

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

ORDER NO. 681

IN THE MATTER OF: Served February 24, 1967

Application of W. V. & M. Coach Company, Inc., for Amendment of Certificate of Public Convenience and Necessity.)	Application No. 401
)	
)	Docket No. 133
)	
)	

W. V. & M. Coach Company, Inc., ("applicant") filed an application for amendment of its Certificate of Public Convenience and Necessity No. 4 to reroute its Route 11, Shirlington - Rosslyn Line as follows:

REROUTED PORTION

Outbound - Over regular route to the intersection of Walter Reed Drive and Kenmore Street, thence continue westerly on Walter Reed Drive, south on Oakland Street, east on 24th Road, Lowell Street and 25th Street to its intersection with Shirlington Road, thence continue over regular route.

Inbound - Over regular route to the intersection of Shirlington Road and 25th Street, thence westerly on 25th Street, Lowell Street and 24th Road, north on Oakland Street, easterly on Walter Reed Drive to its intersection with Kenmore Street, thence continue Walter Reed Drive and regular route.

DISCONTINUED PORTION

Kenmore Street - Between Walter Reed Drive and Shirlington Road.

Shirlington Road - Between Kenmore Street and 25th Street.

NOTE: Routes 8-N and 10 will continue to operate via Kenmore Street and Shirlington Road.

A hearing on this matter was held on February 16, 1967. Notice of the application and hearing was given as prescribed. The Arlington County Board ("Board") appeared in support of the application. There was no opposition to the request.

One witness testified for the applicant, and submitted one exhibit. One witness testified for the Board. One public witness testified in favor of the application.

The company witness stated that the proposed service has been operated under temporary authority since July 11, 1966, that sufficient use of the service has been made to justify its continuance, that no additional equipment is needed, and that sufficient service remains on the discontinued portion, by other lines, so that existing service on that portion is not affected.

The Board's witness testified that he had personally observed the operation and that, in his opinion, utilization of the service justified approval of the application.

The public witness stated that the service was necessary, that additional service in non-peak hours and on weekends was desirable, and that the community would continue to use 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 W. V. & M. Coach Company, Inc., to reroute its Route 11 be, and it is hereby, granted.

2. That Certificate of Public Convenience and Necessity No. 4 be, and it is hereby, amended by incorporating Second Revised Page 4, cancelling First Revised Page 4, as attached hereto and made a part hereof.

3. That this order become effective upon issuance.

BY DIRECTION OF THE COMMISSION:

A handwritten signature in cursive script, reading "Melvin E. Lewis". The signature is written in dark ink and is positioned above the typed name and title.

MELVIN E. LEWIS
Acting Executive Director

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. 20A From junction South Walter Reed Drive and South Kenmore Street, over South Walter Reed Drive to junction South Oakland Street, thence over South Oakland Street to junction South 24th Road, thence over South 24th Road to junction South Lowell Street, thence over South Lowell Street to junction South 25th Street, thence over South 25th Street to junction South 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.