

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

ORDER NO. 485

IN THE MATTER OF:

Served May 27, 1965

Applications of D. C. Transit)
System, Inc., for Ninety Day)
Temporary Authority to Estab-)
lish Routes A-7, B-7, C-7 and)
D-7.)

Applications Nos. 317, 318,
319, 320

Docket No. 86

APPEARANCES:

JOHN R. SIMS, JR., and GORDON A. PHILLIPS, attorneys for
D. C. Transit System, Inc., applicant.

STANLEY H. KAMEROW, attorney for WMA Transit Company,
protestant.

On April 19, 1965, D. C. Transit System, Inc. ("Transit"),
filed Applications Nos. 317, 318, 319, and 320, for ninety (90) day
temporary authority to establish Routes A-7, B-7, C-7, and D-7, re-
spectively, to serve the Fairland Data Center in Montgomery County,
Maryland, in the following manner:

NEW HAMPSHIRE AVENUE - C & P LINE, ROUTE A-7

Outbound - From the terminal on 13th Street, N. W.,
south of Pennsylvania Avenue, continue northerly
on 13th Street, Logan Circle, Vermont Avenue,
Florida Avenue, Sherman Avenue and New Hampshire
Avenue, thence northeasterly on U. S. 29, to the
terminal at the Fairland Data Center.

Inbound - From the Fairland Data Center, continue
southwest on U. S. 29, southerly on New Hampshire
Avenue, Sherman Avenue, Florida Avenue, Vermont
Avenue, Logan Circle and 13th Street to the
terminal south of Pennsylvania Avenue.

LIMITED OPERATION - Within the District of Columbia:

Boarding outbound and alighting inbound
at designated stops only.

16TH STREET - C & P LINE, ROUTE B-7

Outbound - From the terminal on 13th Street, N. W., south of Pennsylvania Avenue, continue north on 13th Street, west on L Street, north on 14th Street, around Thomas Circle, west on Massachusetts Avenue, around Scott Circle, north on 16th Street, northeast on Alaska Avenue, north on Georgia Avenue, east on Wayne Avenue and Pershing Drive, north on Fenton Street, northeasterly on Colesville Road, Columbia Pike and Lockwood Drive, north on New Hampshire Avenue, thence northeasterly on U. S. 29 to the terminal at the Fairland Data Center.

Inbound - From the Fairland Data Center, continue southwest on U. S. 29, south on New Hampshire Avenue, Southwesterly on Lockwood Drive, Columbia Pike and Colesville Road, south on Spring Street, west on Wayne Avenue, south on Georgia Avenue, southwest on Alaska Avenue, south on 16th Street, around Scott Circle, east on Massachusetts Avenue and south on 13th Street to the terminal south of Pennsylvania Avenue.

LIMITED OPERATION - Within the District of Columbia:

Boarding outbound and alighting inbound at designated stops only.

LIVINGSTON - C & P LINE, ROUTE C-7

Outbound - From the terminal stand on the east side of 6th Street, S.E., south of Chesapeake Street, north on 6th Street, west on Chesapeake Street, southerly on 4th Street, Livingston Terrace, 3rd Street and Livingston Road, north on South Capitol Street, northeast on Mississippi Avenue, north on Wheeler Road, easterly on Alabama Avenue, northerly on Naylor Road, northeasterly on Minnesota Avenue, northwesterly on Deane Avenue, northeasterly on Kenilworth Avenue, northwesterly on Capitol Beltway (495), northerly on New Hampshire Avenue, thence northeasterly on U. S. 29 to the terminal at the Fairland Data Center.

Inbound - From the Fairland Data Center continue southwesterly on U. S. 29, southerly on New Hampshire Avenue, southeasterly on Capitol Beltway (495), southwesterly on Kenilworth Avenue, southeasterly on Deane Avenue, southwesterly on Minnesota Avenue, south on 22nd Street, east on Q Street, southerly on Naylor Road, westerly on Alabama Avenue, south on Wheeler Road, southwest on Mississippi Avenue, south on South Capitol Street, northeast on Southern Avenue, and north on 6th Street to the terminal stand located on the east side of 6th Street, south of Chesapeake Street.

LIMITED OPERATION - Within the District of Columbia:

Boarding outbound and alighting inbound at designated stops only.

CHEVERLY - C & P LINE, ROUTE D-7

Outbound - From the terminal stand on the south side of Beecher Street, west of 57th Place, continue south on 57th Place, easterly on Tuxedo Road, Arbor Street and Magruder Avenue, northerly on Cheverly Avenue, westerly on Landover and Annapolis Roads, north on Baltimore Avenue, west on East-West Highway, north on Adelphi Road, west on University Boulevard East, northerly on New Hampshire Avenue, thence north-easterly on U. S. 29 to the terminal at the Fairland Data Center.

Inbound - From the Fairland Data Center, continue southwest on U. S. 29, southerly on New Hampshire Avenue, east on University Boulevard East and Campus Drive, south on Adelphi Road, East on East-West Highway, south on Baltimore Avenue, easterly on Annapolis and Landover Roads, southerly on Cheverly Avenue, westerly on Magruder Avenue, Arbor Street and Tuxedo Road, north on 57th Avenue and east on Beecher Street to the terminal stand on the south side of Beecher Street, west on 57th Place.

The matter was set for hearing on May 24, 1965, at 9:30 A.M., at the offices of the Commission, 1815 North Fort Myer Drive, Arlington, Virginia, by Order No. 472, served April 26, 1965. The Commission was of the opinion that a hearing was required in this instance, due to the fact that portions of the proposed route would operate over streets presently being operated over by WMA Transit Company and Safeway Trails, Inc.

At the request of applicant, Transit, and the consent of interested parties, Order No. 474 was served April 29, 1965, changing the date of hearing on this matter to May 20, 1965.

On May 10, 1965, the Commission received a formal protest from WMA Transit Company to Transit's proposed Route C-7.

At the hearing on May 20, 1965, Transit amended its Application for Route C-7 to provide for no pick up and discharge (no local service) over that portion of the route that duplicates the route of WMA Transit Company from the intersection of Kenilworth Avenue and Eastern Avenue to Kenilworth Avenue and Calvert Street, whereupon WMA Transit Company withdrew its protest to Route C-7.

Mr. Ray Russell, Director of Traffic Research, D. C. Transit System, Inc., testified for the Company and presented into evidence six (6) exhibits. He testified that the applications for these routes were made pursuant to a request from the Chesapeake and Potomac Telephone Company to provide service to its Fairland Data Center, located at Route 29 on Fairland Road in Montgomery County, Maryland. He further testified that the routes would serve the White Oak area which is experiencing a rapid growth with new apartments, shopping center, and private dwellings. Mr. Russell stated that there would be no increase or decrease in fares on these routes. The fares would be the same as those in tariffs presently on file with the Commission.

Mr. Albert E. Sears, General Staff Supervisor in charge of Personnel and Results in the Accounting Department of the Chesapeake and Potomac Telephone Company, 725 - 14th Street, N. W., Washington, D. C., testified for the Telephone Company in support of Transit's applications, and presented into evidence one (1) exhibit. He testified that on May 29, 1965, the Telephone Company will open the Fairland Data Center, and that it will employ, by the end of June, approximately 850 clerical employees. He stated that a survey of the clerical employees was prepared under his direction, to determine the transit needs of these persons. The survey indicated that 240 employees of the Data Center would have to depend on bus transportation. Mr. Sears stated that the proposed routes were selected by determining the residence of those employees desiring bus transportation.

The only protest received on this matter was that of WMA Transit Company, which was withdrawn upon an amendment of Application for Route C-7 as previously stated, and no one else appeared in opposition to the proposed applications.

The Commission is of the opinion that there is an urgent and immediate need for the proposed service.

THEREFORE, IT IS ORDERED that ninety (90) day temporary authority be, and it is hereby, granted D. C. Transit System, Inc., effective June 1, 1965, to add its Routes A-7, B-7, C-7, and D-7, as described herein.

FOR THE COMMISSION:



DELMER ISON
Executive Director