

**Objects to Commuter Buses****Park Service Denies Use of Roadway  
To Dulles Airport by Arnold Lines**

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Staff Reporter

Commuter bus service to Dulles International Airport kidded into a National Park Service roadblock yesterday.

T. Sutton Jett, Park Service regional director, said he is recommending that the Arnold Lines be refused a permit to run buses over a five-mile stretch of George Washington Memorial pkwy. from Key Bridge to Rte. 123.

The bus firm already has the approval of the Washington Metropolitan Area Transit Commission to serve the Airport, which is to be dedicated in less than three weeks.

But Jett said he is opposed to establishing an "express bus service" on the parkway.

"It would not be conducive

to pleasurable use of the parkway," said Jett.

The regional director is not opposed to allowing Airport Transport, Inc., to use the same stretch of parkway to provide bus and limousine service for airport passengers.

"In my judgment, bona fide travelers coming from Dulles International Airport into the Capital City ought to use the parkway," he explained. "It is an inspirational route into the city."

Jett balks at the Arnold Lines proposal, however, because it would allow stops at intermediate points between Washington and the jet airfield. This means commuter service that could clog the

parkway with buses and spoil its use by cars, he said.

Charles W. Overhouse, WMATC chief engineer, pointed out that the parkway route already is used by Arnold buses serving the Central Intelligence Agency.

Overhouse said the conflict could wind up in the courts if the bus firm decides to use the parkway without a permit to test the Park Service's control of the parkway.

Meanwhile, Jett said he also is recommending to Park Service Director Conrad L. Wirth the rejection of requests by the D. C. Transit System and Arnold Lines to use the western part of the parkway to serve the CIA via the Cabin John Bridge when that span is completed.

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