

STATEMENT OF CLAUDE A. JESSUP, PRESIDENT, EASTERN CONTINENTAL TRAILWAYS BUS SYSTEMS

Mr. JESSUP. Thank you, Mr. Chairman and members of the subcommittee, my name is Claude A. Jessup, and I am president of the Eastern Continental Trailways Bus Systems. Our corporation and that of Greyhound Lines are the two major interstate buslines in the country. Beside our regularly scheduled operations we charter buses from all parts of the country to many groups for many purposes. A great number of these visit Washington and heretofore had had no destinations in the city save hotels or motels. I am completely in accord with the concept of a Visitors Center as proposed in H.R. 12603 and consider this will provide an excellent opportunity for these groups to secure full information upon their arrival in the city. While this is not specifically mentioned in the bill, I respectfully suggest that chartered buses, of all lines, debark at the Visitors Center upon their arrival. I do not believe that this would unduly congest the traffic situation on the station plaza, or the immediately adjacent streets. I feel for these reasons that H.R. 12603 will fill a long needed and necessary improvement to Washington.

Beside our chartered service we also have regularly scheduled bus service to all parts of the United States. We, and Greyhound, carry a tremendous number of passengers on these scheduled runs. Our annual number of passengers initiating, terminating, or passing through Washington amounts to 4 million. This requires an average of 360 individual buses arriving or departing daily from the city. Each of these buses is 8 feet by 32 feet in dimension, or 320 square feet. So many buses on the streets around the Union Station would absorb so much of the available street surface as to result in very heavy congestion. If added to this were the Greyhound buses, it becomes apparent why we also are in complete agreement with the transportation exposition project which has been endorsed by the civic groups of Washington as set forth here today.

Our buses require loading docks for both passengers and baggage. It is not unusual for a bus to dock for 30 minutes or more. Yet due to our growing volume of business our present terminal facilities in Washington are completely inadequate. We have a daily problem to find space for arrivals and departures and holidays but multiply our difficulties. The terminals planned for the project being presented to your committee will solve our constantly growing needs for many years in the future.

I am sure, Mr. Chairman, that you are aware of the history of the New York Port Authority bus terminal. As originally built, this was considered to be adequate for an indefinite period. Within a few years it became necessary, at more than the original cost, to rebuild it to more than double its original size. The Washington project has not made this mistake, and equally important has provided for direct access without street congestion.

Since buslines offer the lowest cost public transportation facilities between cities, our patrons generally use other public transportation to and from our terminal. Therefore, the transportation interchange concept to suburban buses, the subway, and local buses is of prime importance to us also because of the convenience it offers our customers.