

BEFORE THE  
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION  
WASHINGTON, D. C.  
ORDER NO. 674

IN THE MATTER OF:

Served February 9, 1967

Application of WMA Transit )  
Company for Amendment of )  
Certificate of Public Con- )  
venience and Necessity. )

Application No. 400  
Docket No. 134

WMA Transit Company ("applicant") filed an application for amendment of its Certificate of Public Convenience and Necessity No. 8, to authorize the regular route transportation of persons for hire as follows:

Extend Routes B and V in Prince Georges County, Maryland, in the following manner:

PROPOSED ROUTING TO WASHINGTON

Over present Route "B" or "V" to the intersection of Mason Street and Kipling Parkway, right on Kipling Parkway, left on Glendora Street (second entrance), continue on Glendora Street to Kipling Parkway, right on Kipling Parkway, right on Mason Street and continue on present "B" or "V" routing to Washington.

PROPOSED ROUTING OF PENN MAR

Over present Route "B" or "V" to the intersection of Mason Street and Kipling Parkway, left on Kipling Parkway, left on Glendora Street (second entrance),

continue on Glendora Street to Kipling Parkway, right on Kipling Parkway, left on Mason Street and continue on present "B" or "V" routing to Penn Mar.

A hearing on this matter was scheduled for January 25, 1967. Notice of the application and hearing was given as prescribed. There was no protest against the application.

One witness testified for the applicant. The evidence adduced consists of the application, with its supporting data, the testimony of the witness, and one exhibit.

The witness stated that the proposed routing will institute service to new housing developments, that a substantial number of people will receive new or improved service, that the extension in route is approximately one mile in length, and represents an addition of four minutes to the Route B and V schedules.

He further stated that the cost of extending the service is negligible as the operation will use up existing layover time, and that no additional equipment will be required.

The witness also offered an exhibit, which was received into evidence. This was a petition signed by 112 families who reside in the area to be served by the proposed service, requesting the applicant to provide the service.

Upon the evidence adduced, the Commission is of the opinion and finds that the proposed transportation is required by the public convenience and necessity, that the applicant is fit, willing, and able to perform such transportation properly and to further conform to the provisions of the Compact and the rules, regulations, and requirements of the Commission. Accordingly, the Commission finds that the application should be granted and the said Certificate should be amended as proposed.

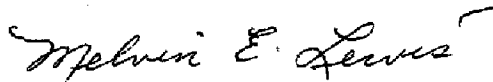
**THEREFORE, IT IS ORDERED:**

1. That the application of WMA Transit Company to extend its Routes B and V be, and it is hereby, granted.

2. That Certificate of Public Convenience and Necessity No. 8 be, and it is hereby, amended by incorporating Ninth Revised Page 8, Cancelling Eighth Revised Page 8 and Sixth Revised Page 9, Cancelling Fifth Revised Page 9, as attached hereto and made a part hereof.

3. That this order become effective February 13, 1967.

**BY DIRECTION OF THE COMMISSION:**



**MELVIN E. LEWIS**  
Acting Executive Director

- No. 45 From junction Volta Street and Varnum Street, over Varnum Street, Whitfield-Chapel Road, Maryland Route 704, Maryland Route 450, and Glenn Dale Road to Glenn Dale Sanitarium and return over the same route.
- No. 46 From Prince George's Hospital, over Hospital Drive, Baltimore-Washington Parkway, Maryland Route 450 and Capital Plaza Service Road to bus stand at Montgomery Ward and return over the same route.
- No. 47 From Washington, D. C., over city streets to Southern Avenue, thence over Maryland Route 4, Walters Lane, Section 1 Service Road, Section 2 Service Road, Keystone Lane, and Section 3 Service Road to Swimming Pool at Keystone Gardens Apartments and return over the same route.
- No. 48 From junction County Road and Foster Street, over Foster Street, 72nd Avenue, Gateway Boulevard, County Road, Walker Mill Road, Addison Road, Central Avenue, 78th Street, Canyon Drive, 75th Street, Franklin Drive, 78th Street to Central Avenue and return over the same route.
- No. 49 From Washington, D. C., over city streets to the Baltimore-Washington Parkway, thence over Baltimore-Washington Parkway, South Way, Crescent Drive, Maryland Route 201, Maryland Route 193, Edmonston Road, Springhill Drive, Springhill Terrace, Springhill Lane, Breezewood Drive, Maryland Route 193, Baltimore-Washington Parkway to Washington, D. C., and thence over city streets to terminal.
- No. 50 From junction of Ridge Road and South Way, over Maryland Route 193 to Goddard Space Flight Center and return over same route.
- No. 51 From junction Maryland Route 450 and Maryland Route 3, over Maryland Route 3 and Belair Drive to junction Buckingham Drive, thence over regular route to junction Kembridge Drive and Kenhill Drive, thence over Kenhill Drive, Maryland Route 197, U. S. Route 50 to Washington, D. C., thence over regular route, and return over the same route.
- No. 52 From junction Maryland Route 450 and 57th Avenue, over 57th Avenue, Emerson Street, 58th Avenue, 57th Avenue to Maryland Route 450 and return over the same route.
- No. 53 From junction of Southern Avenue and South Capitol Street, over Maryland Route 210 to the Prince Georges-Charles County Line and return over the same route.
- \*No. 54 From junction of Mason Street and Kipling Parkway, over Kipling Parkway, Glendora Street, Kipling Parkway to Mason Street and return over the same route.

- (B) Between points within the District of Columbia, west of the Anacostia River and points within the District of Columbia, serving all intermediate points as follows:
- (1) Along Pennsylvania Avenue, S. E., east of Anacostia River to Southern Avenue.
  - (2) Along 38th Street, S. E., from Pennsylvania Avenue, S. E., to Suitland Road, S. E.
  - (3) Along Suitland Road, S. E., from 38th Street, S. E., to Southern Avenue.
  - (4) Along Southern Avenue from Branch Avenue to Benning Road, S. E.
  - (5) Along Alabama Avenue, S. E., from 38th Street, S. E., to Bowen Road, S. E.
  - (6) Along Bowen Road, S. E., from Alabama Avenue, S. E., to Southern Avenue.
  - (7) Along Benning Road, S. E., from Southern Avenue to Hanna Place, S. E.
  - (8) Along Hanna Place, S. E., from Benning Road, S. E., to H Street, S. E.
  - (9) Along H Street, S. E., from Hanna Place, S. E., to Alabama Avenue, S. E.
  - (10) Along Alabama Avenue, S. E., from H Street, S. E., to Hillside Road, S. E.
  - (11) Along Hillside Road, S. E., from Alabama Avenue, S. E., to Benning Road, S. E.
  - (12) Along Ridge Road, S. E., from Bowen Road, S. E., to Southern Avenue.
- (C) Between points within the District of Columbia, west of 60th and East Capitol Streets, N. E., and points within the District of Columbia, serving all intermediate points as follows:
- (1) Along East Capitol Street from 60th Street, N. E., to Southern Avenue.
  - (2) Along 63rd Street, N. E., from Southern Avenue to Eastern Avenue.
  - (3) Along Southern Avenue from 63rd Street, N. E., to Eastern Avenue.
  - (4) Along Eastern Avenue from 63rd Street, N. E., to Southern Avenue.
  - (5) Along Eastern Avenue from Addison-Chapel Road to Kenilworth Avenue.
- (D) Between the Downtown Terminal and South Capitol Street at Firth Sterling Avenue on Mondays thru Fridays, holidays excepted, during the periods of day when passenger service on South Capitol Street at the parking lot is not provided by D. C. Transit System, Inc.

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.