

centage of people who come here by bus would be potential visitors. Do you think it would be a large number, those who come here by bus are probably coming to stay a short period, and would do some sight-seeing?

Mr. McKIBBEN. Yes; that is true. Why I gave that figure, I believe our figure would be like 10 percent, Mr. Jessup said 15—we run a number of trips that bypass Washington on our New York-Florida service that circle around.

Mr. GRAY. Those that come here generally are coming to the city for a visit of some duration, otherwise he could have taken a through bus.

Mr. McKIBBEN. I did not put in our prepared statement the number of chartered buses we operate into this area, which would give you some idea of the number of people that come here. I took this from our 1966 records. We have to report our miles to the Utilities Commission in the District, and we operated 4,441 charter buses into Washington, in and out of Washington, last year.

Mr. GRAY. 4,400.

Mr. McKIBBEN. Which we reported to the District of Columbia Commission here.

Mr. GRAY. When you say we, are you referring to all of your affiliates all over the country?

Mr. McKIBBEN. No, we, Greyhound Lines, Inc.

Mr. GRAY. Let's say I have a school group in West Frankfort, Ill., my hometown, and they call the nearest affiliate and they charter a Greyhound bus and they come to Washington.

Mr. McKIBBEN. That's counted in there, those charters into Washington.

Mr. GRAY. What is your average bus capacity per bus?

Mr. McKIBBEN. The average would be 38. Our bus seats from 37 to 43.

Mr. GRAY. Let's say, average of 40 and 4,400 buses —

Mr. McKIBBEN. That was chartered, you understand, special buses bringing groups into the District.

Mr. GRAY. That number probably increases each year, does it not?

Mr. McKIBBEN. One year it was down a little when we had the little disturbances, and it was anticipated at that time, but usually it is on the increase. Our business has been increasing each year.

Mr. GRAY. All the time.

An questions at all of Mr. McKibben?

We thank you very much. You have been very helpful to our deliberations.

Mr. McKIBBEN. Thank you.

(Extended remarks follow:)

EXTENDED REMARKS TO STATEMENT OF H. VANCE GREENSLIT, CHAIRMAN,
GREYHOUND LINES, INC. (AS REPRESENTED BY VIRGIL T. MCKIBBEN)

I am most pleased to have the opportunity to extend my remarks due to the unanimous consent of the Committee and appreciate the interest and courtesy already given me at the meeting on September 13, 1967.

Under the provisions of the Bill under consideration, the railroads are to build new terminals at the Visitors' Center site. Their present terminals were built in the early years of this century, and I am sure the railroads will make many changes to improve efficiency and convenience of their patrons.

The above equally applies to Continental Trailways and ourselves in the Exposition and Transportation Center. Not only are our present terminals in