

BEFORE THE  
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 547

IN THE MATTER OF:

Served November 26, 1965

Application of Washington, )  
Virginia and Maryland Coach )  
Company, Inc., for Authority )  
to Change and Extend its )  
Routes 3U and 3S to Reston )  
and Herndon, Virginia. )

Application No. 345

Docket No. 103

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 October 1, 1965, to change and extend its Routes 3U and 3S to serve Reston Plaza and to provide additional service to Herndon. The Route 3U which presently terminates at the Tysons Corner area would be extended to Herndon and routed to serve the Reston Plaza. The Route 3S which presently serves Herndon and terminates at Dulles International Airport would also be routed to serve the Reston Plaza.

The application was the subject matter of a hearing on November 16, 1965. The matter was originally scheduled for November 15, 1965, which was changed by order of the Executive Director of the Washington Metropolitan Area Transit Commission. No protests were received and no one appeared at the hearing in opposition to the application.

Four witnesses appeared at the hearing in support of the proposed service. Mr. S. A. DeStefano, President of W. V. & M., testified in behalf of the application and presented eight exhibits which were admitted into evidence and made a part of this proceeding. The witness testified that the Company has had innumerable conferences with representatives of the Reston area and the Town of Herndon who have requested W. V. & M. to provide needed bus service to these areas. It was stated that the Company believes that the need for additional service is present and that the Company is willing to provide the additional service.

The Commission is of the opinion and finds that public convenience and necessity require the proposed service, that the applicant is fit, willing and able to perform the service properly, and to conform with the rules, regulations, and requirements of the Commission.

**THEREFORE, IT IS ORDERED:**

1. That Washington, Virginia and Maryland Coach Company, Inc., be, and it is hereby, authorized to change and extend its Routes 3U and 3S in the following manner:

Route 3U - From Tysons Corner on Virginia Highway 7, northwesterly on Virginia Highway 7 to Virginia Highway 606; west on Virginia Highway 606 to Village Road; south on Village Road to Reston Plaza; from Reston Plaza, north on Village Road to Virginia Highway 606; west on Virginia Highway 606 to Eldon Street; west on Eldon Street to Center Street; south on Center Street to Florida Avenue; southwesterly on Florida Avenue to Alabama Avenue; west on Alabama Avenue to terminal stand,

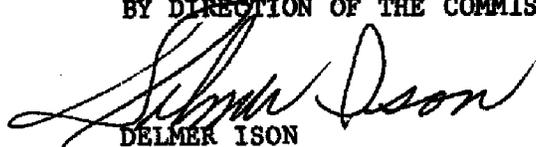
From terminal stand on Alabama Avenue, west on Alabama Avenue to Virginia Highway 28; northeasterly on Virginia Highway 28 (Eldon Street) to Virginia Highway 606; east on Virginia Highway 606 to Virginia Highway 7; Virginia Highway 7 to Tysons Corner.

Route 3S - From Virginia Highway 606 and Village Road, south on Village Road to Reston Plaza; from Reston Plaza, north on Village Road to Virginia Highway 606.

2. That Washington, Virginia and Maryland Coach Company, Inc., Certificate of Public Convenience and Necessity No. 4 be, and it is hereby, amended by incorporating Fourth Revised Page 8, cancelling Third Revised Page 8, shown in Appendix A, attached hereto and made a part hereof.

3. That this Order become effective December 5, 1965.

BY DIRECTION OF THE COMMISSION

  
DELMER ISON  
Executive Director

points and access and interchange routes, and return over the same route.

- No. 47 From junction Lee Highway (U.S. Highway 29-211) and Dun Loring Road (Virginia Highway 650) over Dun Loring Road to Cottage Street, over Cottage Street to Bowling Green Drive, over Bowling Green Drive to Cedar Lane, over Cedar Lane to Cottage Street, over Cottage Street to Plum Street, over Plum Street to South Court House Road, over South Court House Road to Virginia Highway 123 and return over the same route.
- No. 48 From junction Virginia Highway 7 and Dulles Airport Access Highway, over Virginia Highway 7 to junction Virginia Highway 606, thence over Virginia Highway 606 to junction Virginia Highway 28, thence over Virginia Highway 28 to junction Dulles Airport Access Highway, and return over the same route.
- No. 49 From junction Interstate Highway 495 and Virginia Highway 236, over Virginia Highway 236 to the City of Fairfax, Virginia and return over the same route.
- \*No. 50 From junction Interstate Highway 606 and Village Road, over Village Road to Reston Plaza and return over the same route.
- \*No. 51 From junction Virginia Highway 28 and Center Street, over Center Street to Florida Avenue, thence over Florida Avenue to junction Alabama Avenue, thence over Alabama Avenue to junction Virginia Highway 28 and return over the same route.

The authority granted herein to operate over interchange points and access and interchange routes shall be construed to authorize only operations essential to the performance of transportation service over routes specifically described and authorized herein.

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 Fairfax and that portion of Arlington and Fairfax Counties, Virginia, north and west of U. S. Highway 350 (Shirley Memorial Highway), to Arlington County line, Virginia State Highway 244 to Annandale, Virginia State Highway 236, to Guinea Road (Route 651), to Braddock Road (Route 620), to intersection U. S. Highway 29@211, over 29-211 to Fairfax County line, to points in the Metropolitan District.