

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1236

IN THE MATTER OF:

Served September 1, 1972

Application of Alexandria, Barcroft ) Application No. 783  
and Washington Transit Company to )  
Abandon Route 26G. )

Application of Alexandria, Barcroft ) Application No. 784  
and Washington Transit Company to )  
Change Route 18M. )

Application of Alexandria, Barcroft ) Application No. 785  
and Washington Transit Company to )  
Add Route 18X. )

Application of Alexandria, Barcroft ) Application No. 786  
and Washington Transit Company to )  
Change Route 18G and Add Route 18E. )

Application of Alexandria, Barcroft ) Application No. 787  
and Washington Transit Company to )  
Add Routes 17H, 17H/, and 17Y. )

Application of Alexandria, Barcroft ) Application No. 788  
and Washington Transit Company to )  
Add Route 4L. )

By applications filed August 1, 1972, Nos. 783 - 788, the Alexandria, Barcroft and Washington Transit Company (A. B. & W.) proposes to adjust services being performed for the Northern Virginia Transportation Commission pursuant to the Shirley Highway Demonstration Project, as follows:

By Application No. 783, A. B. & W. seeks to abandon Route 26G, a midday operation serving Northern Virginia Community College, Annandale, North Springfield and Springfield. Ridership counts show patronage to be minimal, and the only segment of the route currently attracting any significant ridership,

between Northern Virginia Community College and Annandale, would continue to receive service through the institution of Route 4L, proposed by Application No. 788.

The Route 4L is to provide midday service between Fairfax City and Washington, D. C. via Route 236, and those areas receiving rush hour service from the 4H. Intermediate stops are also proposed for Landmark Shopping Center and the Pentagon.

The 26G was an experimental route designed to serve Northern Virginia Community College. As it has been unable to attract significant ridership, there is no reason to retain it, especially where, as here, it will be replaced by a route which will accommodate almost all of its existing patrons. The Route 4L is also experimental in nature. However there appears to be some need for midday service to Fairfax City and we are hopeful that this new route will attain a more substantial ridership than its predecessor.

A. B. & W. also requests authority, by Application No. 787, to add Routes 17H, 17H/, and 17Y to provide rush hour express and local, and midday service to the Kings Park West and Lake Braddock developments. This area of Fairfax County has undergone rapid population growth, and a substantial number of residents already use less convenient A. B. & W. service.

~~The midday service will operate on an hourly basis through the diversion of some buses currently operating off-peak service on Route 17 along the Braddock Road corridor. As hourly service will remain on all parts of the Route 17, we will authorize this diversion.~~

Another similar off-peak route expansion is planned for the Route 18, Application No. 786. Some Route 18G local buses are to be diverted from West Springfield to serve Rose Hill as Route 18H. Again, hourly frequencies will be maintained along this route and the expansion of midday service area is in the public interest.

Finally, A. B. & W. seeks to utilize a park and ride facility being constructed at Backlick Road and Industrial Drive in Springfield. Application No. 785 proposes to

operate Route 18X rush hour express service between this parking lot and Washington and the Pentagon. Additionally, Route 18M rush hour service and Routes 18G and 18H midday service would be diverted from their regular routes to serve this facility, a distance of only a few hundred yards. These services are not to be inaugurated until September 27, 1972, in order to allow construction of the lot to be completed.

For the foregoing reasons, we shall grant the authority requested.

THEREFORE, IT IS ORDERED:

1. That Application No. 783 of the Alexandria, Barcroft and Washington Transit Company to abandon Route 26G be, and it is hereby, granted effective September 5, 1972.

2. That Application No. 784 of the Alexandria, Barcroft and Washington Transit Company to change Route 18M be, and it is hereby, granted effective September 27, 1972, as described in Route Authorization AB&W No. 6-72 attached hereto and made a part hereof.

3. That Application No. 785 of the Alexandria, Barcroft and Washington Transit Company to add Route 18X be, and it is hereby, granted effective September 27, 1972, as described in Route Authorization AB&W No. 7-72 attached hereto and made a part hereof.

4. That Application No. 786 of the Alexandria, Barcroft and Washington Transit Company to change Route 18G and add Route 18H be, and it is hereby, granted to be effective as described in Route Authorizations AB&W Nos. 8-72 and 9-72 attached hereto and made a part hereof.

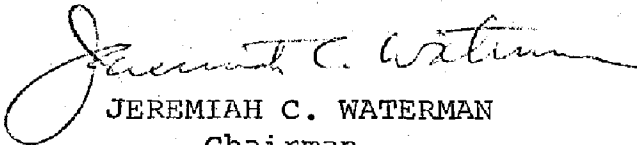
5. That Application No. 787 of the Alexandria, Barcroft and Washington Transit Company to add Routes 17H, 17H/, and 17Y be, and it is hereby, granted effective September 5, 1972, as described in Route Authorization AB&W No. 10-72 attached hereto and made a part hereof.

6. That Application No. 788 of the Alexandria, Barcroft and Washington Transit Company to add Route 4L be, and it is hereby, granted effective September 5, 1972, as described in Route Authorization AB&W No. 11-72 attached hereto and made a part hereof.

7. That the Alexandria, Barcroft and Washington Transit Company Certificate of Public Convenience and Necessity No. 11 be, and it is hereby, amended by incorporating Eighth Revised

Page 16 Cancelling Seventh Revised Page 16, Second Revised  
Page 17 Cancelling First Revised Page 17, and Original Page  
18, as attached hereto and made a part hereof.

BY DIRECTION OF THE COMMISSION:



JEREMIAH C. WATERMAN  
Chairman

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization AB&W No. 6-72

IN THE MATTER OF:

September 1, 1972

Application of A. B. & W.)  
Transit Company to )  
Change Route 18M in )  
Springfield, Virginia )

Application No. 784

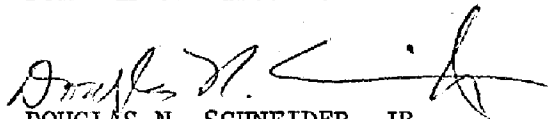
Upon consideration of the matters contained in Application No. 784, the Commission finds that the public interest requires the service described therein.

Therefore, permission is hereby granted to A. B. & W. Transit Company to operate in the following manner effective September 5, 1972.

REROUTED PORTION:

From junction Backlick Road and Industrial Road, over Industrial Road to Springfield Station Parking Lot, over parking lot roadways to Industrial Road, Industrial Road to Backlick Road.

FOR THE COMMISSION:

  
DOUGLAS N. SCHNEIDER, JR.  
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization AB&W No. 7-72

IN THE MATTER OF:

September 1, 1972

Application of A. B. & W.)  
Transit Company to Add )  
Route 18X )

Application No. 785

Upon consideration of the matters contained in Application No. 785, the Commission finds that the public interest requires the service described herein.

Therefore, permission is hereby granted to A. B. & W. Transit Company to operate in the following manner effective September 5, 1972.

ROUTE 18X - TO WASHINGTON, D. C.

From terminal stand at Springfield Station parking lot, Industrial Road, Backlick Road, Edsall Road, northbound ramp to Shirley Highway, Turkeycock bus ramp, Shirley Highway reversible roadway, Center Span Bridge, 14th Street, S. W., 14th Street, N. W., H Street, N. W., Pennsylvania Avenue, N. W., 20th Street, N. W. to terminal stand north of Eye Street, N. W.

ROUTE 18X - FROM WASHINGTON, D. C.

From terminal stand on 20th Street, N. W. north of Eye Street, N. W., K Street, N. W., 15th Street, N. W., Pennsylvania Avenue, N. W., 14th Street, N. W., 14th Street, S. W., Center Span Bridge, Shirley Highway reversible roadway, Turkeycock bus ramp, Shirley Highway, westbound ramp to Edsall Road, Edsall Road, Backlick Road, Industrial Road, Springfield Station parking lot roadways to terminal stand.

ROUTE 18X - TO AND FROM PENTAGON

From Shirley Highway reversible roadway, Shirley Highway, Pentagon roadways, Shirley Highway to Shirley Highway reversible roadway.

FOR THE COMMISSION:

  
DOUGLAS N. SCHNEIDER, JR.  
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization AB&W No. 8-72

IN THE MATTER OF:

September 1, 1972

Application of A. B. & W. )  
Transit Company to Change )  
Route 18G and Add Route )  
18H. )

Application No. 786

Upon consideration of the matters contained in Application No. 786, the Commission finds that the public interest requires the service described herein.

Therefore, permission is hereby granted to A. B. & W. Transit Company to operate in the following manner effective September 5, 1972.

DISCONTINUED PORTIONS

Route 18G Local - To Washington, D. C.

From Edsall Road and ramp to northbound Shirley Highway, Edsall Road, Beryle Road, Sheldon Drive, Indian Run Parkway, Edsall Road to northbound ramp to Shirley Highway.

From Shirley Highway and ramp to Shirlington Rotary, counter clockwise around Shirlington Rotary, South 28th Street, South Quincy Street, South 31st Street, South Randolph Street, South 28th Street, Shirlington Rotary to northbound ramp to Shirley Highway.

Route 18G Local - From Washington, D. C.

From Shirley Highway and westbound ramp to Shirlington Rotary, Shirlington Rotary, South 28th Street, South Quincy Street, South 31st Street, South Randolph Street, South 28th Street, Shirlington Rotary to southbound ramp to Shirley Highway.

From Shirley Highway and eastbound ramp to Edsall Road, Beryle Road, Sheldon Drive, Indian Run Parkway, Edsall Road to westbound ramp from Shirley Highway.


ROUTE 18H LOCAL - TO WASHINGTON, D. C.

From terminal stand on Rose Hill Drive south of Franconia Road, "U" turn via Eastchester Circle to northbound Rose Hill Drive, Franconia Road, Keene Mill Road, Backlick Road, Edsall Road, Beryle Road, Sheldon Drive, Indian Run Parkway, Edsall Road, Shirley Highway, Pentagon roadways, Shirley Highway, 14th Street, S. W.14th Street, N. W., H Street, N. W., Pennsylvania Avenue, N. W., 20th Street, N. W. to terminal stand north of Eye Street N. W.

ROUTE 18H LOCAL - FROM WASHINGTON, D. C.

From terminal stand on 20th Street, N. W. north of Eye Street, K Street, N. W., 15th Street, N. W., Pennsylvania Avenue, N. W., 14th Street, N. W., 14th Street, S. W., Shirley Highway, Pentagon roadways, Shirley Highway, eastbound ramp to Edsall Road, Edsall Road, Beryle Road, Sheldon Drive, Indian Run Parkway, Edsall Road, Backlick Road, Keene Mill Road, Franconia Road, Rose Hill Drive to terminal stand south of Franconia Road.

FOR THE COMMISSION:

  
DOUGLAS N. SCHNEIDER, JR.  
Executive Director



WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization AB&W No. 9-72

IN THE MATTER OF:

September 1, 1972

Application of A. B. & W. )  
Transit Company to Change )  
Route 18G and Add Route )  
18H. )

Application No. 786

Upon consideration of the matters contained in Application No. 786, as amended, the Commission finds that the public interest requires the service described herein.

Therefore, permission is hereby granted to A. B. & W. Transit Company to operate in the following manner effective September 27, 1972.


REROUTED PORTION - 18G LOCAL

From junction Backlick Road and Industrial Road, over Industrial Road to Springfield Station parking lot, over parking lot roadways to Industrial Road, Industrial Road to Backlick Road.

REROUTED PORTION - 18H LOCAL

From junction Backlick Road and Industrial Road, over Industrial Road to Springfield Station parking lot, over parking lot roadways to Industrial Road, Industrial Road to Backlick Road.

FOR THE COMMISSION:

  
DOUGLAS N. SCHNEIDER, JR.  
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization AB&W No. 10-72

IN THE MATTER OF:

September 1, 1972

Application of A. B. & W. )  
Transit Company to )  
Add Routes 17H and 17Y )

Application No. 787

Upon consideration of the matters contained in Application No. 787, the Commission finds that the public interest requires the service described herein.

Therefore, permission is hereby granted to A. B. & W. Transit Company to operate in the following manner effective September 5, 1972.

ROUTE 17H EXPRESS - TO WASHINGTON, D. C.

From terminal stand at Twinbrook Road and Commonwealth Boulevard, Commonwealth Boulevard, clockwise on Gainsborough Road to Commonwealth Boulevard, Commonwealth Boulevard, Pommeroy Drive, Guinea Road, Burke Road, Lake Braddock Drive, Burke Lake Road, Braddock Road, Route 495, Shirley Highway, Turkeycock bus ramp, Shirley Highway reversible roadway, Center Span Bridge, 14th Street, S. W., 14th Street, N.W., H Street, N.W., Pennsylvania Avenue, N.W., 20th Street, N.W. to terminal stand north of Eye Street, N.W.

ROUTE 17H EXPRESS - FROM WASHINGTON, D. C.

From terminal stand on 20th Street, N. W. north of Eye Street, N. W., K Street, N. W., 15th Street, N. W., Pennsylvania Avenue, N. W., 14th Street, N. W., 14th Street, S. W., Center Span Bridge, Shirley Highway reversible roadway, Turkeycock bus ramp, Shirley Highway, Route 495, Braddock Road, Burke Lake Road, Lake Braddock Drive, Burke Road, Guinea Road, Pommeroy Drive, Commonwealth Boulevard, clockwise on Gainsborough Road, Commonwealth Boulevard to terminal stand at Twinbrook Road.

ROUTE 17H EXPRESS - TO AND FROM PENTAGON

From Shirley Highway reversible roadway, to Shirley Highway, Pentagon roadways, Shirley Highway, Shirley Highway reversible roadway.

ROUTE 17Y - TO WASHINGTON, D. C.

Over above described route to Braddock Road and Route 495, thence over Braddock Road, Route 236 and Duke Street, Shirley Highway, Seminary Road ramp, Shirley Highway reversible roadway, Shirley Highway, Pentagon roadways, Shirley Highway, Shirley Highway reversible roadway thence over above described route to terminal stand at 20th and Eye Streets, N.W.

ROUTE 17Y - FROM WASHINGTON, D. C.

Over above described route to Shirley Highway, thence over Shirley Highway, Pentagon roadways, Shirley Highway, Shirley Highway reversible roadway, Shirley Highway, Route 236, Braddock Road, thence over above described route to terminal stand on Commonwealth Boulevard at Twinbrook Road.

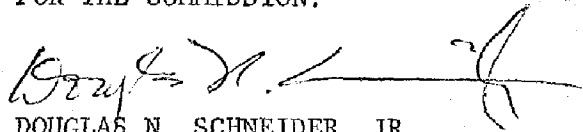
ROUTE 17H LOCAL - TO WASHINGTON, D. C.

From terminal stand on Gainsborough Road at Commonwealth Boulevard, Commonwealth Boulevard, Pommeroy Drive, Guinea Road, Burke Road, Lake Braddock Drive, Burke Lake Road, Braddock Road, Route 236 and Duke Street, Landmark Flyway, Shopping Center roadways, Duke Street, Shirley Highway, Pentagon roadways, Shirley Highway, 14th Street, S. W., 14th Street, N. W., H Street, N.W. Pennsylvania Avenue, N. W., 20th Street, N. W. to terminal stand north of Eye Street, N. W.

ROUTE 17H LOCAL - FROM WASHINGTON, D. C.

From terminal stand on 20th Street, N. W. north of Eye Street, N. W., K Street, N. W., 15th Street, N. W. Pennsylvania Avenue, N. W., 14th Street, N. W., 14th Street, S. W., Shirley Highway, Pentagon roadways, Shirley Highway, Duke Street, Landmark Flyway, Shopping Center roadways, Duke Street and Route 236, Braddock Road, Burke Lake Road, Lake Braddock Drive, Burke Road, Guinea Road, Pommeroy Drive, Commonwealth Boulevard, clockwise on Gainsborough Road to terminal stand at Commonwealth Boulevard.

FOR THE COMMISSION:

  
DOUGLAS N. SCHNEIDER, JR.  
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization AB&W No. 11-72

IN THE MATTER OF:

September 1, 1972

Application of A. B. & W. )  
Transit Company to Add )  
Route 4L Between the )  
City of Fairfax, Virginia )  
and Washington, D. C. )

Application No. 788

Upon consideration of the matters contained in Application No. 788, the Commission finds that the public interest requires the service described herein.

Therefore, permission is hereby granted to A. B. & W. Transit Company to operate in the following manner effective September 5, 1972.

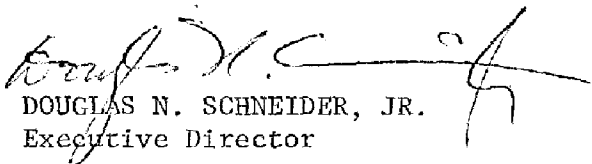
ROUTE 4L - TO WASHINGTON, D. C.

From terminal stand on University Drive at George Mason University, over University Drive, Ox Road, Route 236, Olley Lane, Braeburn Drive, New Wakefield Chapel Road, Holborn Avenue, Toll House Road, Duncan Drive, Route 236 and Duke Street, Landmark Flyway, Shopping Center roadways, Duke Street, Shirley Highway, Pentagon roadways, Shirley Highway, 14th Street, S. W., 14th Street, N. W., H Street, N. W., Pennsylvania Avenue, N. W., 20th Street N. W. to terminal stand north of Eye Street, N. W.

ROUTE 4L - FROM WASHINGTON, D. C.

From terminal stand on 20th Street, N. W. north of Eye Street, N. W., K Street, N. W., 15th Street, N. W., Pennsylvania Avenue, N. W., 14th Street, N. W., 14th Street, S. W., Shirley Highway, Pentagon roadways, Shirley Highway, Duke Street, Landmark Flyway, Shopping Center roadways, Duke Street and Route 236, Duncan Drive, Toll House Road, Holborn Avenue, New Wakefield Chapel Road, Braeburn Drive, Olley Lane, Route 236, Courthouse Road, service roadway to Ox Road, Ox Road, Armstrong Road, University Drive to terminal stand at George Mason University.

FOR THE COMMISSION:

  
DOUGLAS N. SCHNEIDER, JR.  
Executive Director

- No. 121 From junction Telegraph Road and Helmsdale Lane, thence over Helmsdale Lane to junction Kingsbury Road, thence over Kingsbury Road to junction Broadmoor Street, thence over Broadmoor Street to junction Telegraph Road, thence over Telegraph Road to junction Rose Hill Drive and return over the same route.
- No. 122 From junction Franconia Road and Van Dorn Street over Van Dorn Street to Alexandria City line and return over the same route.
- No. 123 From junction Huntington Avenue and Telegraph Road over Telegraph Road to Alexandria City line and return over the same route.
- No. 124 From junction Virginia State Highway No. 236 (Little River Turnpike) and Olley Lane, over Olley Lane to junction Braeburn Drive, thence over Braeburn Drive to junction Wakefield Chapel Road, thence over Wakefield Chapel Road to junction Holburn Avenue, thence over Holburn Avenue to junction Toll House Road, thence over Toll House Road to junction Duncan Drive, thence over Duncan Drive to junction Virginia State Highway 236 (Little River Turnpike), thence over Virginia State Highway No. 236 (Little River Turnpike) to junction U. S. Highway No. 495 (Capital Beltway) and return over the same route.

\*No. 125

\*No. 126

\*No. 127

\*No. 128

- \*No. 129 From junction Backlick Road and Industrial Road, over Industrial Road to Springfield Station Parking Lot, over parking lot roadways to Industrial Road, Industrial Road to Backlick Road.
- \*No. 130 From junction Twinbrook Road and Commonwealth Boulevard, over Commonwealth Boulevard, clockwise over Gainsborough Road, Commonwealth Boulevard, Pommeroy Drive, Guinea Road, Burke Road, Lake Braddock Road, Burke Lake Road to junction Braddock Road and return over the same route.
- \*No. 131 From junction Olley Lane and Route 236, over Route 236, Courthouse Road, Service roadway at Fairfax County Administration Building, Ox Road, Armstrong Road, University Drive, Ox Road, Route 236 to junction Olley Lane.

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.

## IRREGULAR ROUTES:

Passengers and their baggage:

## (A) CHARTER OPERATIONS:

Round-trip or one-way:

- (1) From points in Washington, D. C., the City of Alexandria, that portion of Arlington County on, south, and east of U. S. Highway 50, and that part of Fairfax County on, south and east of a line beginning at the intersection of U. S. Highway 50 and the Fairfax-Arlington Counties boundary line, west on U. S. Highway 50 to its intersection with the Capital Beltway (U. S. Interstate Highway 495), thence south on the Capital Beltway (U. S. Highway 495) at its intersection with Virginia State Highway 236, thence west on Virginia State Highway 236 to its intersection with Virginia State Highway 651, thence south on Virginia State Highway 651 to its intersection with Virginia State Highway 620, thence west on Virginia State Highway 620 to its intersection with U. S. Highway 29-211, and thence west on U. S. Highway 29-211 to the intersection of the Fairfax and Loudoun Counties boundary line, to points in the Metropolitan District.
- (2) From points on its routes, and a territory within one mile thereof, in Prince Georges County, Maryland, to points within the Metropolitan District.
- (3) From the Dulles International Airport, Virginia, to points within the Metropolitan District.

## (B) SPECIAL OPERATIONS:

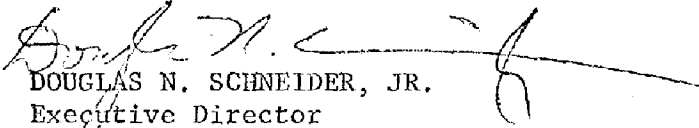
Round trip or one-way:

- (1) Between points on its regular routes in Virginia authorized herein, on the one hand, and points within the District of Columbia on the other.
- (2) Between points in the District of Columbia; restricted so that no daily nor regularly scheduled sightseeing operations shall be conducted between points in the District of Columbia.

AND IT IS FURTHER ORDERED and is made a condition of this Certificate that the holder thereof shall render reasonable, continuous and adequate service to the public in pursuance of the authority granted herein, and that failure so to do shall constitute sufficient grounds for suspension, change or revocation of this Certificate.

The operating authority granted by this Certificate is granted pursuant to Order No. 367.

BY DIRECTION OF THE COMMISSION:

  
DOUGLAS N. SCHNEIDER, JR.  
Executive Director

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ADDED BY ORDER NO. 1236