

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 997

IN THE MATTER OF:

Served December 11, 1969

Application of D. C. Transit System, Inc., for Authority to Amend Certificate to Add Routes G-1, G- <del>2</del> , G-3, G- <del>4</del> , F-5 and F-7.	)	Application No. 595
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In Order No. 950, issued May 29, 1969, we granted to D. C. Transit System, Inc., 180-day temporary authority to operate Routes G-1, G-~~2~~, G-3, G-~~4~~, F-5 and F-7 to be operated in the manner fully described in that order.

These routes are being operated under the auspices of the Metropolitan Council of Governments. COG has agreed to reimburse D. C. Transit for any losses incurred and to provide a reasonable rate of return to D. C. Transit for a total period of 18 months from the time the service began in June 1969, except that the agreement provides for earlier termination under certain specified circumstances. In Application No. 595, Transit has applied to operate the service for the full term of the agreement.

We will grant the application. In granting the "permanent" authority in this case, we recognize that it may not be appropriate beyond a year from now. On the other hand, it is possible that the COG/D.C. Transit agreement may be extended or that Transit will operate the service on some other basis after the expiration of that agreement. We also recognize the possibility that the agreement will be terminated before a year from now. Therefore, while it is obvious that operation of this service is conditional on circumstances that we can anticipate may not continue, hence the authority might reasonably be granted on conditional terms, we will not attempt to articulate all of the possible conditions here.

Rather, we will grant the authority without condition but will expect that further amendment will be necessary if and when circumstances do change.

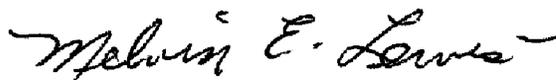
**THEREFORE, IT IS ORDERED:**

1. That the application of D. C. Transit System, Inc., for authority to amend its certificate to add Routes G-1, G-2, G-3, G-4, F-5 and F-7 be, and it is hereby, granted.

2. That Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, amended by incorporating Third Revised Page 11, cancelling Second Revised Page 11, and Second Revised Page 11A, cancelling Original Page 11A, as attached hereto and made a part hereof.

3. That the amendments authorized herein shall be effective on December 12, 1969.

**BY DIRECTION OF THE COMMISSION:**



**MELVIN E. LEWIS**  
Executive Director

- No. 63 From junction Baltimore Boulevard and College Avenue over College Avenue to junction Rhode Island Avenue, thence over Rhode Island Avenue to junction Knox Road, thence over Knox Road to junction Dartmouth Avenue, thence over Dartmouth Avenue to junction College Avenue, thence over College Avenue to junction Baltimore Boulevard.
- No. 64 From junction Baltimore Boulevard and Riverdale Road over Riverdale Road to junction Rhode Island Avenue, thence over Rhode Island Avenue to junction Queensbury Road, thence over Queensbury Road to junction Baltimore Boulevard.
- No. 65 From junction Rhode Island Avenue and 38th Street over 38th Street to junction 38th Avenue, thence over 38th Avenue to junction Bladensburg Road, thence over Bladensburg Road to junction Annapolis Road, thence over Annapolis Road to junction Landover Road, thence over Landover Road to junction Cheverly Avenue, thence over Cheverly Avenue to junction Arbor Street, thence over Arbor Street to junction Tuxedo Road, thence over Tuxedo Road to junction 57th Avenue, thence over 57th Avenue to junction Beecher Street, thence Beecher Street to junction 57th Place, thence over 57th Place to junction Tuxedo Road and return over the same route.
- No. 66 From junction Landover Road and Hospital Road over Hospital Road to Prince George Hospital and return over the same route.
- No. 67 From junction Annapolis Road and Edmonston Road, over Edmonston Road to junction Kenilworth Avenue, thence over Kenilworth Avenue to junction Riverdale Road, thence over Riverdale Road to junction 66th Avenue, thence over 66th Avenue to junction Oliver Street, thence over Oliver Street to junction 67th Avenue, thence over 67th Avenue to junction Riverdale Road, thence over Riverdale Road to junction 66th Avenue and return over the same route.
- No. 68 From Washington, D. C., over city streets to the Maryland - D. C. Line, thence over New Hampshire Avenue and U. S. 29 to terminal at Fairland Data Center, and return over the same route.
- No. 69 From Washington, D. C., over city streets to the Maryland - D. C. Line, thence over Georgia Avenue to junction Wayne Avenue, thence Wayne Avenue to junction Pershing Drive, thence Pershing Drive to junction Fenton Street, thence Fenton Street to junction Colesville Road, thence Colesville Road to junction Columbia Pike, thence Columbia Pike to junction Lockwood Drive, thence Lockwood Drive to junction New Hampshire Avenue, thence New Hampshire Avenue to junction U. S. 29, thence over U. S. 29 to terminal at Fairland Data Center, and return over the same route to junction Colesville Road and Spring Street, thence over Spring Street to junction Wayne Avenue, thence Wayne Avenue to junction Georgia Avenue, thence over same route.

- No. 70 From Washington, D. C., over city streets to the Maryland-D.C. Line, thence over Kenilworth Avenue to junction Capital Beltway, thence Capital Beltway to junction New Hampshire Avenue, thence New Hampshire Avenue to junction U.S. 29, thence over U.S. 29 to the terminal stand at Fairland Data Center and return over the same route.
- No. 71 From junction Tuxedo Road and 57th Place, over Tuxedo Road to junction 57th Avenue, thence over 57th Avenue to junction Beecher Street, thence Beecher Street to junction 57th Place, thence 57th Place to junction Tuxedo Road, thence Tuxedo Road to junction Arbor Street, thence Arbor Street to junction Magruder Avenue, thence Magruder Avenue to junction Cheverly Avenue, thence Cheverly Avenue to junction Landover Road, thence Landover Road and Annapolis Road to junction Baltimore Avenue, thence Baltimore Avenue to junction East-West Highway, thence East-West Highway to junction Adelphi Road, thence Adelphi Road to junction University Boulevard East, thence University Boulevard East to junction New Hampshire Avenue, thence New Hampshire Avenue to U. S. 29, thence U. S. 29 to terminal at Fairland Data Center and return over the same route to junction University Boulevard and Campus Drive, thence over Campus Drive to junction Adelphi Road, thence over same route.
- No. 72 From Washington, D. C., over city streets to the Maryland - D.C. Line, thence over Addison Chapel Road to the Marriott-Hot Shoppe Commissary and Warehouse at 5200 Addison Chapel Road and return over the same route.
- \* No. 73 From Washington, D. C. over city streets to the Maryland-D.C. Line, thence over Sargent Road to junction Riggs Road, thence over Riggs Road to junction Ager Road, thence over Ager Road to junction East-West Highway, thence over East-West Highway to junction Toledo Terrace, thence over Toledo Terrace to junction First Entrance into Prince Georges Plaza, thence over Roadway to Terminal Stand at West Edge of Prince Georges Plaza Shopping Center near Grand Union, and return over the same route.
- \* No. 74 From junction Kenilworth Avenue and 48th Street over 48th Street to junction Annapolis Road and return from junction Annapolis Road and 47th Street over 47th Street to junction Kenilworth Avenue.
- \* No. 75 From Washington, D. C. over city streets to the Maryland-D.C. Line, thence over Baltimore-Washington Parkway and John Hansen Highway to junction Kenilworth Avenue, thence over cut-off to northbound Kenilworth Avenue and return from junction Kenilworth Avenue and cut-off to Tuxedo Road via Tuxedo Road to junction Old Kenilworth Avenue, thence over Old Kenilworth Avenue to junction John Hansen Highway, thence over cut-off to Westbound John Hansen Highway.

Restriction - No Intra-Maryland passengers will be carried.

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.