

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION
WASHINGTON, D.C.
ORDER NO. 467

IN THE MATTER OF:

Served April 8, 1965

Application of Washington,)
Virginia and Maryland Coach)
Company, Inc., for Authority)
to Change its Routes 8N, 10)
and 11 in Arlington, Virginia.)

Application No. 305

Docket No. 75

APPEARANCE:

MANUEL J. DAVIS, Attorney for Washington, Virginia and Maryland Coach Company, Inc., applicant.

The Washington, Virginia and Maryland Coach Company, Inc., (W. V. & M.) filed an application on January 26, 1965, requesting authority from the Commission to change its Routes 8N, 10 and 11, so as to operate in both directions over South Kenmore Street and South Walter Reed Drive from the intersection of Shirlington Road and South Kenmore Street to the intersection of South Walter Reed Drive and South Glebe Road, in lieu of its present operation over Shirlington Road and South Glebe Road.

The following is a detailed description of the change:

PRESENT ROUTE:

Via regular route to Shirlington Road; thence via Shirlington Road to South Glebe Road, left on South Glebe Road to South Walter Reed Drive, right on South Walter Reed Drive and regular route.

PROPOSED ROUTE:

Via regular route to Shirlington Road, thence via Shirlington Road to South Kenmore Street, left on South Kenmore Street to South Walter Reed Drive, right on South Walter Reed Drive and regular route.

A public hearing was held on this matter on March 8, 1965. Notice of the application and hearing thereon was in compliance with Commission regulations.

No protests were received and one witness testified on the matter.

Mr. William W. Wheeler, General Manager of W. V. & M., testified that the proposed rerouting will not change the present fare, schedule or equipment. The witness testified that the reason for requesting the change is to utilize the improved four-lane South Kenmore Street in lieu of using the two-lane Shirlington Road, and for operating convenience to eliminate a dangerous left turn from Shirlington Road onto South Glebe Road. The witness presented seven exhibits which were admitted into evidence and made a part of this proceeding.

The Route 10 is operated jointly by W. V. & M. and the Alexandria, Barcroft and Washington Transit Company (A. B. & W.). The Commission has received application from A. B. & W. requesting the same change as set forth herein. The Commission is entering a decision for A. B. & W. concurrently with this order.

The Commission is of the opinion that the public convenience and necessity require the applicant to reroute its Routes 8N, 10 and 11 as requested.

THEREFORE, IT IS ORDERED:

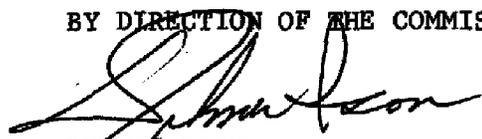
1. That the Washington, Virginia and Maryland Coach Company, Inc., be, and it is hereby, authorized to abolish and establish its Routes 8N, 10 and 11, as set forth above.

2. That the Washington, Virginia and Maryland Coach Company, Inc., post notice of this change on the bus stops along the abolished portion of the route.

3. That the Washington, Virginia and Maryland Coach Company, Inc. Certificate of Public Convenience and Necessity No. 4 be, and it is hereby, amended by incorporating First Revised Page 4, cancelling Original Page 4, shown in Appendix A attached hereto and made a part hereof.

4. That this Order become effective April 18, 1965.

BY DIRECTION OF THE COMMISSION:



DELMER ISON
Executive Director

ORDER NO. 467

the same route.

- No. 16 From junction Arlington Boulevard (U. S. Highway 50) and Pershing Drive, over Pershing Drive to junction North George Mason Drive and return over the same route.
- No. 17 From junction Arlington Boulevard (U. S. Highway 50), and North George Mason Drive, over North George Mason Drive to Henderson Road, thence over Henderson Road to North 2nd Street, thence over North 2nd Street to Park Drive, thence over Park Drive to Arlington Boulevard (U. S. Highway 50), and return over the same route.
- No. 18 From junction Arlington Boulevard (U. S. Highway 50) and North Granada Street, over North Granada Street to Greenbrier Street, thence over Greenbrier Street to North Carlyn Spring Road, thence over North Carlyn Spring Road to South 5th Street, thence over South 5th Street to Lexington Street, thence over Lexington Street to South 1st Street, thence over South 1st Street to Carlyn Spring Road, and return over the same route.
- No. 19 From junction Washington Boulevard (Virginia Highway 237), and South Uhle Street, over South Uhle Street to South Second Street, thence over South Second Street to junction Glebe Road (Virginia Highway 120), and return over the same route.
- *No. 20 From junction of South Second Street and South Filmore Street, over South Filmore Street to South Walter Reed Drive, thence over South Walter Reed Drive to junction South Kenmore Street, thence over South Kenmore Street to junction Shirlington Road, thence over Shirlington Road to junction South 28th Street, thence over South 28th Street to South Randolph Street, thence over South Randolph Street to South 31st Street, thence over South 31st Street to South Quincy Street, thence over South Quincy Street to South Arlington Mill Drive, thence over South Arlington Mill Drive to Shirlington Road, and return over the same route.
- No. 21 From junction Washington Boulevard (Virginia Highway 237), and Garfield Street, over Garfield Street to junction Wilson Boulevard, and return over the same route.