

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO: 1068

IN THE MATTER OF:

Served July 15, 1970

Application of D. C. Transit)
System, Inc., for Authority)
to Amend its Certificate to)
Combine Routes A-7, C-7 and)
D-7 into New Route C-7.)

Application No. 618

By Application No. 618 filed April 3, 1970, D. C. Transit System Inc., seeks to combine Routes A-7, C-7 and D-7 into a single route to be designated Route C-7.

The routes involved and Route B-7 which is not affected by the proposed change, were established in June 1965 in order to service the new C & P Telephone Company facility at U. S. 29 and Fairland Road in Montgomery County, Maryland. The routes were originally designed on the basis of an employee survey done by the telephone company. Actual experience caused Route A-7 to be cut back soon after the service was inaugurated. As of February 4, 1970, ridership on all three routes has substantially declined from the levels initially experienced. The company believes that patronage does not warrant the continuation of all three routes, thus the request to combine them into one.

We will grant the application. The record bears out the company's contention that the level of patronage does not warrant the level of service being offered. The new Route C-7 will provide a reasonable service to those patrons who are still using bus service to reach the telephone facility.

THEREFORE, IT IS ORDERED:

1. That the application of D. C. Transit System, Inc., for authority to amend its Certificate of Public Convenience and Necessity No. 5 to change Routes A-7, C-7 and D-7 be, and it is hereby, granted effective June 15, 1970.

2. That Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, amended by incorporating Second Revised Page 10 cancelling First Revised Page 10, and Third Revised Page 11A cancelling Second Revised Page 11A as attached hereto and made a part hereof.

3. That the limited stop restrictions for Routes B-7 and C-7 will be:

Outbound: Boarding only will be permitted at any stop passed within D. C. Boarding and alighting will be permitted at any stop passed within Maryland.

Inbound: Boarding and alighting will be permitted at any stop passed within Maryland. Alighting only will be permitted at any stop passed within D. C.

BY DIRECTION OF THE COMMISSION:



MELVIN E. LEWIS
Executive Director

- No. 57 From junction Rhode Island Avenue and 34th Street, over 34th Street to junction Taylor Street, thence over Taylor Street to junction 37th Street, thence over 37th Street to junction Windom Road, thence over Windom Road to junction 38th Street, thence over 38th Street to junction Hamilton Street, thence over Hamilton Street to junction 40th Avenue, thence over 40th Avenue to junction Oglethorpe Street, thence over Oglethorpe Street to junction 42nd Avenue, thence over 42nd Avenue to junction Queensbury Road, thence over Queensbury Road and Belcrest Road to junction Adelphi Road, thence over Adelphi Road to junction Campus Drive, thence over Campus Drive to junction Baltimore Boulevard and return over the same route.
- *No. 57A From junction Belcrest Road and Toledo Road over Toledo Road to junction Adelphi Road, thence over Adelphi Road to junction Belcrest Road and return over the same route.
- No. 58 From junction 40th Avenue and Gallatin Street over Gallatin Street to junction 42nd Street, thence over 42nd Street to junction Farragut Street, thence over Farragut Street to junction Rhode Island Avenue, thence over Rhode Island Avenue to junction Gallatin Street, thence over Gallatin Street to Junction 42nd Street, thence over 42nd Street to junction Jefferson Street, thence over Jefferson Street to 38th Avenue, thence over 38th Avenue to junction Hamilton Street, thence over Hamilton Street to junction Ager Road and return over Hamilton Street to junction 40th Avenue.
- No. 59 From junction Bladensburg Road and Baltimore Avenue over Baltimore Avenue to junction Jefferson Street, thence over Jefferson Street to junction 38th Avenue and return over the same route.
- No. 60 From Washington, D.C. over city streets to Maryland-D.C. Line, thence over 34th Street to junction Perry Street, thence over Perry Street to off-street terminal entrance and return over the same route.
- No. 61 From Washington, D.C. over city streets to the Maryland-D.C. Line, thence over Rhode Island Avenue and Baltimore Boulevard to junction Greenbelt Road, thence over Greenbelt Road to junction Rhode Island Avenue, thence over Rhode Island Avenue to junction Lackawanna Street, thence over Lackawanna Street, to junction 51st Avenue, thence over 51st Avenue to junction Edgewood Road, thence over Edgewood Road to junction Rhode Island Avenue, thence over Rhode Island Avenue and return over the same route.
- No. 61A From junction Edgewood Road and Rhode Island Avenue over Edgewood Road to junction Cherry Hill Road, thence over Cherry Hill to the west entrance to the Seven Springs Village Apartment development and return over the same route.
- No. 62 From junction Rhode Island Avenue and Greenbelt Road over Greenbelt Road to junction 62nd Avenue entrance to Beltway Plaza and return over the 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 Washington, D.C. over city streets to the Maryland-D.C. Line, thence over Kenilworth Avenue to junction 48th Street, thence over 48th Street to junction Annapolis Road, thence over Annapolis Road to junction 47th Street, thence over 47th Street to junction Kenilworth Avenue and return over the same route.
- 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.

THIRD REVISED PAGE 11A
CANCELS SECOND REVISED PAGE 11A
*AMENDED BY ORDER NO. 1068