private company owned by Dale City resident Robert Gibbons, have had a fantastic success.

Colonial Transit now transports over 1,000 commuters from eastern Prince William County to the Washington area.

About 30 buses operate out of Dale City, Lake Ridge, Fredericksburg and Triangle. They depart at various times from different locations.

Most passengers reserve seats on the buses and seat availability depends on space.

The average round trip ticket from Dale City to Washington is about \$38 a month for five days a week.

Interested riders should call Colonial Transit in Triangle at 221-9036 to inquire about space on the bus. The company recently added new schedules and there are seats available on some of the routes.

Long-distance passengers can hop on the Trailways and Greyhound buses in Woodbridge, Quantico and Dale City. The buses going north and south pass through eastern Prince William County at several times during the day. Buses into Washington are also available. For information

passengers should call the Greyhound or Trailways numbers in the phone book.

Eastern end residents may soon have another alternative to buses and cars—railroads—if the county's proposed commuter service from Quantico to Washington gets off the ground. Under the proposal, the RF&P would operate a train from Quantico to Washington D.C. with a stop at Featherstone Plaza in the morning and evening. About 500 residents has said they would ride the train on a daily basis according to a recent house-to-house poll.

The county is awaiting action on a federal grant proposal before initiating service.

County Planners Tackle Multiple Growing Pains

Mushrooming growth has created some problems for eastern Prince William residents.

Ask Maurice Bots what he thinks of the wall-to-wall houses that adorn his once beautiful land, and he'll reply with an (expletive deleted).

Ask C. D. Hylton, developer of Dale City, and he'll point with pride to the nearly \$1.1 million in taxes payable to the county each year. Development, he argues, is good for (almost) everybody.

Still, the growth mushrooms on, to the tune of several million dollars a year. The Prince William planning department is sometimes hard pressed to keep up with the growth.

"I had made some housing projections," said John Clark, chief of current planning. "In 1970, we had 29,885 housing units in the county. As of one July this year we have estimated we have 42,923."

Although the development figures haven't been broken down for eastern and western Prince William County, Clark said he is of the opinion that "most of the growth has occurred in this end."

"When you tie that into population," he continued, "in 1970 we had 111,102, and we estimate that as of July 1, 1974 we'll have 152,330. That's the way we've tried to keep track of the growth."

The largest developments, of course, are Dale City, Lake Ridge, and what the area planners refer to as the "Route 1 corridor."

Despite the generally tight money and the higher interest rates, building in the county is off very little. Clark admitted to a slight decline. "We are noticing, this year," he said, "a reduction in the number of building permits issued. Whether or not this is an indication of the money

situation or whether it's an indication of change in the system of issuing building permits (I don't know)."

Clark pointed out that in January of 1973, a representative of Hylton Enterprises purchased 1,100 building permits. This year, the bulk of building permits have come from individual builders.

The planning chief credits the Hylton decrease with the bulk of the decrease in permits. "Our total up to now," he said, "is considerably less than last year at this time."

Still, the current plans for Dale City call for a projected population limit of some 70,000 people in the mid-1980's. The additional facilities required for the mushrooming growth are already taxing the county's coffers, and will do so into the foreseeable future.

As the chief of current planning said, "I think the job title is more than what you really accomplish."

The Man Who Built Woodbridge Also Built Much of the County

A short, stocky man with dark hair who has lived in Northern Virginia since he was eight years old has made Prince William County what it is today.

Cecil D. Hylton, born in 1917 of Scottish-Irish ancestry, has been described as "the man who built Woodbridge." Of course, that was before he built Dale City and much of the rest of Prince William County.

Hylton, derogatorily called a "sod-hauler" by some unhappy residents of residential planned communities (RPC's), did at one time actually sell sod. His other business endeavors before the building started included selling produce from door to door, and operating a lumber mill.

The man who built Woodbridge got his start at the other end of the county, in tranquil cow country near what is now Manassas Park. He built 29 homes near what would become the Park, and started

on Westgate.

Hylton, according to a prepared release, is a builder with a philosophy built on beliefs and personal dedication to business. The secret of his success is that his homes are constructed with quality standards, with emphasis on landscaping and architecture.

One of his executives, the release continues, sums it up very simply when he says, "We try to provide more house for the money."

The year 1964 brought about the real Hylton move. Hylton bought 70 acres of land in the Woodbridge area, and in that same year built 64 homes in what is now Marumasco Village. By 1961, when the Village was complete, homes were available for 779 families.

Loch Lomond of Manassas sprang from the ground between 1960 and 1964, a forerunner of Westgate, also near Manassas.

Still, it was in the Woodbridge area that the Hylton Enterprises workers found a happy hunting ground. Marumasco Acres and Marumasco Hills came in 1961, Marumasco Plaza in 1962, Marumasco Woods in 1963 and then in 1965, the ultimate in Hylton's expression as a builder, Dale City.

Hylton, according to his releases, believes in the concept of self-contained developments, and the planned community of Dale City exemplifies his ideals in the community and in home planning.

Still, Hylton's contribution to the economy of eastern Prince William County has been almost without measure. In addition to providing homes for nearly 20,000 families, Hylton provides a myriad of job opportunities for the people of the county.

Hylton is a family man. He and his wife Irene have three children.

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Army Post Employs Many Residents

Fort Belvoir, home of the Army Engineers, just north of Prince William County, employs many county residents, both military and civilian, in its education, training and research activities.

The Post, which occupies an area of almost 10,000 acres, was the home of Colonel William Fairfax in the early 1700s who gave his colonial estate the name it now bears, "Belvoir"—beautiful to see.

Seven thousand military and six thousand civilians, with an annual payroll of \$7 million, are employed by the Engineer Center, the Engineer School and 29 tenant agencies, such as the Mobility Equipment Research and Development Center (MERDC), the Defense Systems Management School, DeWitt Army Hospital, Davison U. S. Army Airfield, Computer Systems Command, the Topographic Laboratories and the Coastal Engineering Research Center.

Belvoir's largest activity is the Engineer School which graduated some 12,000 troops last year from courses ranging from college graduate level, for engineer officers, to advanced individual training (AIT) for recruits.

These AIT courses, which provide basic military occupational specialties, include such civilian-oriented skills as diesel engine repair, soils analysis (for construction purposes), generator operation and maintenance, construction surveying, map compiling, heavy equipment maintenance, and optical instrument repair.

The variety and eventual commercial value of the courses taught here account to some extent for the fact that Belvoir has attracted a satisfying number of recruits to the All-Volunteer Army.

The Engineer School is currently enjoying an influx of young women to a wide variety of programs, some of which were formerly limited to men. The first diesel repair "person" was graduated from the Department of Mechanical and Technical Equipment last month and has been assigned to Germany. She has been followed by several other women in similar classes, such as the mobile electric power generator operation course.

Another woman has completed the soils analysis course and is currently in an advanced course in terrain analysis, while several young females have completed the Engineer Officer Basic Course and been assigned to the Engineer Corps—not the WACs. Women are now serving at Belvoir as military police, cartographers and printers as well as in the traditional roles of medical technicians and administrative assistants.

Of interest to high school seniors may be the U. S. Army Military Academy Prep School, also located at Belvoir. At the prep school, young men selected from the enlisted ranks are prepared through academic

review and physical fitness programs for admission to West Point. At the present time qualified high school graduates may enlist for the express purpose of entering the prep school. The ten-month course is rugged but practical, and this year 200 from a starting class of 231 received appointments to the military academy.

In addition to the regular army troops trained at Belvoir approximately 3,400 reserve troops receive their annual two-

week active duty training here. The 38 reserve units coming this summer range from a very small detachment studying geodetic surveying at the Defense Mapping School to a 200-man field hospital company receiving instruction at DeWitt.

DeWitt Hospital is a 250-bed facility with an active patient load of 130,000 per year with roughly 1,400 patients a day treated in the out-patient clinics. The hospital serves both active and retired military

personnel and their dependents in this area.

The largest and perhaps most important regular military organization on Post is the 11th Engineer Battalion (Combat), which provides support for the operations of the School, the Center and all tenant organizations. This 450-man battalion is ready for instant response to any emergency and is equipped to move as a unit wherever it may be needed. At Belvoir, the 11th and its

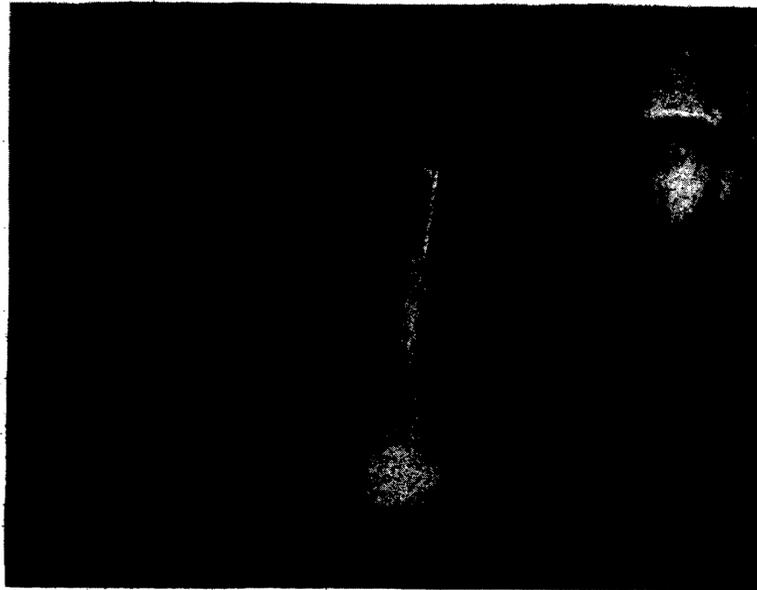
attached units provide realistic training for the students, maintenance support for post facilities (equivalent of a public works department) and ready assistance in emergencies.

The 11th was responsible for the two-day sand-bagging effort that preserved the Occoquan Dam during the Agnes flood two years ago and for many individual rescues at that time. They manned water trucks, pumped out basements and staffed and stocked emergency shelters during the crisis.

They continue to provide help to people in the Four Mile Run area during flood periods. More recently the 11th sent a float bridge company to Hilton Head, South Carolina, to install a temporary bridge when that island's only link with the mainland was knocked out by a barge in the Intracoastal Waterway.

The 57th Explosive Ordnance Detachment (under the 11th) answers 85 to 100 calls a year from local civilian authorities to collect and dispose of live ammunition or other explosives. These figures don't include the false alarms or bomb scares to which they also respond. Recent disposals performed by the 57th included a Civil War three-inch cannon ball found on a construction site at Newington and another Civil War projectile eight inches long by 3 1/2 inches in diameter, brought in by the Fairfax police.

Over the years the Manassas battlefields have yielded many cannon balls, still full of shot and powder to the 57th for destruction. This old ordnance does not make safe souvenirs. Less interesting but perhaps more dangerous are the routine collection and demolition by these men of the dynamite caps left on or stolen from construction sites throughout the area.



U.S. Army Photo

Bridge Builders

Timber trestle bridge building is part of the basic course for these advanced students in the Engineers' Officer School at Ft. Belvoir.

Marine Base Straddles 3 Counties

The Marine Corps Development and Education Command, Quantico, covers an area of about 62,000 acres, and encompasses portions of three neighboring counties.

The work force at Quantico numbers about 8,500 people, including more than 1,200 civilian employees. The annual payroll reached almost 70 million dollars, with about 20 million of this going to civilians.

The base has 1,060 homes available, with 5,500 wives and children living on base. An estimated 3,000 Marine families live in surrounding civilian communities, amounting to almost 10,000 people.

The Marine Base sponsors a variety of community related programs, including bi-monthly tours on Command Visitors Day, military sponsored scout troops, family assistance and housing referral programs, recreation available to the public, close cooperation in medical and public safety fields, and a formal community

relations council.

The Quantico Marine Base Civilian - Military Community Relations Council, formed in August 1973, meets quarterly to promote a closer relationship of mutual understanding cooperation between the military and civilian communities, and to provide a forum for informal communication.

Council membership includes more than 80 community leaders representing city government, county boards of supervisors, chambers of commerce, the local press, radio and television, civic organizations, law enforcement and ministerial agencies, recreation and civil defense, and the Marine Base.

On Command Visitors Day every other month, the base opens its gates to the public to display equipment, facilities and activities. Attendance for the past 12 months tops 1,400 people. Another 3,000 visitors have toured the Command at

other times.

The Family Assistance Program aids Marines who have difficulties setting up housekeeping in the local area, pending arrival of their personal effects. Much of the program's effort, however, is devoted toward aiding military families separated from their sponsors. Over the past year, several hundred Marines and their families in the civilian communities have received invaluable aid through this means.

The Housing Referral Office lists both temporary and long-term housing for married or single personnel. Listings cover the area from Fredericksburg to Manassas to Woodbridge, and include over 3,000 houses and 6,000 apartments and mobile homes. The office maintains constant liaison with area landlords and realty firms and assists both landlords and tenants in maintaining harmonious relationships.

The office also provides counseling on personal affairs, human relations, budget analysis, family affairs, VA and FHA loans. Information is provided on schools, churches and community organizations to assist the Marine family to become an integral part of the community.

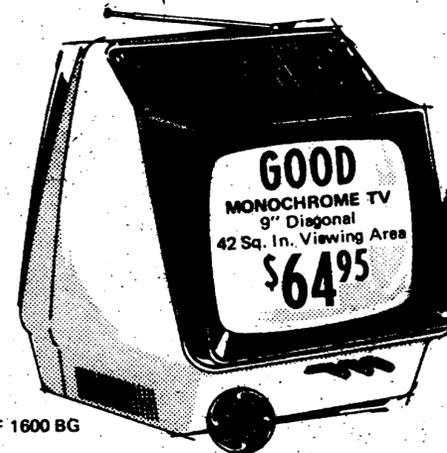
Quantico's Naval Hospital has made significant contributions to the neighboring communities.

During 1973 Navy Medical Officers volunteered much of their off-duty time to help train O. W. L. Rescue Squad personnel. Many rescue squad personnel received invaluable training in the hospital's Emergency Room, and have participated as observers in emergency room techniques to supplement classroom training.

Quantico's Navy Hospital enjoys a close relationship with all area hospitals, but especially with Potomac Hospital in Woodbridge.

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Airport Expands at Rapid Rate

While businesses in many sectors of eastern Prince William County have had a rapid growth, none have expanded quite as rapidly as the Woodbridge Airport, owned and operated by Charles Benn.



In 1965 the site of the present airport was a dirt strip used by a few private aircraft owners in the county. A year later a hard surface runway 2,200 feet long was built, as aviation enthusiasm developed.

Benn purchased the airfield and 100 surrounding acres in July, 1970. At that time there were 13 privately owned aircraft operating from the facilities. Since that time the airport has developed to such an extent that there are now 150 private aircraft stationed there.

At the time of purchase, Benn brought four new Piper aircraft and opened his own aircraft sales facility. He has been affiliated with the Piper Aircraft Corporation ever since. Benn says Piper sales have been excellent since his opening, but more so in 1972 and 1973. The energy crisis hasn't hurt his sales to date.

Benn's facilities at the airport provide more than the sale of aircraft. They service new and privately owned aircraft with a crew of five highly trained certified aircraft mechanics. The fully approved flight training center there provides instruction from private pilot through the air transport pilot

ratings. There is also an instrument rating school.

These courses are taught by Benn's crew of 12 flight and instrument instructors, both full and part time.

Benn has announced that plans are in the wind to expand the airport in the near future, pending site plan approval.

Benn said he hopes to enlarge the present facilities by adding a new 80x80 foot hangar with two attached wings each measuring 24x80 feet. In addition he proposed to build 30 additional T-type hangars in a cleared area, and another open area to accommodate 30 aircraft at tie-downs. When completed the airport will have approximately 136,000 square feet of ramp and parking area.

Presently the runway is 2,200 feet long and 43 feet wide, able to handle multi-engine aircraft. The taxiway alongside the runway is 2,200 feet by 18 feet.

There is no operations tower at present, but all communications by two-way radio are utilized.

The private pilot ground school got under way with its first group of students in October 1971 and since that time has grown to the extent that it now can accommodate 40 students at a time in its classroom. The airport trains an average of 140 students per year.

The commercial and private pilot ground school classes are usually held in the evening.

Future plans also include the possibility of a charter aircraft line at the airport. This, too, will be owned and operated by Charles Benn.

Benn attributes the success of the Woodbridge Airport to the rapid growth of eastern Prince William County and plans to expand his facilities to keep pace.

Phenomenal Growth Marks The Story of J.F. Fick, Inc.

J. F. Fick Distributing Company began operation on March 3, 1936 in a small garage in Triangle selling National Beer of Baltimore.

In September 1936 the company became the area's Budweiser wholesaler and by 1938 sales growth required the construction of a small warehouse which stands today on Fuller Heights Road between Quantico and Triangle on the farm still owned by J. F. Fick Sr.

After curtailment of operation because of World War II, the company in January 1940 moved into a new cinder-block warehouse adjacent to the one built in 1938. This building now houses A. C. Auto Parts Co.

J. F. Fick Jr. entered the business on Feb. 1, 1949 and after nine years in every capacity of the entire operation he purchased the business from his father on Jan. 1, 1958.

In August 1961 the firm was incorporated as J. F. Fick, Inc. In October 1964, the first sales supervisor was employed and by the fall of 1967 a second sales supervisor was required.

By 1968 it was apparent that additional warehousing capacity was required and on Feb. 1, 1969 the company moved into the new facilities on a rail siding in the Town of Quantico.

By 1972 the company was operating six routes. The business moved to its present location on U.S. Route 1, three miles south of Triangle in Stafford County, on Aug. 27, 1973. It is anticipated that the Stafford warehouse will serve

the firm for the next 12 to 15 years with storage capacity for 176,000 cases of beer and 1,200 kegs of draught beer. A seventh route was organized and the first sales manager was named this year.

From a modest start 38 years ago with one employe and one truck, the company now has 20 employes and 16 vehicles, including seven route trucks with two spares, two vans, two tractor-trailer rigs and three station wagons.

Heading a sales force with 246 years of combined selling experience, J. F. Fick Jr. is president and general manager; Vernon Bauckman, sales manager; Mike Sexton, plant operation manager; and Mrs. Ann Sumner, office manager.



A J.F. Fick Inc. Tractor-Trailer Loads at Company Warehouse

Historic Occoquan Looks Back at Good Life

The old bridge creaked at the joints like any self-respecting 94-year-old, but didn't complain until Agnes hit.

With devastating force in June, 1972, Hurricane Agnes took with her the historic truss bridge crossing the Occoquan River at the historic town of Occoquan. With that bridge went a major landmark for the town, and a bit of the history, too.

It was in 1878, that farsighted planners saw the necessity of constructing the bridge from Prince William County to Fairfax County, over the Occoquan River.

The early Occoquan settlers built the truss bridge across the river and opened it to traffic (mostly horses, of course) in 1878. Their foresight had quick results.

By the turn of the century, the one grist mill in town was big business, but other establishments reflected what old-timers like to call the "good life."

Two hotels took care of the tourists who cared to traverse the corduroy road with 13 turns leading to Occoquan, and general stores supplied the hardy souls of those days with flour, sugar and an occasional bottle of whisky. Two butcher shops were situated conveniently around Occoquan, and a copper shop found its niche on Washington Street near Poplar Alley.

At least two saloons, other than the ones in the hotels, did what one old-timer referred to as a "land-office business," creating some legendary tales that were not always printable in a family newspaper. Loose whiskey sold for 25 cents a pint, and loosened more than one Occoquanian. Bonded whiskey, though more expensive, brought the finer elements of social life to the early townspeople. The finer things, in this case, brought 50 cents a bottle.

Two and three-masted

schooners as long as 150 feet were built at the end of Washington Street, just east of the public wharf. Some of the older residents recall that the proper lumber to construct the 50-foot-high masts didn't come easily.

Opera wasn't big in early Occoquan, but circuses and amusement shows tied up at the public wharf, and oyster boats on their way back to Washington would put in to sell oysters for 50 cents a bushel when the catch was plentiful.

There was no department of

public health to condemn the Potomac River. Of course, there wasn't much in the way of pollution, either.

Actually, the first flood Occoquan experienced came long before Hurricane Agnes laid her devastation on the town. Back in the 1800's and early 1900's, the Lynn family operated an ice house, which stood close to the present Lynn's store. The ice was cut from the river in the winter and stored in this house until summer.

Many individuals kept their

own ice houses, but it proved a problem in the spring. Came warmer weather and the ice broke up, leaving the sound and fury in Occoquan. Many of the residents were forced to flee their homes by boat.

Woodbridge was nothing more than a gleam in the eye of the soon-to-arrive Cecil Hylton. Vast plains and farmland covered the land that now sports homes and shopping centers. Most of those farmers who farmed Marumso Plaza shopped in the thriving center of Occoquan.



Kevin Murphy - The Journal Messenger

A Memory of Agnes

This one-lane temporary bridge, hastily erected after the 94-year-old Occoquan Bridge fell during Hurricane

Agnes, remains in Occoquan carrying Route 123 traffic between Prince William County and Fairfax.



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- (2) Clean or replace dirty filters on a monthly basis.
- (3) Leave storm windows and doors closed during the hot summer months.
- (4) Use heat-producing appliances during cooler periods of the day, such as early morning or evenings.
- (5) Make sure your dryer is vented to the outside. This means less heat and humidity for your air conditioner to remove.
- (6) Place your unit on the north side of the house or out of direct sunlight. Keep drapes closed to prevent the sun's heat from entering the home.



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Learning to Fly

Sheila Johnston, a student pilot, undergoes training in the general aviation trainer, which is used in the ground training phase of instrument flying. Her instructor is Bill Overholser, chief pilot at the Woodbridge Airport flying school.

Quantico's History Predates Revolution

Although the present town of Quantico is surrounded by the Quantico Marine Corps base, the history of the small municipality lives on.

A portion of what is now Quantico was included in a 2,000-acre tract grant made in 1654 to Nicholas Martiau, an ancestor of George Washington. The area has been closely linked with the Revolutionary War period for in 1775 Virginia established a navy of 72 vessels on the site of Quantico.

Records show that it was as early as 1788 that an unsuccessful attempt was made to establish a town in the area. It was also rumored that the British fleet anchored off the coast of Quantico during the War of 1812 was ready to attack the settlement, only to be thwarted by a raging storm.

Recent history for the Quantico area started in the fall of 1861, when the heaviest Confederate battery in the area was constructed along the shoreline in that year.

By 1872, the Alexandria and Washington Railway, building southward from Washington, met the Richmond, Fredericksburg and Potomac Railroad at Quantico Creek, and completed construction of what is now the RF&P route connecting Richmond and

Gene Young - The Journal Messenger

Washington.

The railroad completion gave impetus to settlers in the area, and they formed the Potomac Land and Improvement Company, with elaborate plans for the community of Potomac, incorporated in 1872. The town charter at that time called for laying out the land into "farms, roads, stores, squares, parks, lanes, alleys and other divisions."

The charter, obviously drafted by seafaring men, called for the erection of "wharves, workshops, factories, warehouses, stores, gasworks, and other such buildings as may be found or deemed necessary, ornamental or convenient."

The town of Potomac included nearly all the land lying between Quantico Creek and Chopawamsic Creek, and extended westward from the Potomac to "Telegraph Road," now Route 1.

The town didn't quite make it; its charter was revoked in 1894.

When war rumblings came in 1917, the Marines landed in the area and renamed it Quantico. There was at that time but one roadway, a cinder and board sidewalk connecting Quantico with Route 1. The Marines took responsibility for this road, eventually expanding it to what is now Fuller Road.

New Toll Center To Open in 1975

Once the gleaming new Woodbridge toll service center near Hoadly Road is completed, Commonwealth Telephone Company's eastern Prince William County customers should have better service.

Six different phases of operation for the new toll center will eventually bring in nine different exchanges, including Hoadly, Dale City, Manassas, Nokesville, Independent Hill, Occoquan, Lorton, Triangle and Quantico.

"We will be doing our own operator handling," explained Joan Harvey, a public relations specialist in the commercial department. She explained that the situation now requires C and P operators in Arlington to handle the long distance calls that originate in Prince William County.

With the new operators to be installed in the Woodbridge facility, she said, the company would be able to exercise direct control over its own operators.

A new dialing procedure would be instituted also at the time the center opens, giving customers greater flexibility in dialing long distance calls. Telephone company officials

said they would be holding meetings and distributing literature later this year to explain the new system.

Like most new buildings, the new toll center near Woodbridge has cost more than company planners had anticipated. From a projected \$12 million cost in 1973 to an anticipated completion cost of \$15 million in January, 1975, inflation has taken its bite.

Equipment for the complex facility is now in the process of installation, although none is yet in operation. Mrs. Harvey said that some of the equipment has reached the testing stage.

"We'll still have the 'one plus' calling," she emphasized, "and the same local type of calling." Customers will still be able to dial direct long distance calls by dialing 1, the area code and the number. Local calls will remain unchanged.

"We feel that with the telephone center opening," she said, "we should be able to handle our own load better."

She pointed out that the company would be able to lighten the load on the C and P company in Arlington.

Washington Gas Light Chartered by Congress

From only one customer in 1848 to 550,000 throughout the Washington metropolitan area in 1974, Washington Gas Light Company has a proud achievement record.

The company was chartered by an act of Congress in July, 1848, and at that time had a single customer — the U.S. Capitol. Now, serving Prince William, Loudoun, Fairfax, Arlington, Falls Church and Alexandria, as well as the District of Columbia and much of Maryland, the company looks to the future with careful optimism.

Even though the net income of Washington Gas Light decreased from 1972 to 1973, company officials were not reported alarmed. In 1972, net

income was reported to be \$12,918,000, but dropped to \$11,254,000 in 1973. The share price of common stock dropped from \$2.67 to \$2.27, according to the company.

There are some 14,100 meters from Washington Gas Light installed in Prince William County. Unfortunately there is a waiting list for new customers in this area.

Steps to supplement the supply of natural gas have been taken by the company, to insure continued service for its customers should the energy shortage continue. At the present time they are drilling for natural gas in Louisiana and West Virginia. They are also investigating other possible sources of gas.

The First American S&L Plans New Main Office

A new main office for First American Savings and Loan of Woodbridge is well under way, with a July grand opening slated.

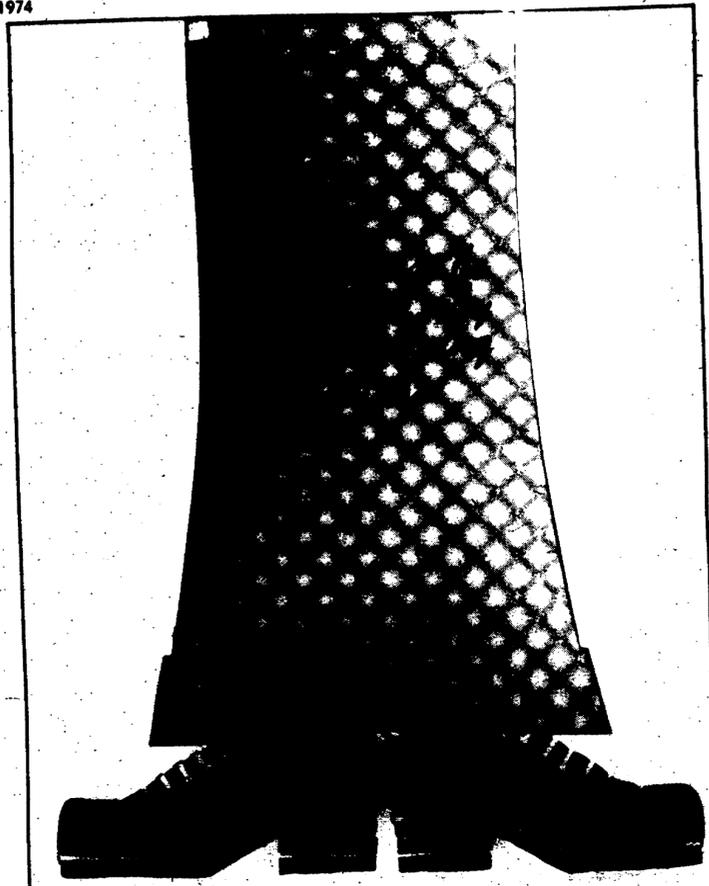
The new office, located in the new Bridgewood Shopping Center on the corner of Route 123 and Route 1, will have about 2,000 square feet of office space. Operations that had been handled in the main office in Marumasco Plaza will be moved to the new facility.

Mayo Harlow, an executive with the bank, said that all the services now offered in the Marumasco Plaza branch will be offered in the new Bridgewood Shopping Center office.

"We just considered it was the best location because the office is right off Route 1," explained Harlow, noting that customers would have easy access to the bank. "A high volume of traffic comes down that area in the evenings."

First American Savings and Loan, started in 1962, has seen a rapid rate of growth. In just over 3 1/2 years, Woodbridge residents have watched the bank expand from slightly over \$6 million in assets to nearly \$18 million.

The original office in Marumasco Plaza will be turned into a branch facility.



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Dumfries Was Once Thriving Port

By the time the Civil War arrived on the scene, Dumfries had already passed its prime and had started the long fall from prominence.

Then, as today, Dumfries stood a victim to the vagaries of nature. The once-thriving seaport and seat of industry and trade became but a ghost of the past.

It was in May 1749 that the Virginia General Assembly passed an act providing for the erection of a town at Dumfries. The act provided that every lot sold should be built upon within two years, and the specified dimensions called for each home to be "twenty feet square and nine feet pitch at the least."

No wooden chimney was allowed by law, and those who violated this early building code had to forfeit 20 shillings a month for each month they used the chimney.

Despite the agricultural nature of the county, hogs were not allowed to run through the town, and a lengthy provision of the act concerned keeping swine off the streets.

Dumfries was not only the seat of trade, but also Prince William County's largest and most socially important town. There was an elegant ballroom where minuets, whirling jigs, and lively reels were danced by the prominent Scottish merchants and their ladies who inhabited the town in the early days.

As early as 1770, Dumfries could boast a Jockey Club, the scene of exciting racing events. And there was an Opera House where George Washington attended a performance of "The Recruiting Officer," in 1771.

Town streets, laid in a uniform manner, were designed to honor the British royal

family, local businessmen or types of businesses. Their names included King, Prince, Duke, Clark, Hedgman, Oranoka, Graham, Whiskey and Market.

One glorious reminder of the past of Dumfries is the Stage Coach Inn, now on the southbound lane of Route 1. Formerly known as William's Ordinary and later as Love's Tavern, the place once hosted such notables as George Washington and Lafayette.

Built of red brick, the two-storied building is ornamented with white stone slabs up the front two corners. The building features built-in chimneys which rise in pairs at each end.

Alas and alack, the town of Dumfries was doomed to wither at the hands of the very thing that had caused its birth. Quantico Creek, along whose

rich banks a thriving tobacco trade had flourished, began to clog with silt from the tobacco fields which surrounded it.

The silting prevented ships from reaching the Dumfries wharf and caused commerce to dwindle. Dumfries, however, did not give up without a struggle.

Efforts were made to establish the town on each side of the mouth of the creek by the Potomac River, and in 1788, warehouses were established

there. The tobacco trade continued, though hampered, for a few years.

Then in 1796, the Quantico Creek Navigation Company was organized for the purpose of "opening and improving the navigation of Quantico Creek." Shares in the company were sold for \$50.

The company's best efforts were in vain, however, and the thrifty Scottish merchants took their businesses elsewhere. Now, Dumfries is but a memory of what once was.

Water Is Becoming Valuable Commodity

With all the problems facing eastern Prince William County, she has a tendency to feel alone in the world. But one source of solace is the challenge the eastern end shares with the Washington—water supply.

Presently water availability is adequate in the eastern portion of the county. Yet with mounting consumption and population increases, experts predict water will one day become a valuable commodity.

Residents in the eastern end use about 85 gallons of water a day per capita. The source of all water is the Occoquan reservoir. The Occoquan water is purchased on a wholesale basis by the Occoquan-Woodbridge Sanitary District and the Dumfries-Triangle Sanitary District and the Prince William Water Company, a private utility franchised to serve the Dale City area.

For the immediate future the reservoir has sufficient capacity, particularly when Fairfax Water Authority gets permission to build a new treatment plant designed to serve the northern Fairfax and Loudoun regions.

But long-range plans include

requests from the two companies serving Prince William County to withdraw additional water from the Potomac River.

According to the Planning Department's Sewer and Water Facilities Plan (1974) Washington, D.C., Most of suburban Maryland and parts of Northern Virginia are served by the Potomac river.

In an ominous prediction, the report states, "if a drought were to occur or if poisonous industrial discharges were released into the Potomac, the Washington area has only one and a half day back-up water supply."

Increased population will also take its toll on the Potomac water supply. By 2010 the estimated withdrawal from the Potomac River will be six times the flow of the river in 1966.

The Potomac flow reached a low point of 388 million gallons a day in 1966. On a summer day in 1971, 400 million gallons of water were used.

The planning department recommends construction of additional water storage tanks and water treatment facilities in conjunction with the rest of the metropolitan area.

Historic Rippon Lodge Nestles Among the Trees Rippon Lodge Exemplifies Era of Design and Grace

Design and grace? It came about in 1725 in Prince William County.

Rippon Lodge, at the end of a long dirt roadway leading from Route 1, was designed and built by Col. Richard Blackburn of Ripon in Yorkshire, England. To this day, the Rippon Lodge endures as a Prince William landmark.

The home was experienced its share of tragedy, and is said by some to have a resident ghost. One of the mistresses of Rippon Lodge was of the "rattlesnake" Graham family, known for their heated Irish tempers.

It is said that Mrs. Graham, in a fit of impatience one day, brushed aside a little slave child who fell to the floor, hitting its head. The child died from the injuries, and there are those who will insist to this day that the ghost of that child haunts the Lodge.

Richard Blackburn's son, Thomas Blackburn, was also a man of distinction. It was he who, with Henry Lee, represented Prince William County in the second Virginia Convention which convened on March 20, 1775. Blackburn undoubtedly heard Patrick Henry deliver his immortal cry, "Give me liberty or give me death."

Thomas Blackburn, in later years, was also designated chief mourner and leader of the funeral procession for George Washington.

The house itself is unexpectedly roomy. The lower

floors, heavy with age, slope gently toward the center of the building. High ceilings and period paneling mark the rooms.

Upstairs is the airy attic, containing "Washington's room," where the first president reportedly slept on his trips to Fredericksburg and Richmond.

More blood was spilled on the floors of the historic home in 1809, when a duel between William Kemp and Bernard

Hooe resulted in the mortal wounding of Hooe. It was to the Rippon Lodge that Hooe was carried and where he died.

In more recent years, the Rippon Lodge fell into a state of disrepair and was subsequently neglected. It was acquired by Wade Ellis, a collateral descendent of the original Blackburns.

Now owning the lodge are Admiral and Mrs. Richard Blackburn Black, direct descendants.

Progress and Vandals Ruin Historic Home

Rockledge, which stands like a silent sentinel over Occoquan, is enough to bring a quiet moment of reflection. All but destroyed by vandals and "industrial progress," the ruins provide mute evidence of the dreams and labors of the early pioneers.

John Ballendine, a shipmaster on the Potomac, was the founder of early manufacturing in Occoquan. In 1758, he had Rockledge built under the supervision of William Buckland, whose immediate previous commitment had been the construction of Gunston Hall for George Mason.

Buckland, trained and educated in England, was the foremost colonial architect in

the Maryland-Virginia area.

Historic Rockledge, as originally conceived, was a three-story house built of native stone laid up with clay and lime mortar, and had the usual necessary dependencies. It consisted of a main building of nine rooms, with a large brick wing that housed the kitchen, butler's pantry and sleeping quarters above.

Interior woodwork, paneling, mantels, main stairs and exterior cornices were typical of Buckland's artistry which appeared in many of the later houses in Virginia and Maryland.

In 1960, however, the historic building suffered severe structural damage, partly a result of "industrial progress."

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Montclair Features Country Club

Country Club Lake has been acquired by Club Corporation of America, a Dallas, Texas-based company which specializes in the professional management of many fine country clubs.

No newcomer to the field, the firm currently has about 40 clubs across the country and have been very successful in this endeavor for over 20 years.

CCA entered into this project because it has such a great potential for becoming "the" Club and "the" place to live in Northern Virginia.

In keeping with this new approach, the name has been changed from Country Club Lake to Montclair. The planned recreational community will be known as Montclair, while the club there will be called the Montclair Country Club.

Although the Club Corporation of America will manage the club, they will do so only after having received the advice and counsel of the club's board of governors.

R. Dare Clifton, chairman of the board, following a recent meeting of the board, said, "It was decided to open Montclair membership to the entire community of Prince William County, so that families may become members of the club even though they may not live in Montclair."

Present facilities include a very challenging 18-hole golf course, two lighted tennis courts, two pools, and a pro shop - locker room complex. Expansion plans include additional pools, and a luxurious clubhouse.

The concept of Montclair is to be the first home recreational community in the county. This is a place to live — not to go for a vacation.

This community is built around Lake Montclair which is over 122 acres with nearly seven miles of shoreline. Eventually the lake will have four beaches. At present only one controlled beach with life guards is open to residents.

At present there are 35 families living in the Montclair area, but there are more than 120 new homes under construction. The eight construction firms going at full tilt there, start construction on 25-30 new homes each month.

By January 1, 1975 it is anticipated that there will be over 250 families in the Montclair project.

Officials with the Montclair project plan to have 5,000 family units built by 1980. This will be a mixture of housing, depending upon the builder's and owners' tastes. The lots in this development range in price from a low \$16,000 to \$35,000 per lot. Each lot averages around one-half acre. Only homes in the \$50,000-and-up bracket can be built there. There are two homes being constructed that will average over \$100,000 apiece.

On the other side of this huge tract there will be a variation of housing including cluster housing, and multiple family dwellings.

All developers have to agree by contract that the basic idea of Montclair is to preserve ecology and protect what is natural and to help improve on nature. Only certain trees can be taken down to build a house.

Natural terrain has to be left as it is. They have to further agree that one out of every four acres is to be set aside for recreational areas. The total concept will have over 400 acres of playground.

The planners of Montclair have thought of all the needs of a large community. They will develop an industrial-commercial area which will include a shopping center, library site to be donated to the county and an office building for professional services.

All of this is a sign of new growth for Montclair and Prince William County.

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Area Organizations Are Listed

Some social planners say that a community is marked by the organizations that serve it.

If that statement is true, then eastern Prince William County is richly endowed. A multitude of service, social and professional clubs and organizations dot the map of the county east of Independent Hill.

For the "joiner" conscious in eastern Prince William County, the list follows:

The Arts
Dale City Arts and Crafts Club, Mrs. Fran Shreve, president, 4383 Evansdale Rd., Dale City.

Dale-Wood Musical Theatre Group, Mrs. Muriel Turner, president, 13723 Grand-Deur Dr., Woodbridge.

Woodbridge Art Guild, David Cabbito, president, 14432 N. Bellevue Ave., Woodbridge.

Woodbridge Community Choir, Katherine M. Jacobs, conductor, 13519 Kingsman Rd., Dale City.

Community Associations
Belmont Civic Association, Mrs. Alice Humphries, president, 13711 Joyce Rd., Woodbridge.

Dale City Civic Association, George Merritt, president, 13506 Kerrydale Rd., Dale City.

Featherstone Civic Association, Mrs. Nancy Grindle, president, 14805 Bayview Ave., Woodbridge.

Georgetown Village Community Council, Gerald L. Fair, president, 10611 Geddy Ct., Woodbridge.

Lake Ridge Communities Civic Association, Frank R. Milligan, president, 12733 Torrington St., Woodbridge.

Marumaco Acres Civic Association, Mrs. Marjorie Hooks, president, 1270 Everett Ave., Woodbridge.

Marumaco Woods Citizens Association, Delbert Hutson, president, 15000 Alabama Ave., Woodbridge.

Willowbrook Homeowners Association, Grover Czech, president, 14701 Hackwood St., Woodbridge.

Educational
American Association of University Women, Mrs. Carolyn McKelvey, president, 14508 Delmar Dr., Dale City.

Fraternals
Benevolent and Protective Order of Elks, Vernon Mullenger, exalted ruler, 2221 Grundy Rd., Dale City.

Beta Tau Chapter, Epsilon Sigma Alpha, Pat Wink, president, 12083 Oakwood Dr., Woodbridge.

British Wives Club, Mrs. Gillian Quintana, president, 4333 Evansdale Dr., Dale City.

Knights of Columbus, Gerald P. Cleary, grand knight, 207 Woodside St., Woodbridge.

Masonic Lodge 318, Ronald Bailey, worshipful Master, 15421 Michigan Rd., Woodbridge.

Masonic Lodge 358, Alfred Befognese, secretary, 306 Potomac Ave., Quantico.

Odd Fellows, Herbert Baker, Grand Noble, Pockick Road, Lorton.

Order of the Eastern Star 81, Mrs. Alice Jones, worthy matron, 15004 Alabama Ave., Woodbridge.

Home and Garden
Featherstone Shores Garden Club, Mrs. Barbara Elmore, president, 1510 Woodside Dr., Woodbridge.

Lake Ridge Garden Club, Mrs. Barbara Higginbotham, president, 2195 Old Ironside Court, Woodbridge.

Old Dominion Garden Club, Mrs. Samuel DeGenova, president, 4601 Kaplan Court, Dale City.

Trowel Garden Club, Mrs. Elinor Frackelton, president, 12623 Dulcinea Pl., Woodbridge.

Woodmar Garden Club, Mrs. Joe Dumvin, president, Gunston Cove Road, Lorton.

Historical Societies
Dumfries Historical Association, Lee Lansing, president, 3911 Oakdale Lane, Dale City.

Historic Occoquan, Inc., Robert Lehto, president, Box 65, Occoquan.

Government
Prince William County Municipal League, Mrs. Mamie Davis, secretary, Occoquan.

Lions Clubs
Dale City Lions Club, Lt. Col. Elijah H. Girven, president, 14806 Dillon Ave., Woodbridge.

Dale City Lioness Club, Joan M. Chamberlin, president, 4530 Glendale Rd., Woodbridge.

Dumfries Lions Club, James L. Weisenburger, president, 18562 Tralee Lane, Triangle.

Quantico Lioness Club, Mrs. Ann Riley, president, Route 1, Stafford.

Woodbridge Lions Club, Robert B. Wrenn, president, 1104 Laurel St., Woodbridge.

Quantico Lions Club, John T. Young, president, 222 Potomac Ave., Quantico.

Woodbridge Lioness Club, Mrs. Eleanor Brookover, president, 110 Eby St., Dumfries.

Lake Ridge Lions Club, Theodore Hodson, president, 13004 Sturbridge Rd., Woodbridge.

Jaycees
Jaycees of Dale City, Fred Grundeman, president, 14302 Flint Ct., Dale City.

Dale City Jaycee Wives, Mrs. president, 10900 Balls Ford Rd., Manassas.

Optimist Club of Woodbridge, Thomas C. Tiedeman, 12721 Brungwick Circle, Woodbridge.

Potomac Animal Allies, Inc., Mrs. Judy R. Hall, president, P.O. Box "G", Woodbridge.

Potomac Hospital Auxiliary, Mrs. Hazel Clark, president, 14604 Ashdale Ave., Dale City.

Rotary International of Woodbridge, Robert B. Hart, president, E-Z Cruz, 15713 Jefferson Davis Highway, Woodbridge.

Woodbridge Civinettes, Mrs. Sandra Alexander, president, 14004 Roanoke St., Woodbridge.

Woodbridge Woman's Club, Mrs. Patricia Mountcastle, president, 13318 Occoquan Rd., Woodbridge.

Political
Potomac Republican Club, Stephen Robbins, president, 14375 Berkshire Dr., Woodbridge.

Prince William Republican Women's Club, Mrs. Sallie Davis, president, 2230 Emporia St., Woodbridge.

Recreational
Dale City Boating Association, Dennis R. Chastain, commodore, 4902 Korvette Dr., Woodbridge.

Isaak Walton League, Dean N. McDowell, president, 14710 Deepwood Lane, Nokesville.

Dale City Hunt Club, James Hobson, president, 13811 Gilbert Rd., Woodbridge.

Senior Citizens
American Association of Retired Persons, Mrs. Carolyn Tice, president pro tem, 14326 Alabama Ave., Woodbridge.

Senior Citizens Club of Woodbridge, Mrs. Sylvia Centers, president, 1218 Longview Dr., Woodbridge.

Service Organizations
Bel Air Woman's Club, Mrs. Jo Ann Quisenberry, president, 4463 Dale Boulevard, Dale City.

Civitan Club, John Cain, president, 2222 Madison Ct., Woodbridge.

Georgetown Village Woman's Club, Mrs. Charles Cooney, president, 2302 Wetherburn Court, Woodbridge.

Kiwanis Club, Hubert L. Mooney, president, 304 Commerce St., Occoquan.

Salvation Army Outpost, Sgt. Maj. Walter Bratcher, P.O. Box 113, Woodbridge.

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Modern DINING ROOM walnut finish, table and 4 chairs	239 ⁰⁰
Early American DINING ROOM maple finish, table and 4 chairs	299 ⁰⁰
Early American DINING ROOM pine, table and 4 metal chairs	275 ⁰⁰
French DINING ROOM cherry finish, table and 4 chairs	239 ⁰⁰
FRENCH CHINA white	230 ⁰⁰
SPANISH CHINA pecan finish	199 ⁰⁰
MODERN CHINA walnut finish	199 ⁰⁰
EARLY AMERICAN CHINA maple finish	199 ⁰⁰
EARLY AMERICAN CHINA pine	250 ⁰⁰
DINETTE SETS	from 79 ⁰⁰

Manassas Store Only
BEDROOM

Traditional 5 PC. BEDROOM SUITE pecan finish, triple dresser, twin mirrors, King size headboard and night stand	399 ⁰⁰
Spanish 4 PC. BEDROOM SUITE pecan finish, triple dresser, mirror, headboard and night stand	249 ⁰⁰
Spanish 4 PC. BEDROOM SUITE pecan finish, triple dresser, mirror, headboard and night stand	249 ⁰⁰
French 4 PC. BEDROOM SUITE cherry finish, triple dresser, mirror, headboard and night stand	249 ⁰⁰
Early American 4 PC. BEDROOM SUITE pine finish, double dresser, mirror, poster bed and night stand	299 ⁰⁰
Spanish 4 PC. BEDROOM SUITE dark oak finish, triple dresser, mirror, headboard, and chest	249 ⁰⁰
Spanish 4 PC. BEDROOM SUITE pecan finish, triple dresser, mirror, headboard and night stand	299 ⁰⁰
Modern 4 PC. BEDROOM SUITE walnut finish, double dresser, mirror, headboard and night stand	199 ⁰⁰
Spanish 4 PC. BEDROOM SUITE pecan finish, triple dresser, mirror, headboard and night stand	299 ⁰⁰
Early American 4 PC. BEDROOM SUITE maple finish, triple dresser, bench mirror, headboard and night stand	599 ⁰⁰

Bale City Store Only
LIVING ROOM

Modern SOFA AND CHAIR in brown fur	399 ⁰⁰
Traditional SOFA in quilted print	249 ⁰⁰
Contemporary SOFA AND CHAIR in plaid herculan	575 ⁰⁰
Contemporary SOFA AND LOVESEAT in brown and white herculan	749 ⁰⁰
Traditional SOFA quilted blue nylon print and 2 blue velvet chairs	749 ⁰⁰
Traditional SOFA quilted red nylon print and 2 brown velvet chairs	850 ⁰⁰
Traditional SOFA print and 2 canary chairs	799 ⁰⁰
Traditional SOFA AND 2 CHAIRS luscious	699 ⁰⁰
Traditional SOFA AND CHAIR blue denim	329 ⁰⁰
Early American SOFA AND CHAIR in red print	399 ⁰⁰
Early American SOFA AND CHAIR red, plaid herculan	350 ⁰⁰

Bale City Store Only
DINING ROOM

Italian DINING ROOM pecan finish table and 4 chairs	239 ⁰⁰
Early American DINING ROOM maple finish table and 4 chairs	299 ⁰⁰
Modern DINING ROOM walnut finish table and 4 chairs	249 ⁰⁰
Early American DINING ROOM pine finish table and 4 chairs damaged	299 ⁰⁰
Early American DINING ROOM maple finish table and 4 chairs	199 ⁰⁰
7 PC. DINETTE SETS from	112 ⁰⁰ up
Spanish CHINA pecan finish	199 ⁰⁰
Modern CHINA walnut finish	199 ⁰⁰
Early American CHINA maple finish	199 ⁰⁰

Manassas Store Only
APPLIANCES

FRIGIDAIRE AUTOMATIC WASHER	229.00
FRIGIDAIRE AUTOMATIC DRYER	149.00
FRIGIDAIRE 11.6 CU. FT. REFRIGERATOR	229.00
FRIGIDAIRE 17 CU. FT. PROSTYPOOF REFRIGERATOR	329.00
FRIGIDAIRE 20.3 CU. FT. PROSTYPOOF SIDE BY SIDE REFRIGERATOR FREEZER	519.00
30" HARDWICK GAS RANGE	149.00
30" HARDWICK GAS RANGE	149.00
30" HARDWICK FURNISH GAS RANGE	269.00
30" HARDWICK DEBUTANTE EVERBLEN GAS RANGE	449.00

Bale City Store Only
BEDROOM

4 Pc. French BEDROOM SUITE cherry finish, triple dresser, mirror, headboard and night stand	249 ⁰⁰
4 pc. Early American BEDROOM SUITE pine finish, double dresser, mirror, poster bed headboard and night stand	299 ⁰⁰
4 Pc. Early American BEDROOM SUITE maple finish, single dresser, mirror, twin headboard and night stand	279 ⁰⁰
4 Pc. Spanish BEDROOM SUITE pecan finish, triple dresser, mirror, headboard & night stand	249 ⁰⁰
4 Pc. Spanish BEDROOM SUITE pecan finish, triple dresser, mirror, chest & headboard	499 ⁰⁰
5 Pc. Modern BEDROOM SUITE pecan finish, triple dresser, twin mirrors, headboard, and night stand	275 ⁰⁰
SIMMONS TWIN MATTRESS	59 ⁰⁰

HESCO

FURNITURE-APPLIANCE

MANASSAS FORESTDALE PLAZA
SHOPPING CENTER
Public Avenue
Manassas, Va.
368-2121

Bale City
Woodbridge, Va.
678-2171

