

BEFORE THE  
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION  
WASHINGTON, D. C.

ORDER NO. 723

IN THE MATTER OF:

Served July 25, 1967

Application of D. C. Transit System, Inc., for Amendment of Certificate of Public Convenience and Necessity No. 5 to Change and Extend Routes K-6 and K-9.	)	Application No. 434
	)	Docket No. 148

D. C. Transit System, Inc., filed an application to amend its Certificate of Public Convenience and Necessity No. 5 to authorize a change and an extension of its Routes K-6 and K-9 in Montgomery County, Maryland, as follows:

Discontinue Route K-6 & K-9 (New Hampshire Avenue)

On Beacon Road - Between Northampton and Southampton Drive

Reroute and Extend Route K-6 & K-9 (New Hampshire Avenue)

Extend Routes in Northwest Park west of Beacon Road - via circular roadways of Southampton and Northampton Drives to their point of confluence at Colony Road.

Change Route K-6 (Langley Park)

Change Turnaround Loop - from the intersection of New Hampshire Avenue and Merrimac Drive via New Hampshire Avenue, Quebec Street, 14th Avenue and Merrimac Drive to terminal stand on the north side of Merrimac Drive, west of 14th Avenue.

NOTE: "U" turn at 14th Avenue and Merrimac Drive discontinued.

The matter was set for hearing before an examiner. Notice of the application and hearing was given as prescribed by the Commission. The hearing was held on June 16, 1967. One witness testified for the applicant. No one appeared in opposition to the request.

Upon the evidence adduced at the hearing, the Commission finds that Route K-6 was extended and combined with Route K-4 on January 15, 1967, to provide through service between points in Maryland and downtown Washington, D. C. This extension required the use of larger size buses. At the present time, both routes operate through that area known as Northwest Park, and in particular over an extremely short segment of Beacon Road. The Company proposes to discontinue operations over this street and reroute the buses over the circular roadway formed by Northampton and Southampton Drives.

The Commission further finds that a portion of the K-6 service is cut-back at the present time at Merrimac Drive by means of a "U" turn at the intersection of 14th Avenue and Merrimac Drive. The Company proposes to eliminate this dangerous "U" turn practice and reroute the service in an "around the block" manner.

The Commission further finds that the extensions will not adversely affect present riders, and will provide a more convenient and attractive operation serving more apartments, homes, and businesses than does the current service. Moreover, the streets proposed to be used are more suitable for the larger vehicles than those streets over which the existing service will be discontinued.

Based upon the evidence adduced, the Commission concludes that the proposed transportation is and will be required by the public convenience and necessity, and, accordingly, the application should be granted.

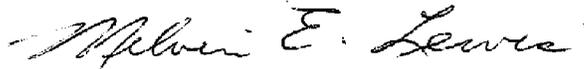
THEREFORE, IT IS ORDERED:

1. That the application of D. C. Transit System, Inc., to amend its Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, granted.

2. That Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, amended by incorporating First Revised Page 9, cancelling Original Page 9, as attached hereto and made a part hereof.

3. That this order become effective upon issuance.

BY DIRECTION OF THE COMMISSION:

A handwritten signature in cursive script that reads "Melvin E. Lewis".

MELVIN E. LEWIS  
Executive Director

- \*No. 50 From junction New Hampshire Avenue and Quebec Street over Quebec Street to junction 14th Avenue, thence over 14th Avenue to junction Merrimac Drive.
- No. 51 From junction University Boulevard and Merrimac Drive over Merrimac Drive to junction 14th Avenue, thence over 14th Avenue to junction Kanawa Street, thence over Kanawa Street to junction 15th Avenue, thence over 15th Avenue to junction University Boulevard East and return over the same route.
- No. 52 From junction Queens Chapel Road and Ager Road over Ager Road to junction Riggs Road, thence over Riggs Road to junction University Boulevard East, thence over University Boulevard East to junction Guilford Road, thence over Guilford Road to junction Drexel Road and return over the same route.
- No. 53 From junction Ager Road and 23rd Avenue over 23rd Avenue to junction Lewisdale Drive, thence over Lewisdale Drive to junction Fordham Street, thence over Fordham Street to junction 23rd Avenue and return over the same route.
- No. 54 From Washington, D. C. over city streets to the Maryland-D.C. Line, thence over Queens Chapel Road to junction Queensbury Road and return over the same route.
- No. 55 From junction East-West Highway and Toledo Terrace over Toledo Terrace to junction Toledo Road, thence over Toledo Road to junction Belcrest Road, thence over Belcrest Road to junction Toledo Terrace, thence over Toledo Terrace to junction Northwest Drive, thence over Northwest Drive to junction Dean Drive, thence over Dean Drive to junction Highview Terrace, thence over Highview Terrace to premises #7000, thence "U" turn and return over the same route.
- No. 56 From junction Queens Chapel Road and 25th Street over 25th Street to junction Arundel Road, thence over Arundel Road to junction Russell Avenue, thence over Russell Avenue to junction 28th Place, thence over 28th Place to junction Upshur Street, thence over Upshur Street to junction Rainier Avenue, thence over Rainier Avenue to junction 34th Street and return over the same route.

FIRST REVISED PAGE 9  
 CANCELS ORIGINAL PAGE 9  
 \*AMENDED BY ORDER NO. 723