

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D.C.

ORDER NO. 441

IN THE MATTER OF:

Served February 5, 1965

Application of D. C. Transit System, Inc., for a Certificate of Public Convenience and Necessity to Serve Carrollton, Maryland, Route B-7, and to change and extend its Route B-4 to Carrollton.)	Application No. 297
)	Application No. 303
)	Docket No. 78
Applications of D. C. Transit System, Inc., for a Certificate of Public Convenience and Necessity to Serve Bowie and Belair, Maryland, Routes C-2, 4 and 6, and to institute Shuttle Service in Belair, Route C-8.)	Application No. 298
)	Application No. 304
)	Docket No. 79

On January 4, 1965, D. C. Transit System, Inc., (Transit), filed two applications to serve Carrollton and Belair, Maryland, (Applications Nos. 297 and 298). By Order No. 430, the Commission consolidated the two matters into Docket No. 71 and set these matters for hearing on February 24, 1965. On January 25, 1965, Transit filed an amendment to its application (No. 297), to serve Carrollton, via Route B-7, and filed additional applications for the service to Carrollton and Belair, Maryland.

The description of the routing for these proposed services is as follows:

CARROLLTON EXPRESS LINE, ROUTE B-7

INBOUND: From the intersection of Riverdale Road (Md. 412) and Lamont Drive, continue southeast on Riverdale Road, north on Mahoney Drive, east on Legation Road, northerly on 85th Avenue and Westbrook Drive, east on Oglethorpe Street, north on 85th Place, southwest on Sprague Place, west on Fairbanks Street, south on Lamont Drive, west on Riverdale

Road (Md. 412), south on Kenilworth Avenue (Md. 201) and Kenilworth Avenue (D.C.), west on East Capitol Street, East Capitol Street Bridge, C Street, North Carolina Avenue, Constitution Avenue, Pennsylvania Avenue, and Constitution Avenue, north on 22nd Street, east on C Street and north on 21st Street to its intersection with Virginia Avenue.

OUTBOUND: From terminal stand on the north side of C Street, N.W., west of 21st Street, continue west on C Street, south on 22nd Street, east on Constitution Avenue, Pennsylvania Avenue, Constitution Avenue, North Carolina Avenue and C Street, south on 22nd Street, east on East Capitol Street Bridge and East Capitol Street, north on Kenilworth Avenue (D.C.) and Kenilworth Avenue (Md. 201) and east on Riverdale Road (Md. 412), north on Mahoney Drive, east on Legation Road, northerly on 85th Avenue and Westbrook Drive, east on Oglethorpe Street, north on 85th Place, southwest on Sprague Place, west on Fairbanks Street and south on Lamont Drive to its intersection with Riverdale Road (Md. 412).

EAST RIVERDALE-CHEVERLY LINE, ROUTES B-4, B-6 and B-8.

ROUTE B-6 and B-8 - NO CHANGE.

ROUTE B-4-DISCONTINUED PORTION:

OUTBOUND: From the intersection of Riverdale Road and 66th Avenue, south on 66th Avenue and east on Oliver Street to terminal stand located on the south side of Oliver Street, east of 66th Avenue.

INBOUND: From the terminal stand, east on Oliver Street, north on 67th Avenue, west on Patterson Street and north on 66th Avenue to Riverdale Road.

EXTENDED PORTION:

OUTBOUND: Over regular route to the intersection of Riverdale Road and 66th Avenue, thence continue east on Riverdale Road, north on Lamont Drive, easterly on Fairbanks Street and Sprague Place, south on 85th Place, west on Powhatan Street, southerly on Westbrook Drive and 85th Avenue to parking area in the 5400 block of 85th Avenue with a counter-clockwise loop through parking area to 85th Avenue.

INBOUND: Continue north on 85th Avenue, east on Oglethorpe Street, north on 85th Place, westerly on Sprague Place and Fairbanks Street, south on Lamont Drive, west on Riverdale Road to its intersection with 66th Avenue, thence over regular route.

BOWIE-BEL AIR LINE

ROUTE C-2-OUTBOUND: From terminal on the east side of 12th Street, N.W., south of C Street, continue north on 12th Street, east on H Street, north on 6th Street, east on New York Avenue and north on Bladensburg Road to the D.C.-Maryland Line, thence continue easterly on Bladensburg Road, Annapolis Road (Md. 450), Lanham-Severn Road (Md. 564), and 9th Street W. (Md. 564), south on Chestnut Avenue (Md. 197), and High Bridge Road and east on Annapolis Road (Md. 450) to the Bel Air Center.

INBOUND: From Bel Air Center continue westerly on Annapolis Road (Md. 450), north on High Bridge Road and Chestnut Avenue (Md. 197), westerly on 9th Street W. (Md. 564), Lanham-Severn Road (Md. 564), Annapolis Road (Md. 450) and Bladensburg Road to the Maryland-D.C. Line, thence continue south on Bladensburg Road, west on New York Avenue and L Street, south on 10th Street, west on Constitution Avenue and north on 12th Street to the terminal.

ROUTE C-4-OUTBOUND: Over route described for C-2 to the intersection of Annapolis Road (Md. 450) and Lanham-Severn Road (Md. 564), thence continue east on Annapolis Road (Md. 450), to the Bel Air Center,

INBOUND: From the Bel Air Center, continue westerly on Annapolis Road (Md. 450) to its intersection with the Lanham-Severn Road (Md. 564), thence over route described for C-2.

ROUTE C-6-BOTH DIRECTIONS: Over the identical route shown for C-2 except for operation into the Glen Dale Sanitarium via Glen Dale Road.

ROUTE C-3-OUTBOUND: From terminal on the east side of 12th Street, N.W., south of C Street, continue north on 12th Street, east on H Street, north on 6th Street and east on New York Avenue to the D. C.-Maryland Line, thence continue northerly on the

Baltimore-Washington Parkway and easterly on Annapolis Road (Md. 450), to the Bel Air Center.

INBOUND: From the Bel Air Center, continue westerly on Annapolis Road (Md. 450), and southerly on the Baltimore-Washington Parkway to the Maryland-D.C. Line, thence continue west on New York Avenue and L Street, south on 10th Street, west on Constitution Avenue and north on 12th Street to the terminal.

BELAIR SHUTTLE, ROUTE C-8

Loop operation: From the Bel Air Shopping Center, through the parking area, south on Superior Lane and Buckingham Drive, northwest on Belair Drive, westerly on Kembridge Drive, northeast on Kenhill Drive, northerly on Belair Drive, Trinity Drive and Moyland Drive, easterly on Millstream Drive, continuing south on Millstream Drive and Stoneybrook Drive to the Bel Air Shopping Center.

The Commission is of the opinion that the hearing set for February 24, 1965, should be cancelled and new hearings set to enable Transit sufficient time to give notice of the new applications. The Commission is of further opinions that the hearings on the Carrollton and Belair Applications should be held separately.

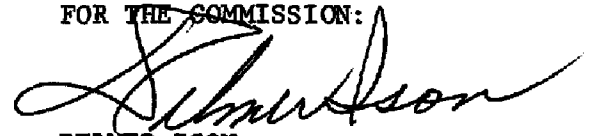
THEREFORE, IT IS ORDERED:

1. That the hearing set for February 24, 1965, by Order No. 430, be, and it is hereby, cancelled.
2. That Applications Nos. 397 and 303, of D. C. Transit System, Inc., to serve Carrollton, Maryland, Route B-7 and to change and extend its Route B-4 to Carrollton, be, and they are hereby, set for hearing on Tuesday, March 9, 1965, at 10:00 a.m., at the offices of the Commission, 1815 North Fort Myer Drive, Arlington, Virginia.
3. That Applications Nos. 298 and 304, of D. C. Transit System, Inc., to serve Bowie and Belair, Maryland, Routes C-2, 4, and 6, and to institute shuttle service in Belair, Route C-8, be, and they are hereby, set for hearing on Tuesday, March 9, 1965, at 10:00 a.m., at the offices of the Commission, 1815 North Fort Myer Drive, Arlington, Virginia.
4. That the applicant publish notice of the applications and hearings in a newspaper of general circulation in the Washington Metropolitan District at least once, twenty-five (25) days prior to said March 9, 1965.

5. That any person desiring to protest these applications shall do so, in writing to the Commission, with a copy to the Attorney of record, at least five (5) days prior to said March 8, 1965.

6. That any protest received and on file with the Commission concerning Docket 71 as set forth in Order 430, will be considered as being filed in these matters.

FOR THE COMMISSION:

A handwritten signature in cursive script, appearing to read "Delmer Ison", written over the typed name.

DELMER ISON
Executive Director