

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION
WASHINGTON, D. C.
ORDER NO. 465

IN THE MATTER OF:

Served April 8, 1965

Application of Atwood Transport Lines, Inc., for a Certificate of Public Convenience and Necessity.)	Application No. 291
)	Docket No. 68
)	
Application of W M A Transit Company, for a Certificate of Public Convenience and Necessity.)	Application No. 293
)	Docket No. 69
)	

APPEARANCES IN DOCKET NO. 68:

EDWARD G. VILLALON, Attorney for Atwood Transport Lines, Inc.

L. C. MAJOR, Attorney for Greyhound Lines, Inc.

STANLEY H. KAMEROW, Attorney for W M A Transit Company.

JOHN R. SIMS and GORDON A. PHILLIPS, Attorneys for D. C. Transit System, Inc.

ROBERT M. ABRAMSON, Attorney for Division 1098, Amalgamated Transit Union.

APPEARANCES IN DOCKET NO. 69:

JOHN R. SIMS and GORDON A. PHILLIPS, Attorneys for D. C. Transit System, Inc.

EDWARD G. VILLALON, Attorney for Atwood Transport Lines, Inc.

BARRETT ELKINS, Attorney for Greyhound Lines, Inc.

STANLEY H. KAMEROW, Attorney for W M A Transit Company.

ROBERT M. ABRAMSON, Attorney for Division 1098, Amalgamated Transit Union.

On November 4, 1964, Atwood Transport Lines, Inc., hereinafter sometimes referred to as Atwood, filed an application for a certificate of public convenience and necessity authorizing regular route operations by motor vehicle between Priest Bridge, Maryland, and Washington, D. C., and between Lanham, Maryland, and junction of unnumbered Maryland Highway and Maryland Highway 450, near Baldwin's Garage, Maryland.

On November 6, 1964, Counsel for Atwood requested that a hearing not be held on Atwood's application until further notice.

On November 18, 1964, W M A Transit Company, hereinafter sometimes referred to as W M A, filed an application for a certificate of public convenience and necessity, authorizing regular route transportation by motor vehicle between Bowie, Maryland, and Washington, D. C., and between Carrollton, Maryland, and Washington, D. C.

On November 25, 1964, Counsel for Atwood requested that Atwood's application be set for hearing.

On November 25, 1964, both the Atwood application and the W M A application were ordered for hearing, to be held on January 5, 1965.

On December 18, 1964, the Commission received an amendment to the Atwood application which broadened the scope of its application. This in turn required additional publication of notice and a postponement of the hearing thereon until January 19, 1965. In its application, Atwood seeks regular route authority to operate over the following routes:

- (1) Between Washington, D. C., and Priest Bridge, Maryland, and all intermediate points, except intra-District of Columbia points:

From Washington, over city streets to the District of Columbia-Maryland State line, thence over Alternate U. S. Highway 1 to the junction of Alternate U. S. Highway 1 and Maryland Highway 450, thence over Maryland Highway 450 to Priest Bridge, Maryland, and return over the same route.

- (2) Between Lanham, Maryland, and junction unnumbered Maryland Highway and Maryland Highway 450, near Baldwin's Garage, Maryland; and all intermediate points:

From Lanham, Maryland, via Maryland Highway 564 to Bowie, Maryland, thence via Maryland Highway 197 to junction Maryland Highway 197 and Maryland

unnumbered highway, thence via Maryland unnumbered highway to junction Maryland unnumbered highway and Maryland Highway 450, near Baldwin's Garage, and return over the same routes.

In its application, W M A seeks regular route authority to operate over the following routes:

(1) Belair-Washington Line via Bowie:

WESTBOUND: From Belair Shopping Center, south on Superior Lane; southeast and south on Stonybrook Drive; southeast on Buckingham Drive; west on Belair Drive; southwest and west on Kembridge Drive; northeast on Kenhill Drive; northwest, north and northeast on Belair Drive; southeast on Stafford Lane; northeast on Stonehaven Lane; north on Superior Lane; west and south on Sage Lane; northwest on Stonybrook Drive; north, northwest and west on Millstream Drive; southeast on Moylan Drive; southwest on Maryland Route 450; north on Highview-Bowie Road; southwest on Maryland Route 564; southwest and west on Maryland Route 450; southwest on Bladensburg Road; west and southwest on New York Avenue; south on 11th Street, N. W., to bus stand south of E Street, N. W.

EASTBOUND: Leave bus stand south of E Street, N.W., south on 11th Street, N.W., northwest on Pennsylvania Avenue, N. W.; north on 12th Street, N.W.; northeast on New York Avenue; east on K Street, N.W.; north on 7th Street, N.W.; northeast and east on New York Avenue; northeast on Bladensburg Road; east and northeast on Maryland Route 450; northeast on Maryland Route 564; south on Highview-Bowie Road; northeast on Maryland Route 450; northwest on Moyland Drive; east, southeast and south on Millstream Drive; southeast on Stonybrook Drive; north on Sage Lane to Belair Shopping Center.

(2) Belair-Washington Line via Defense Highway:

WESTBOUND: Leave Belair Shopping Center south on Superior Lane; southeast and south on Stonybrook Drive; southeast on Buckingham Drive; east on Belair Drive; southwest and west on Kembridge Drive; northeast on Kenhill Drive; northwest, north and northeast on Belair Drive; southeast on Stafford Lane; northeast on Stonehaven Lane; north on Superior Lane; west and south on Sage Lane; northwest on Stony-

brook Drive; north, northwest and west on Millstream Drive; southeast on Moylan Drive; southwest and west on Maryland Route 450; southwest on Bladensburg Road; west and southwest on New York Avenue; south on 11th Street, N.W., to bus stand south of E Street, N. W.

EASTBOUND: Leave bus stand south of E Street, N.W.; south on 11th Street, N.W.; northwest on Pennsylvania Avenue, N.W.; north on 12th Street, N.W.; northeast on New York Avenue; east on K Street, N.W.; north on 7th Street, N.W.; northeast and east on New York Avenue; northeast on Bladensburg Road; east and northeast on Maryland Route 450; northwest on Moylan Drive; east, southeast and south on Millstream Drive; southeast on Stonybrook Drive; north on Sage Lane to Belair Shopping Center.

(3) Carrollton-Washington Line:

WESTBOUND: Leave bus stand on Lamont Place south of Lamont Street; southeast and south on Lamont Street; southeast on Riverdale Road; southwest and west on Maryland Route 450; southwest on Bladensburg Road; west and southwest on New York Avenue; south on 11th Street, N. W., to bus stand south of E Street, N.W.

EASTBOUND: Leave bus stand south of E Street, N.W., south on 11th Street, N.W.; northwest on Pennsylvania Avenue, N.W.; north on 12th Street, N.W.; northeast on New York Avenue; east on K Street, N.W.; north on 7th Street, N.W.; northeast and east on New York Avenue; northeast on Bladensburg Road; east and northeast on Maryland Route 450; northwest on Riverdale Road; north and northwest on Lamont Street; west on Quentin Street; north on Lamont Place to bus stand south of Lamont Street.

With one major exception, the authority sought by the two applicants is very similar. The area proposed to be served involves operations generally between Washington, D. C., and Bowie, Maryland, over New York Avenue in the District of Columbia, Bladensburg Road, Route 450 and/or 564, and an unnumbered highway to Bowie, Maryland, and return, serving intermediate points in Maryland along such routes. The W M A proposal differs from the Atwood proposal in that W M A would provide service within the Cities of Bowie and Carrollton, Maryland. Atwood proposes to operate along the routes indicated above without providing local service within the Cities of Bowie and Carrollton. In addition, W M A proposes to operate its service to 11th Street and Pennsylvania Avenue, N. W., Washington, D. C., whereas Atwood will terminate its service at 11th Street and New York Avenue, N. W., Washington, D. C.

Throughout this proceeding, reference is made to the Bowie-Belair area. The Belair area has been incorporated into the City of Bowie and whenever the term "Bowie" is used in this Order, it shall have reference to the Bowie-Belair area, unless a different meaning is clearly intended.

The Atwood application, as amended, was protested by W M A Transit Company, D. C. Transit System, Inc., (hereinafter sometimes referred to as D. C. Transit), and Division 1098, Amalgamated Transit Union, (hereinafter sometimes referred to as Transit Union).

The W M A application was protested by Greyhound Lines, Inc., Atwood Transport Lines, Inc., D. C. Transit System, Inc., and Division 1098, Amalgamated Transit Union.

The Commission is of the opinion that, inasmuch as the authority requested in the two applications is very similar, and since all parties of record participated in each of the cases, these proceedings should be consolidated for purposes of decision. The parties of record stipulated that the evidence offered by the operating witnesses of W M A and D. C. Transit, and by the witness of the Transit Union in the W M A case, would be incorporated into the record of the Atwood case, including direct examination, cross-examination and the exhibits offered by such witnesses. The hearings in these proceedings, before an examiner, consumed five days, and the combined record in these proceedings consists of 722 pages of oral testimony and some 70 exhibits. At the conclusion of the hearings, the matter was submitted to the Commission for decision.

In the course of these proceedings, Counsel for D. C. Transit requested, in the form of a motion, that a decision on the Atwood and W M A applications be withheld until the Commission has heard the applications of D. C. Transit, and that all of the applications be disposed of simultaneously. The examiner deferred this motion for Commission action. This motion requires a brief discussion of the applications of D. C. Transit.

On January 5, 1965, the date the hearings commenced on the W M A application, Counsel for D. C. Transit announced that it had filed applications the previous day seeking authority to serve the Carrollton-Bowie area. These applications were set for hearing to commence on February 24, 1965. On January 25, 1965, amendments to these applications were filed by D. C. Transit, which necessitated a postponement of the February 24th hearing. Hearings were rescheduled to commence on March 9, 1965. D. C. Transit failed to give notice as required by the Commission's Rules and Regulations, of the March 9th hearing, which necessitated another postponement, and the hearings on D. C. Transit's applications were rescheduled to commence on March 24, 1965.

As the work of the Commission developed, we have arrived at a decision in the D. C. Transit proceeding, and that decision is being issued, in a separate order, this same day. Therefore, the motion has become moot.

The primary basis for Atwood's protest of the W M A application was its pending application. W M A protested the Atwood application because of its pending application. W M A also took the position during the hearing that the approval of its application would result in overall better bus service at lesser rates for the people in the area. D. C. Transit protested both the applications of Atwood and W M A, on the grounds that these applications sought authority which would duplicate, in part, D. C. Transit's present routes. D. C. Transit also contended that the approval of either of the W M A or Atwood applications would prohibit further extensions eastward of D. C. Transit's service, and consequently deprive the people in the Carrollton-Bowie area of cross-county service into other areas served by D. C. Transit.

The Transit Union, which represents the employees of Greyhound, protested the applications of Atwood and W M A on the basis that several bus operators would lose their jobs and that the equipment of Greyhound was in much better condition than the equipment of Atwood.

The Atwood application will be discussed first.

In support of its application, Atwood offered testimony of its General Manager, John C. Twiford, and of its Treasurer, Robert W. Manders. In support of the Atwood application, Greyhound offered the testimony of its Assistant Regional Manager, Virgil T. McKibben, and of its Vice President and Comptroller, J. M. Clarke.

Protestant W M A offered the testimony of its Comptroller, Samuel A. Sardinia. Protestant D. C. Transit offered the testimony of its Assistant Vice President of Research and Development, William E. Bell. Protestant Transit Union offered the testimony of a member of its Executive Board, Harlan K. Rohde.

Atwood was incorporated in 1947, and prior to that and since 1914, Chester Atwood, President and chief stockholder of Atwood, operated the business as a sole proprietorship. Atwood presently operates one regular route, scheduled bus service between Patuxent Naval Air Station, Lexington Park, Maryland, and the District of Columbia. Five round-trips are operated over this route daily, requiring the use of three buses. Atwood is primarily engaged in charter bus operations in the Washington area. Atwood has a total fleet of twenty-eight buses of which thirteen are fifteen years of age or older, and fifteen were acquired in 1959 or later; employs five mechanics and seventeen drivers on a semi-regular basis.

Three of these drivers are employed on a full-time basis to conduct the Patuxent Naval Base operation. The other fourteen drivers do not receive pay when not employed. Of the fourteen drivers, the top men on the "board" work three or four days a week and the others work two or three days a week. A few other drivers, such as taxicab drivers, fuel-truck drivers and ex-bus drivers, are on call in case of necessity. The drivers do not belong to a union.

Atwood rents its garage facilities. Atwood's proposed operations are generally identical to the present operations of Eastern Greyhound Lines, hereinafter sometimes referred to as Greyhound. Under the contractual arrangements between Greyhound and Atwood, Atwood proposes to take over Greyhound's operations between Priest Bridge, Maryland, and Washington, D. C. Atwood proposes to operate over the same routes, on the same schedules, with the same number of buses and charge the same fares as Greyhound. The agreement provides that Atwood shall purchase ten (10) buses for a total cost of \$69,000.00. These 39-seat, air-conditioned buses were last operated by Greyhound during the Christmas holiday season of 1964. The agreement further provides that Atwood will use Greyhound's terminal at 11th Street and New York Avenue, N.W., Washington, D.C.; that Atwood will pay Greyhound 10% commission on all ticket sales for use of Greyhound's terminal facilities. The agreement also provides that Greyhound will apply to the appropriate authorities for authority to abandon its local operations between Priest Bridge, Maryland, and Washington, D. C., if Atwood's application is approved.

Greyhound is operating its present service pursuant to authority issued by the Interstate Commerce Commission, insofar as its interstate operations are concerned, and pursuant to authority issued by the Maryland Public Service Commission, insofar as its intrastate operations are concerned. Greyhound does not have authority to engage in intra-District of Columbia service. While the proposed operations of Atwood would be subject to the jurisdiction of the Washington Metropolitan Area Transit Commission, hereinafter referred to as Commission, the present operations of Greyhound are exempt from the Commission's jurisdiction under Section 1(a)(4), Article XII, of the Compact. It is Greyhound's position that even though it is exempt from the jurisdiction of the Commission, it is entitled to the same protection under Section 4(g), Article XII, of the Compact, as is accorded holders of certificates from the Commission. Counsel for Greyhound, in a prepared statement adopted by Greyhound's primary operating witness, explained Greyhound's position on this and other points, as follows:

"Greyhound has entered into certain agreements with Atwood Transport Lines, the applicant in this proceeding, whereby it has consented in effect to have transferred to that carrier both its inter and intrastate operating rights between Washington, D. C., and Priest Bridge, Maryland, under the contractual arrangements if Atwood is successful in this application proceeding.

"Greyhound will request revocation of its existing duplicating rights. The agreements the parties have entered into further provide that Atwood will purchase 10 buses from Greyhound for a total consideration of \$69,000, which figure is considered to be the fair market value of that equipment, and in addition the agreements provide that Atwood will become a tenant in the Greyhound terminal in Washington, D. C., in connection with all its regular route operations, including not only those proposed by this application but also its current regular route operations which are being conducted between Washington, D. C., and Patuxent River.

"Under that agreement Atwood will pay the Greyhound the standard 10% commission on all ticket sales made in its terminal facilities.

"For several years Greyhound has found it extremely difficult if not impossible primarily because of its rather high and constantly increasing operating costs to conduct profitable operations in the area and over the routes involved. As a matter of fact, Greyhound does not believe that it can continue its commuter type operations in the area involved without seeking an increase in its existing fares. This Greyhound hopes it can avoid by the action with respect to this application.

"For all of these reasons Greyhound appears in support of Atwood's application, but it desires to make it abundantly clear to this Commission and all parties participating that it does not desire nor intend to discontinue or abandon its present service within the area involved unless the application of Atwood is granted.

"Unquestionably there is only sufficient traffic moving over these routes within this area for one carrier and I think that this fact is recognized and conceded by all parties. It is Greyhound's position that although it holds no separate certificated rights from this Commission, its existing regular route operation to the extent that they traverse routes within the Washington Metropolitan area are entitled to the same safeguards and protection provided by this Commission to other certificated regular route carriers in the area, and unless the Atwood application is granted, no carrier should be certificated to provide service over Greyhound's existing routes without Greyhound first having been given notice of and a reasonable opportunity to correct any deficiencies which this Commission may find from evidence that exists with respect to its current service."

Counsel for protestants, W M A and D. C. Transit, moved that in view of the above statement of Counsel for Greyhound, the application be dismissed on the grounds that the Atwood proceeding is, in effect, a sale and transfer of operating rights from Greyhound to Atwood and that the proper procedure should have been an application for sale and transfer rather than a public convenience and necessity application. Atwood responded with the argument that public convenience and necessity can be shown to exist without offering testimony of public witnesses. The parties of record briefed this point for the Commission. It is Atwood's position that the mere existence of Greyhound's operations is an adequate showing of public convenience and necessity. The Commission concurs in the ruling of the Examiner that as the applicant has elected to pursue the public convenience and necessity procedure, such choice must be respected. In pursuing this procedure, Atwood continues to have the burden of proving the essential ingredients of public convenience and necessity.

In prosecuting its application, Atwood relied entirely on the existence of Greyhound's present operations as proof of public convenience and necessity. No testimony of any public witness was offered. At the present time, Greyhound operates twelve round trips daily between Bowie and Washington, D. C., and approximately ten additional trips during the rush hours between Washington, D. C., on the one hand, and Sunny Brook, Landover Hills and Lanham, Maryland, on the other. Twelve buses are required for this operation and entails the use of thirteen drivers. Witness Clarke, testifying for Greyhound, stated that Greyhound lost \$23,607.00 during 1964 in operating this service, and that this loss was the primary reason for Greyhound's decision to undertake abandonment of this operation. Greyhound has been transporting approximately 10,795 revenue passengers per week, or about 2,000 per week day. The fares charged by Greyhound are as follows:

	<u>CASH FARE</u>	<u>COMMUTER TICKET</u>
Zone 1	45¢	10 tickets for \$3.60
Zone 2	65¢	10 tickets for \$4.80
Zone 3	80¢	10 tickets for \$6.00
Zone 4	95¢	10 tickets for \$7.20

Atwood proposed to operate intercity type buses, including some or all of the ten buses to be acquired from Greyhound. Persons desiring transportation on buses operated by Atwood must purchase tickets at the Greyhound terminal or from ticket agents along the route. If a person boards a bus at a location where a ticket agent is available, without a ticket, he must get off the bus and secure a ticket. If he boards a bus where no ticket agent is available, the driver accepts a cash fare and

rips out a cash receipt. The buses have no fare boxes. All commuter tickets must be secured from a ticket agent; the driver is not authorized to sell such tickets. Atwood does not propose to have any designated bus stops, but plans to use the same locations presently used by Greyhound. Atwood employs no street supervisors and does not contemplate hiring any if the application is approved.

Witness Manders, testifying for Atwood, estimated that if Atwood transports the same number of passengers transported by Greyhound -- 2,000 per day -- Atwood should be able to operate the proposed service at a substantial profit. He stated that the gross revenues would approximate \$210,000.00 and that his net revenues, before income taxes, would be \$79,722.00. His testimony was based on the assumption that Atwood would operate the same number of miles, transport the same number of passengers and charge the same fares as Greyhound.

Section 4(a), Article XII of the Compact, requires an applicant for a certificate of public convenience and necessity to prove financial fitness as one of the prerequisites to the granting of such a certificate. The protestants moved for dismissal of the Atwood application on the grounds that a plan of financing was not submitted with the application as required by the Commission's rules and regulations. Briefs on this issue were filed. The Commission agrees with the examiner that the issue of financial fitness is a matter of proof, to be resolved by the Commission after a review of all the evidence, and that the Commission's regulation in this regard is directive only.

The protestants questioned the financial condition of Atwood at great length. According to the data appearing in Atwood's balance sheet as of September 30, 1964, the current liabilities were more than double the current assets.

The current financial condition is further aggravated by the obligation proposed to be assumed under the contract with Greyhound. In agreeing to purchase the ten buses for a total cost of \$69,000.00, Atwood agreed to a down payment of \$17,500.00 and to pay the remaining \$51,500.00 within the next thirty months, in equal monthly installments, at 6% interest. Thus, within the first twelve months following approval of the Atwood application, Atwood would have to raise approximately \$38,000.00 in cash. This current obligation would substantially increase the present current liabilities over current assets. While Atwood's income statement for the nine-month period ended September 30, 1964, showed a profit of approximately \$6,000.00, no weight was accorded the final and less profitable quarter of the calendar year. Atwood operated at a loss for the calendar year 1963. Atwood also introduced a statement of projected earnings for the Washington-Priest Bridge operation, if granted. Using an incremental cost basis, the statement showed a substantial profit, as previously noted.

In making these projections, the witness allowed depreciation cost on the basis of an eight-year remaining service life on the ten buses to be acquired from Greyhound, yet the testimony shows that Atwood proposes to operate the buses for approximately two years. The witness also projected Equipment Maintenance and Garage Expense at 6.01 cents per mile when Greyhound, for the same operation, was reporting 8.44 cents per mile. The revenues were projected at 73.41 cents per mile against Greyhound's 51.06 cents per mile for the same operations and the same estimated number of revenue passengers. The Greyhound revenue-per-mile figure did not include a 10% fare increase, which would have brought the figure up to 56.7 cents per mile.

The bases for the protests to the Atwood application of the various protestants have been previously set out in this order.

Mr. Sardinia in testifying for protestant W M A, compared the proposed service, including routes, fares, and schedules of Atwood with the proposals of W M A and concluded that under W M A's proposal the public would be provided substantially better bus service. He stated that W M A would be able to coordinate the proposed service with its existing service so as to provide a cross-county service for the public in the Bowie-Carrollton area.

Mr. William E. Bell testified on behalf of protestant D. C. Transit. Mr. Bell contended that the approval of the Atwood application would deprive D. C. Transit of the opportunity to provide the public in the Bowie-Carrollton area, and along Route 450, a needed cross-county service westward over the existing routes of D. C. Transit. Mr. Bell admitted that, if Atwood operated with the same restrictions as Greyhound is presently operating, Atwood's operation would not create any additional competitive service. Mr. Bell contended that D. C. Transit operates equipment superior to Atwood's and is in a better financial condition.

The Transit Union offered testimony in opposition to the Atwood case. The thrust of the opposition was directed to the age and physical condition of the ten buses to be acquired by Atwood from Greyhound, and that as many as twenty Greyhound bus operators would lose their jobs if the Atwood application is approved.

As previously discussed, all the protestants questioned the financial fitness of Atwood to assume Greyhound's operations in this area.

The W M A application will now be discussed.

Applicant W M A offered the testimony of its Comptroller, Samuel A. Sardinia, and of six public witnesses. The Mayor of Bowie testified as his interest may appear in support of the W M A application. Two other witnesses testified, one in support of the W M A application, and the other as to the need for bus service within the City of Bowie.

Protestant Atwood offered the testimony of its General Manager, John D. Twiford; Protestant Greyhound offered the testimony of its Assistant Regional Manager, Virgil T. McKibben and of its Vice President and Comptroller, J. M. Clarke. Protestant D. C. Transit offered the testimony of its Assistant Vice President of Research and Development, William E. Bell. Protestant Transit Union offered the testimony of its Vice President, Andrew D. Couch, and a member of its Executive Board, Harlan K. Rohde.

W M A or its predecessor has been providing mass transit operations in the Washington area since 1922. Its primary operations are within the southern portion of Prince Georges County, Maryland, and between Prince Georges County and the District of Columbia. W M A owns and operates approximately one hundred buses. Forty-two of these buses are air-conditioned and were acquired in 1962 or later. All buses operated in mass transit service are 1952 models or later. Older buses have been relegated to school bus service. The forty-two, air-conditioned buses are equipped with two-way radios, which, according to witness Sardinia, provide for more efficient utilization of equipment and help substantially in preventing crime on the buses. During the hearing, it was noted that W M A had seventeen, air-conditioned buses on order; these have now been received and are included in the forty-two buses mentioned above.

W M A employs approximately eighty-five drivers and twenty-five mechanics.

The record shows that W M A manifested an interest in serving the proposed routes several months prior to filing of the within application. The territory sought to be served by W M A lies generally within its existing regular route territory; its present routes lie generally both north and south of the proposed routes. W M A proposes to operate twenty-two round-trips daily between Carrollton and Washington. The points intermediate to Bowie and Carrollton will receive more frequent service. In addition, W M A proposes to provide local service within the Cities of Bowie and Carrollton. The proposed service will require the use of thirteen buses.

W M A maintains that the proposed service ties in with several of its existing routes and, with minimum route extensions, could become an integral part of its entire system, thereby allowing passengers to transfer in any direction within Price Georges County. Witness Sardinia stated that W M A's application was not based on the cessation of operations by Greyhound; that W M A could operate the proposed service profitably even in competition with Greyhound.

W M A proposes to charge a maximum fare of 75¢ for this service. The fare between Washington and Bowie will be 75¢; the fare between Washington and the first zone in Maryland will be 45¢; and the local fare within the Belair section of Bowie and the City of Carrollton will be 25¢.

The local school children's fare will be 15¢. Passengers desiring to transfer to the buses operated by D. C. Transit, W. V. & M. Coach Company, or A. B. & W. Transit Company, will have the benefit of the joint fare arrangement among these carriers.

As justification of the need for additional service between the Bowie-Carrollton and Washington area, witness Sardinia testified in connection with a study made of the proposed service area (Bowie-Carrollton area), and of another service area (Spaulding Corridor), presently being served by W M A. As of January 16, 1964, both areas had a total population of between 73,000 and 75,000.

By 1980, it is estimated that the population of each of these areas will approximate 140,000. W M A is presently transporting 3,650 revenue passengers daily in the Spaulding Corridor, as compared to 1,600 revenue passengers being transported daily in the Bowie-Carrollton Corridor, according to witness Sardinia. W M A anticipates that even if Greyhound continues to operate in the area it can operate the proposed service profitably. Sardinia testified that on the basis of 2,000 daily passengers, which he assumed would be transported by W M A, even in competition with Greyhound, and assuming an average fare of 54¢, the Company would receive \$1,080 in daily revenues, as compared to daily expenses of \$840.00. The \$840 expense figure was arrived at by taking the total hours of 120 - required to operate the daily schedules - multiplied by \$7.00, which includes both direct and indirect hourly costs of W M A.

W M A does not desire to transport passengers within the District of Columbia, and is willing to have its authority restricted against the right to perform purely local service along Route 450, a distance of one-and-a-half miles, where the route duplicates an existing route of D. C. Transit. The restriction would not apply to passengers boarding the buses along this segment of the route and destined to points beyond, and vice versa. D. C. Transit does not have any direct service between points along this segment of Route 450 and downtown Washington. Witness Sardinia testified that, in his opinion, passengers destined to downtown Washington from points along this segment of Route 450 were using Greyhound's service. The suggested restriction offered by witness Sardinia conforms to the restriction presently being recognized by Greyhound.

No one questioned the fitness or ability of W M A to render the proposed service.

W M A's income statement for the ten-month period ended October 31, 1964, showed net income of \$117,194.00, compared to net income of \$34,749.00 for the same period of the previous year. Net income for October, 1964, was reported as \$12,668 compared to \$12,622 for October, 1963. W M A also introduced a statement of projected earnings from the proposed operation which indicated substantial net income therefrom.

The Mayor of Bowie, Frank J. Wilson, testified in support of the W M A application. He read a prepared statement into the record. The Examiner overruled objections to certain portions of the statement and the Commission confirms the Examiner's ruling. Mr. Wilson testified that the population of Bowie has increased from approximately 1,100 people to 20,000 people in approximately three years; that the great majority of the workers living in the Bowie area are employed in Washington, D. C., and only a small percentage is employed in Baltimore, Maryland. He further testified that within the next two to three years, the population of Bowie will be in excess of 30,000. He stated that without a concrete proposal for intra-city service within the City of Bowie, no proposal by any carrier merits consideration. He further stated that the number of trips operated by Greyhound over Route 450 are inadequate and in many respects the schedules are inappropriate. He also stated that express bus service between Bowie and Washington is needed during the morning and evening rush hours.

Mr. Wilson summarizes the position of the Bowie City Council as follows:

"Thus, the basic needs of the City of Bowie at this time in the area of bus transportation are for service within the City, including direct service to the Huntington section; improved regular service to Washington; express service to Washington and service to Bowie State College. We believe the Company which can best satisfy these needs should receive the right to service the area.

"It is the opinion of the Bowie City Council that the proposal submitted by W M A Transit Company is superior to the proposal submitted by Atwood Transport Lines, Inc., in many respects.

"Further, we believe that the benefits which are inherent in W M A's proposal, as well as others which will indirectly flow therefrom, are not possible under the Atwood proposal. In many respects, Atwood is simply incapable of rendering a service which will satisfy the needs of the citizens of Bowie in a manner which will be of the greatest possible benefit to them."

Prior to the action of the Bowie City Council to support W M A's application, representatives of W M A and Atwood appeared at an executive session of the Bowie City Council, and presented their respective proposals in detail. As a result of that presentation and after detailed and extensive questioning by the Council and the Advisory Planning Board, the Council unanimously, in public session on Monday, December 14, 1964, passed a resolution in favor of the W M A proposal, with the provision that W M A commit itself at the hearing to render express service to and

from Washington, during the morning and afternoon rush hours. Mr. Wilson pointed out that in respect to a comparison between the proposed and existing service, the W M A proposal would increase the present twelve daily round trips to nineteen daily round trips between Washington and Bowie, and would provide twenty-two round trips within the loop at the Belair section. He pointed out that Atwood's proposal offered nothing new in the way of service but is merely a duplication of the Greyhound operations. Mr. Wilson also pointed to lower fares of W M A as compared to Atwood's proposed fares; that W M A enjoyed joint fare arrangements with other local carriers in the Washington area; that transfers to other W M A routes were possible; that W M A would transport the commuters into the federal triangle of Washington, whereas Atwood proposes to deliver them to the Greyhound terminal at 11th & New York Avenue, N. W., Washington, D. C. Mr. Wilson also pointed out that the minimum fare proposed by Atwood is 45¢, as compared to W M A's minimum fare of 25¢, within the City of Bowie.

Mr. Wilson further stated that, in his opinion, W M A had more modern equipment and was more experienced in performing mass transit operations; that W M A also had the advantage of integrating its proposed service with its present service within Prince Georges County.

Mr. Wilson had also reviewed the financial statements of W M A and Atwood and had concluded that W M A was in a much better financial position.

Mr. Wilson summarized his statement as follows:

"In sum, it appears to us that the Atwood proposal is not keyed to the needs of the area, whereas W M A's proposal is more nearly keyed to those needs. Atwood offers no improvement over that which already exists and W M A does. Atwood's equipment is old, W M A's is new. Atwood offers no inter-line or inter-route transfers and W M A does. Atwood does not bring passengers as far into Washington as does W M A. Atwood has only little experience as an operator of regularly scheduled bus lines and W M A has much experience. Atwood's fares are higher than W M A's. In short, the proposal of W M A in our opinion is so far superior to that submitted by Atwood that I don't believe there is any reasonable comparison except as a study in contrasts.

* * * * *

"In conclusion, Mr. Chairman, and gentlemen of the Commission, I would like to reiterate our favorable impression of the W M A proposal and I wholeheartedly urge this Commission to act favorably thereon."

Mr. Wilson stated that the position of the City of Bowie was not based upon the abandonment of Greyhound's service; that Greyhound's plans had not been considered. With reference to the commuter fares of Greyhound, he stated that many people did not want to use bus service daily and consequently could not take advantage of the commuter fare.

The City Officer for the City of Carrollton, Jan E. Delbruegge, testified in support of the W M A application. Mr. Delbruegge testified that the present population of Carrollton was 14,000. Representatives of W M A and Atwood appeared before the Carrollton City Council and presented their respective proposals in detail. As a result of the presentation, the City Council unanimously, at a regular meeting held on December 16, 1964, passed a resolution in support of the W M A application.

Mr. John J. McBurney, an attorney and representative of the Union of W M A's employees, testified in support of the W M A application. He testified that the new operation of W M A which encircles the Hillcrest Heights area generated substantial traffic because of the local service within the area. Mr. McBurney concluded his testimony by stating that while he preferred W M A's service, the Commission should decide the case on its merits.

Mr. Richard W. Perkins, President of the Bowie Citizens Association, testified in support of the W M A application. He stated that the Association, composed of 325 to 350 families, passed a resolution on December 17, 1964, after a presentation by W M A and Atwood, in support of the W M A application.

Mr. James W. Harris, Mayor of Landover Hills, submitted a resolution of the Town Council in support of the W M A application. Mr. Harris considered that Greyhound was rendering adequate service.

Mr. Donald A. Westcott, Community Relations Manager for Levitt & Sons, the firm which has constructed many of the homes in Bowie, testified that on January 5, 1965, there were 3,924 homes in Bowie, and estimated that by January, 1967, there would be 6,500 homes. He estimated that 80% of the workers in Bowie are employed in Washington, D. C. His testimony was that he was interested in the best service possible for Bowie.

Mr. Hoyt S. Brown, Jr., Brentwood, Maryland, Chairman of the Transportation Committee for the Capital Plaza Shopping Association, testified in support of the W M A application. He testified that he had a prior meeting with representatives of W M A, Greyhound and D. C. Transit, and stated "the only thing that came out of it was that W M A was willing to take it (service to the area) under advisement; Greyhound was willing to revise their time schedule, which they did sometime later; and D. C. Transit said if we would be willing to pay for it we could have it. Other

than that, that was it." Mr. Brown discussed a meeting he had held with Mr. Bell of D. C. Transit, in June or July of 1964, to determine if bus service could be obtained for the immediate community, including Radiant Valley, Landover Hills, Parkway Estates and Woodlawn. He stated that Mr. Bell's response was that the service was not financially feasible. He also testified that Greyhound had refused to furnish the proposed service.

Mr. William Grobman of Bowie, Maryland, who classified himself as an ex-member of the riding public, testified in support of the W M A application. His testimony was to the effect that the approval of the W M A application would result in local service within Bowie; that the proposed service would enable W M A to provide service from Bowie to other portions of Prince Georges County in connection with W M A's existing routes. Mr. Grobman also stated that the joint fare arrangement W M A has with the other mass transit operators in the area was an important factor in his decision to support the W M A application. He complained that approval of the Atwood application would tend to further fragmentize the bus service in Prince Georges County. Mr. Grobman complained that it is too far to walk from many points in Bowie to Route 450, in order to use Greyhound's present service.

Mr. Albert Miller, Bowie, Secretary of the Business Men's Association, testified that Greyhound's present service was inconvenient to most business men, which adversely affects them in serving employees from points beyond Bowie. Mr. Miller had no preference as to which carrier should operate the improved service.

A summary of the testimony of these public witnesses is that Greyhound's present service between Washington and the Bowie-Carrollton area is inadequate, primarily because no local service is provided within these communities; that Greyhound's service does not extend far enough into downtown Washington; and that Greyhound's schedules are inadequate. Their testimony was that Atwood's proposal to merely take over the existing operations of Greyhound does not represent any service improvements whatever, and that W M A's proposal appears to meet the needs of the public in this area. As to a preference for the service of W M A or D. C. Transit, the witnesses testified in general that they were primarily interested in having adequate and convenient service, not which carrier gave the service. The witnesses stated that they were unfamiliar with D. C. Transit's proposal.

Mr. Virgil T. McKibben, Assistant Regional Manager of protestant Greyhound, testified that, in his opinion, Greyhound's present service was adequate, but if Atwood's application was denied, Greyhound would be willing to provide additional service as may be required. It was Greyhound's position that Greyhound should first be given an opportunity to improve service, if found inadequate, before approving the W M A application. Mr. McKibben stated that the territory could not support two bus companies.

Mr. John C. Twiford, General Manager of protestant Atwood, testified that Atwood's objection to the W M A application was based on Atwood's agreement with Greyhound; that Atwood had the equipment to perform the proposed operations, and that Atwood was willing to provide local service for both Bowie and Carrollton. He stated that if Atwood's application was approved, then after commencing operations, authority would be sought to provide local service from Bowie and Carrollton, provided a study showed that such a service was needed.

The Transit Union protested the W M A application generally for the same reasons it had protested the Atwood application; namely, several bus operators would lose their jobs with Greyhound.

Mr. William E. Bell, testifying on behalf of protestant D. C. Transit, stated that D. C. Transit opposed the W M A application on the basis of its own application and that the proposed routes of W M A would duplicate a portion of its service on a segment of Route 450, previously discussed. He stated, however, that D. C. Transit could be protected by restricting W M A against providing local service along this segment of the route. Mr. Bell maintained that there was not sufficient patronage along the routes served by Greyhound to justify two carriers' competing with each other.

FINDINGS

The Commission is charged with the responsibility under Article II of the Compact, "for the regulation and improvement of transit and the alleviation of traffic congestion within the Metropolitan District on a coordinated basis, without regard to political boundaries within the Metropolitan District...." The Commission views this language as a clear mandate for progressive and forward-looking action in improving transit and the alleviation of traffic congestion. The powers and duties of this Commission, under the Compact, were further clarified by the United States Court of Appeals for the Fourth Circuit in the case of A. B. & W. Transit Company v Washington Metropolitan Area Transit Commission, 323 F. 2d 777 (1963):

"The creation of the Transit Commission was one of the steps taken by Congress in the realization that regulation of mass transit in a large metropolitan area requires solutions specifically tailored to the area's special needs. It is, therefore, to be reasonably expected that the Transit Commission, in the exercise of its administrative functions, may establish regulations and a body of case by case decisions that will differ from those of public bodies regulating transportation. For example, it cannot be expected that the Transit Commission will necessarily determine the requirements of 'public convenience and necessity' in relation to mass transit in the Washington metropolitan area to be the same as would either the Interstate Commerce Commission or the local com-

missions previously involved in regulating various aspects of this traffic. The impact of rules and decision of such public bodies as 'stare decisis' for the present Transit Commission is, therefore, limited. These decisions, and those of reviewing courts, may aid in the search for the meaning of a statutory phrase and, perhaps, help point up the outer limits of administrative discretion; but they cannot generally be used to show the path the Transit Commission must follow in determining the requirements of the public convenience and necessity."

The Commission concludes, after a careful review of all the evidence in the combined record of these proceedings that the present population, coupled with the future growth potential in the area proposed to be served, warrants a finding that present and future public convenience and necessity require the operation of a mass-transit type service as opposed to an inter-city type service. The communities along the proposed routes between Washington, D. C., and Carrollton-Bowie, Maryland, have grown in population to a point where, in many instances, they may be classified as being contiguous communities. There was clear indication from the record that their future growth may be hampered by lack of adequate bus transportation.

In selecting the carrier best qualified to undertake the responsibility of providing mass transit service for the area involved, it is appropriate to compare the qualifications and proposals of the applicants and to discuss the attitude of the public to be served.

Every public witness appearing at the hearings supported W M A's application. No public witnesses supported the Atwood application. Their choice between the applicants was clear. The official governing bodies of the two major Cities, Bowie and Carrollton, endorsed the W M A application after hearing a presentation by both Atwood and W M A. The public witnesses, in general, agreed that Greyhound's service was wholly inadequate.

In comparing the proposed routes to be served by the two applicants, the Commission must confine its discussions to proposed routes as contained in the respective applications. Atwood proposes to operate the present routes operated by Greyhound. No service within Bowie or Carrollton is proposed. Atwood's service will also terminate at Greyhound's terminal at 11th Street and New York Avenue, N. W., Washington, D. C. W M A proposes to provide local service within Bowie and Carrollton and will terminate its service at 11th Street and Pennsylvania Avenue, N.W., Washington, D. C. A need has been shown to exist for local service within Bowie and Carrollton, and for service to downtown Washington in the vicinity of 11th Street and Pennsylvania Avenue, N.W., Washington, D. C.

Atwood proposes to operate the same schedules as are being operated by Greyhound, twelve round trips a day between Bowie and Washington. W M A proposes nineteen round trips per day between Bowie and Washington, and an additional thirteen trips per day between Carrollton and Washington. While it is inappropriate to require that a given number of schedules be operated in granting a certificate of public convenience and necessity, the schedules proposed by Atwood do not meet the needs of the public.

Atwood proposes to use the same fares being charged by Greyhound. The cash fares of Atwood range from a minimum of 45¢ to a maximum of 95¢, the latter charge being the fare between Bowie and Washington. W M A proposes a minimum fare of 25¢ and a maximum fare of 75¢. The proposed commuter fares of Atwood, which must be purchased in lots of ten tickets, approximate the cash fares of W M A; in some instances lower, and in some instances higher. W M A proposes a school fare of 15¢. In mass transit operations, important consideration must be given to individual fares, since many transit riders are not willing to commit themselves in advance for several transit trips over a relatively short period of time. W M A also has joint-fare arrangements with the other mass transit operators in the area, which enable the riders to enjoy a lower through-fare when transferring to a bus operated by one of the other bus companies. Atwood does not have fare boxes on its buses as does W M A. A person desiring to ride on Atwood buses must first purchase a ticket from a ticket agent, if one is available, otherwise he must pay the driver in cash, and the driver must give a cash receipt. This procedure causes delay and is not appropriate in mass transit operations. The fare box is a mark of mass transit operations.

Atwood proposes to use the existing stop locations of Greyhound, but proposes no bus stops as such. W M A proposes normal bus stops, which is another mark of mass transit operations.

Atwood has a fleet of twenty-eight, inter-city type buses with a single door in each of the buses. W M A has a fleet of approximately one hundred mass-transit type, two-door buses, forty-two of which are air-conditioned, with two-way radios. Atwood proposes to acquire ten used, air-conditioned buses from Greyhound.

Financially, W M A appears to be in a much better position than Atwood to inaugurate an undertaking of the magnitude required by the proposed operations.

Atwood has had little experience in mass transportation operations; W M A has had extensive experience over a long period of time. W M A is equipped with both trained personnel and equipment to conduct the proposed operations as a mass transit operator.

The Commission concludes and finds that the present bus service is inadequate and that the present and future public convenience and necessity require additional service over the routes involved, including local service within the Cities of Bowie and Carrollton, Maryland.

Greyhound contends that, although it is not a holder of a certificate of public convenience and necessity from this Commission, it is entitled to all the protection of Section 4(g), Article XII, of the Compact, as is accorded holders of certificates. The pertinent portion of Section 4(g), reads as follows:

"...and provided, further, if the Commission shall be of the opinion that the service rendered by such certificate holder over such route is in any respect inadequate to the requirements of the public convenience and necessity, such certificate holder shall be given reasonable time and opportunity to remedy such inadequacy before any certificate shall be granted to an applicant proposing to operate over such route."

The Commission agrees with Greyhound's contention. Counsel for Greyhound stated that "no carrier should be certificated to provide service over Greyhound's existing routes without Greyhound first having been given notice of, and a reasonable opportunity to correct, any deficiencies which this Commission may have from evidence that exists with respect to its current service."

The Commission cannot require Greyhound to improve its service, but agrees with Greyhound that it should be given an opportunity to correct the deficiencies found in its existing service.

Certain major service deficiencies have been found to exist as follows:

1. There is no local bus service within the City of Bowie, or between points within the City of Bowie and Washington, D. C.
2. There is no service between points within the City of Carrollton and Washington, D. C.
3. The present service ends at 11th Street and New York Avenue, N.W., Washington, D. C., and does not serve the downtown area in the vicinity of the federal triangle.
4. The frequency of service provided by its present schedules is inadequate. The minimum headway for mid-day operation should be sixty (60) minutes and the schedules during the rush hours should be adjusted according to service demands.

There were other service deficiencies which were found to exist and ordinarily should be corrected but because of the nature of Greyhound's operations and the type of equipment operated, and because of other relevant circumstances, the Commission does not believe it would be reasonable to expect Greyhound to correct these other deficiencies within the time limits set in this Order.

The Commission concludes and finds that Greyhound should be given an opportunity to correct the service deficiencies numerically outlined above and that Greyhound should notify this Commission within thirty days from the service date of this Order of its willingness to correct such service deficiencies, and that Greyhound will correct such service deficiencies within thirty days from the effective date of this Order.

The Commission concludes and finds that if Greyhound declines to give the aforesaid notice of willingness or if Greyhound fails to correct the service deficiencies specified herein within thirty days after the effective date of this Order, then a new carrier service must be authorized, as hereinafter provided.

The Commission is of the opinion and finds that as between Atwood and W M A, the public convenience and necessity does and will require the transportation proposed by W M A and that W M A is fit, willing and able to perform such transportation properly.

The Commission further finds that the transportation proposed by Atwood is not and will not be required by the public convenience and necessity, inasmuch as it is the same service presently being rendered and which the Commission has found to be inadequate.

THEREFORE, IT IS ORDERED:

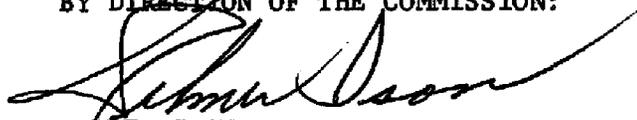
1. That Greyhound Lines, Inc., be, and it is hereby, given an opportunity to correct the service deficiencies set forth hereinabove on page 21; provided, however, that Greyhound shall notify the Commission within thirty (30) days from the service date of this Order of its willingness to correct such service deficiencies.
2. That in the event Greyhound Lines, Inc., intends to correct such service deficiencies, they be corrected within thirty (30) days from the effective date of this Order.
3. That W M A Transit Company be granted a certificate of public convenience and necessity, authorizing regular route operations over the routes set out on pages 3 and 4 of this Order, as an amendment to its Certificate No. 8, except that such certificate will be restricted against the transportation of passengers traveling between points in the District of Columbia, and against the transportation of passengers traveling between points along Route 450 where such route parallels and duplicates an existing

route of D. C. Transit; provided, however, that the grant of such authority is conditional and such amended certificate will not be issued W M A Transit Company if Greyhound Lines, Inc., corrects the service deficiencies specified herein and otherwise complies with Paragraphs 1 and 2 above.

4. That the application of Atwood Transport Lines, Inc., for a certificate of public convenience and necessity be, and it is hereby, denied.

5. That this Order shall become effective May 8, 1965.

BY DIRECTION OF THE COMMISSION:



DELMER ISON
Executive Director

WASHINGTON METROPOLITAN AREA
TRANSIT COMMISSION

COMMISSIONERS

H. LESTER HOOKER
CHAIRMAN

C. M. DUKE
BRIG. GEN., U. S. ARMY
VICE CHAIRMAN

EDWARD D. STORM

DELMER ISON
EXECUTIVE DIRECTOR



1815 N. FORT MYER DRIVE
ARLINGTON, VIRGINIA 22209

May 25, 1965

Gentlemen:

Commission Order No. 465 provided that in the event Greyhound Lines, Inc., did not correct certain service deficiencies in its Washington, D. C.- Bowie, Maryland operations, that a certificate of public convenience and necessity would be granted W M A Transit Company, authorizing operations in the territory. The Commission and all parties have been officially notified by Greyhound Lines, Inc., that it does not desire to correct said service deficiencies.

Transmitted herewith are First Revised Page 1, Cancelling Original Page 1; Second Revised Page 6, Cancelling First Revised Page 6; and First Revised Pages 7 and 8, Cancelling Original Pages 7 and 8, of Certificate of Public Convenience and Necessity No. 8, issued W M A Transit Company. These revised pages to Certificate No. 8 reflect the authority granted in Order No. 465.

Also attached is W M A Transit Company Route Authorization No. 1-65, which grants W M A Transit Company authority to operate over certain streets in the District of Columbia, pursuant to authority granted in Order No. 465.

It is suggested that the attached authority and route authorization be carefully reviewed. Any clerical misprisions should be called to the attention of the Commission for corrections on or before June 10, 1965.

DELMER ISON
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. 8

W M A TRANSIT COMPANY
BRADBURY HEIGHTS, MARYLAND

At a session of the Washington Metropolitan Area Transit Commission held on the 12th day of August, 1964;

AFTER DUE INVESTIGATION, it appearing that the above named carrier has complied with all applicable provisions of the Washington Metropolitan Area Transit Regulation Compact, and the requirements, rules and regulations prescribed thereunder and therefore is entitled to receive authority from this Commission to engage in the transportation of passengers within the Washington Metropolitan Area Transit District, as a carrier; and the Commission so finding:

THEREFORE, IT IS ORDERED, that the said carrier be, and it is hereby, granted this certificate of public convenience and necessity as evidence of the authority of the holder to engage in transportation as a carrier by motor vehicle; subject, however, to such terms, conditions and limitations as are now, or may hereafter, be attached to the exercise of the privilege herein granted to the said carrier.

IT IS FURTHER ORDERED that the transportation service to be performed by the said carrier shall be as specified below, except that this certificate does not authorize any intrastate transportation in Virginia:

REGULAR ROUTES:

Passengers and their baggage, and express, in the same vehicle with passengers.

- (A) Between Washington, D.C., and points in Maryland; and between points in Maryland, serving all intermediate points; restricted, however, against the transportation of intrastate passengers in the District of Columbia, *and further restricted against the transportation of passengers traveling in Prince Georges County between the intersections of Maryland Route 450 and Landover Road and the intersection of Maryland Route 450 and 38th Street, inclusive of said intersections.

No. 1 From Washington, D. C., over city streets to Southern Avenue, thence over Business Maryland Route 4, 57th Avenue, Maryland Routes 214, 389, 704, Greenleaf Road, 82nd Avenue, Barlow Road, Maryland Route 202, Prince Georges Avenue, Hawthorne Street, 73rd Avenue, Forest Road, 74th Avenue to Kent Village, and return over the same route.

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CANCELS ORIGINAL PAGE 1
*ADDED BY ORDER NO. 465

- No. 36 From junction of Southern Avenue and South Capitol Street, over Maryland Route 210, Parkway Drive, Seneca Drive, Oneida Way, Rolph Way, Woodland Drive, Parkway Drive, Maryland Route 210, Kirby Hill Road, Oxon Hill Road to Kirby Hill and return over the same route.
- No. 37 From Washington, D. C., over city streets to Southern Avenue, thence over Branch Avenue, Colebrooke Drive, 26th Avenue, 25th Avenue, Iverson Street, 23rd Parkway, Kenton Place, St. Clair Drive, 28th Avenue, St. Barnabas Road, Beaumont Street, Dallas Place to Dallas Drive, and return over the same route.
- *No. 38 From junction of Eastern Avenue and Bladensburg Road, over Maryland Route 450, Maryland Route 564, Highview-Bowie Road, Maryland Route 450, Moylan Drive, Millstream Drive, Stonybrook Drive, Saga Lane, Superior Lane, Stonehaven Lane, Stafford Lane, Belair Drive, Kenhill Drive, Kembridge Drive, Belair Drive, Buckingham Drive, Stonybrook Drive, Superior Lane to Belair Shopping Center and return over the same route.
- *No. 39 From junction of Eastern Avenue and Bladensburg Road, over Maryland Route 450, Moylan Drive, Millstream Drive, Stonybrook Drive, Saga Lane, Superior Lane, Stonehaven Lane, Stafford Lane, Belair Drive, Kenhill Drive, Kembridge Drive, Belair Drive, Buckingham Drive, Stonybrook Drive, Superior Lane to Belair Shopping Center and return over same route.
- *No. 40 From junction of Eastern Avenue and Bladensburg Road, over Maryland Route 450, Riverdale Road, Lamont Street, Quentin Street, Lamont Place to Lamont Street and return over the same route.
- (B) Between points within the District of Columbia west of the Anacostia River and points within the District of Columbia, serving all intermediate points, as follows:
- (1) Along Pennsylvania Avenue, S.E., east of Anacostia River to Southern Avenue.
 - (2) Along 38th Street, S.E., from Pennsylvania Avenue, S.E., to Suitland Road, S.E.
 - (3) Along Suitland Road, S.E., from 38th Street, S.E., to Southern Avenue.
 - (4) Along Southern Avenue from Branch Avenue to Benning Road, S.E.
 - (5) Along Alabama Avenue, S.E., from 38th Street, S.E., to Bowen Road, S.E.
 - (6) Along Bowen Road, S.E., from Alabama Avenue, S.E., to Southern Avenue.
 - (7) Along Benning Road, S.E., from Southern Avenue to Hanna Place, S.E.
 - (8) Along Hanna Place, S.E., from Benning Road, S.E., to H Street, S.E.

- (9) Along H Street, S.E., from Hanna Place, S.E., to Alabama Avenue, S.E.
 - (10) Along Alabama Avenue, S.E., from H Street, S.E., to Hillside Road, S.E.
 - (11) Along Hillside Road, S.E., from Alabama Avenue, S.E., to Benning Road, S.E.
 - (12) Along Ridge Road, S.E., from Bowen Road, S.E., to Southern Avenue.
- (C) Between points within the District of Columbia west of 60th and East Capitol Streets, N.E., and points within the District of Columbia, serving all intermediate points as follows:
- (1) Along East Capitol Street from 60th Street, N.E., to Southern Avenue.
 - (2) Along 63rd Street, N.E., from Southern Avenue to Eastern Avenue.
 - (3) Along Southern Avenue from 63rd Street, N.E., to Eastern Avenue.
 - (4) Along Eastern Avenue from 63rd Street, N.E., to Southern Avenue.
 - (5) Along Eastern Avenue from Addison-Chapel Road to Kenilworth Avenue.
- (D) Between the Downtown Terminal and South Capitol Street at Firth Sterling Avenue on Mondays thru Fridays, holidays excepted, during the periods of day when passenger service on South Capitol Street at the parking lot is not provided by D. C. Transit System, Inc.

NOTE: The repetition of route description with respect to the highways over which operations are authorized herein shall not be construed as granting more than a single operating right over said highways.

IRREGULAR ROUTES:

Passengers and their baggage:

(A) CHARTER OPERATIONS:

Round-trip or one-way;

(1) From points in the District of Columbia to points in the Metropolitan District.

(2) From points in that portion of Prince George's County, Maryland, lying east of U. S. Highway 1 to points in the Metropolitan District.

(B) SPECIAL OPERATIONS:

Round-trip or one-way;

Between points on its regular routes, authorized herein, on the one hand, and points within the District of Columbia and Prince George's County, Maryland, on the other.

SECOND REVISED PAGE 7

CANCELS ORIGINAL PAGE 7

*ADDED BY ORDER NO. 465

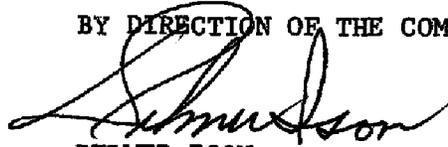
ORDER NO. 465

CERT. NO. 8

AND IT IS FURTHER ORDERED and is made a condition of this certificate that the holder thereof shall render reasonable, continuous and adequate service to the public in pursuance of the authority granted herein, and that failure so to do shall constitute sufficient grounds for suspension, change or revocation of this certificate.

The operating authority granted by this Certificate is granted pursuant to Order No. 367 and also embraces and supersedes the operating rights previously set forth in Order No. 325.

BY DIRECTION OF THE COMMISSION:



DELMER ISON
Executive Director

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*ADDED BY ORDER NO. 465

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization No. 1-65

IN THE MATTER OF:

May 25, 1965

Establishment of Bus Routes)
for W M A Transit Company in)
Washington, D. C.)

By Order No. 465, served April 8, 1965, pursuant to Applications Nos. 291 and 293, W M A Transit Company was granted authority to establish bus routes between Washington, D. C., and Belair, Bowie and Carrolton, Maryland.

To establish that portion of such routes which lies wholly within the District of Columbia, authority is hereby granted to operate in the following manner:

From the intersection of Eastern Avenue and Bladensburg Road, N.E., southwest on Bladensburg Road, west and southwest on New York Avenue, N.E., and N.W., west on Mount Vernon Place, south on 9th Street, southwest on New York Avenue, south on 11th Street, northwest on Pennsylvania Avenue, north on 12th Street, northeast on New York Avenue, east on K Street, north on 7th Street, northeast and east on New York Avenue, N.W., and N.E., northeast on Bladensburg Road to Eastern Avenue.

FOR THE COMMISSION:



DELMER ISON
Executive Director