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1974



# Michigan Intercity Bus Study

## ***PHASE I INVENTORY AND ANALYSIS***

**MICHIGAN DEPARTMENT OF STATE  
HIGHWAYS AND TRANSPORTATION**

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JOHN P. WOODFORD, DIRECTOR

July, 1974

Mr. Sam F. Cryderman  
Deputy Director  
Bureau of Transportation Planning

Dear Mr. Cryderman:

The Mass Transportation Planning Section of the Bureau of Transportation Planning is pleased to present this report: Michigan Intercity Bus Study: Phase I, Inventory and Analysis. This report surveys and analyzes characteristics and trends of Michigan's intercity bus industry. As such it represents a preliminary step to developing a state program to improve intercity bus service in Michigan.

This report is one of several documents expected to be presented to the Michigan Intercity Bus Task Force. Formed in December, 1973 this group is charged with exploring ways to help maintain and expand intercity motor coach service. Representatives of the Michigan Department of State Highways and Transportation, other state agencies and the private carriers sit on this task force.

This report was prepared by Timothy L. Goligoski of the Mass Transportation Planning Section under my supervision.

Sincerely,

A handwritten signature in cursive script that reads "James L. Roach". The signature is written in dark ink and is positioned above the typed name and title.

James L. Roach, Manager  
Mass Transportation Planning Section



Michigan Department  
of  
State Highways and Transportation

MICHIGAN INTERCITY BUS STUDY

PHASE I

INVENTORY AND ANALYSIS

July 1974

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PHASE I  
INVENTORY AND ANALYSIS

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## SUMMARY AND CONCLUSION

In cooperation with the Michigan Intercity Bus Task Force, the Michigan Department of State Highways and Transportation in December, 1973 embarked on a study program to survey and analyze intercity bus trends in Michigan. This report documents the results of that program.

During the period 1968-1972 significant changes occurred in nearly all Michigan intercity bus operation characteristics. As indicated in the following table and figure, patronage on intercity buses operated in Michigan declined by more than 15% during the period. Similarly, the number of bus miles operated decreased by 12% and the number of passenger miles declined by more than 7%.

Between 1968 and 1972 intercity passenger revenues for firms operating in Michigan increased by 29%. Total operating revenues (intercity, charter, special bus, express, etc.) rose by 34%, indicating an increased emphasis on revenue sources other than those provided by scheduled passenger operations. Both increases were more than offset, however, by a 38% increase in operating expenses.

Examination of the data collected during the course of this study reveals several undesirable trends in the intercity bus passenger industry. These include the decline in the number of passengers, the erosion of bus service on certain routes and the rapidly increasing operation costs mentioned above. Many intercity



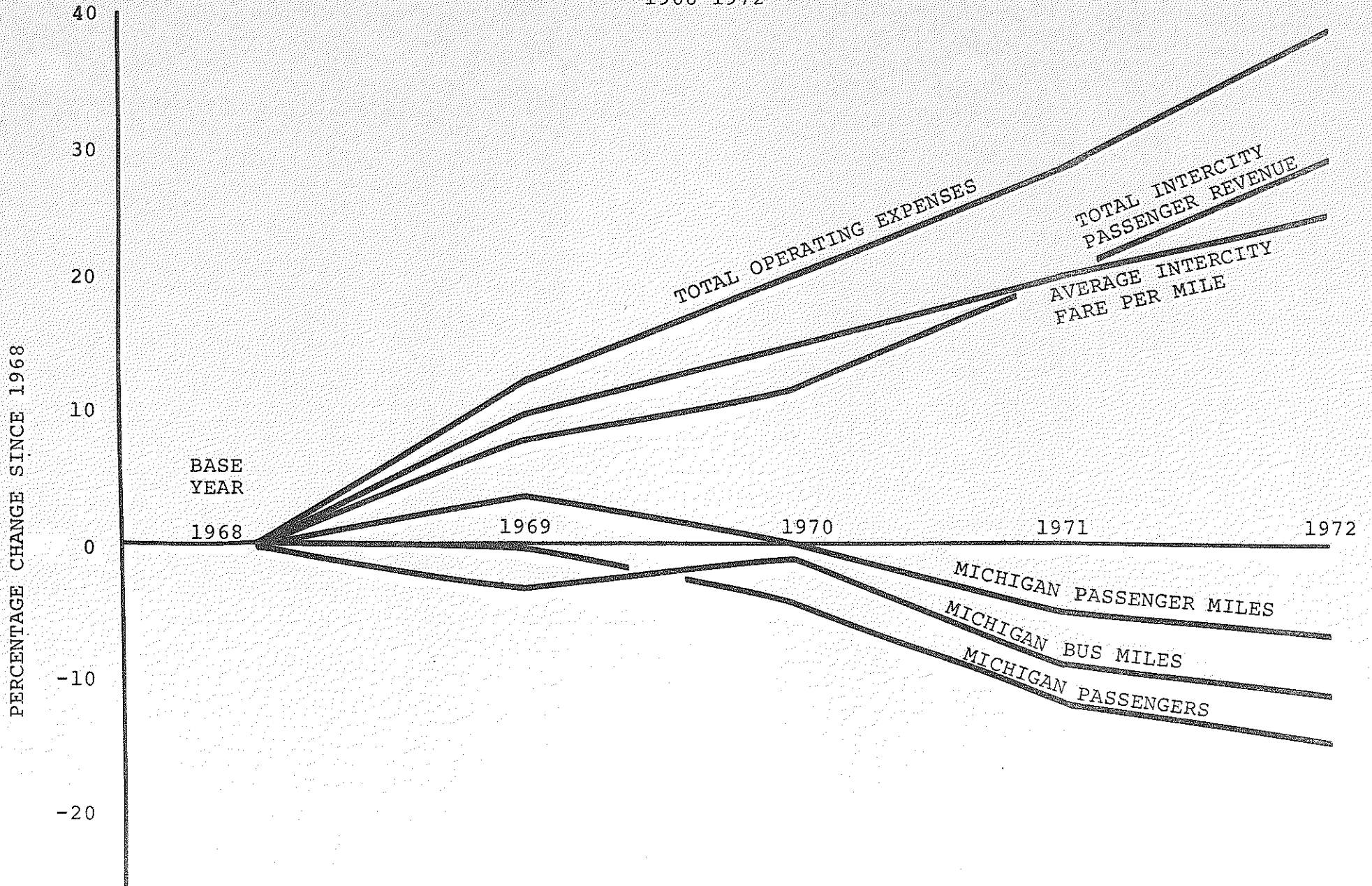
SUMMARY TABLE  
MICHIGAN INTERCITY BUS COMPANIES  
1968-1972

	<u>1968</u>	<u>1972</u>	<u>% CHANGE</u>
Passengers Carried	3,740,000	3,170,000	-15.2%
Bus Miles Operated	15,550,000	13,750,000	-11.6%
Passenger Miles Operated	230,620,000	214,290,000	- 7.1%
Average Vehicle Occupancy*	11.3	11.1	- 1.8%
Average Trip Length*	69.3	73.6	+ 6.2%
Intercity Passenger Revenue**	\$ 3,990,000	\$ 5,130,000	+28.7%
Total Operating Revenue**	\$ 8,230,000	\$11,060,000	+34.4%
Total Expenses**	\$ 7,740,000	\$10,690,000	+38.3%
Average Operating Expenses Per Mile*	\$0.56	\$0.70	+25.0%
Average Passenger Fare Per Mile*	\$0.041	\$0.051	+24.4%
Average Total Fare*	\$3.13	\$4.18	+33.6%

\*Derived from sample only.

\*\*Does not include Greyhound Lines, Inc.

INTERCITY BUS INDICES  
1968-1972



carriers remain financially solvent, however, with operating ratios at or near 95%. To a large degree this has been due to the ability of the carriers to adapt and respond to the changing character of new markets. Whereas charter and package express once made up relatively insignificant components of total revenue, today they make an important contribution. For some carriers charter business is, in fact, subsidizing certain intercity passenger routes.

Many controversial and notable issues are now being discussed by officials close to the intercity bus industry. These include government support of selected intercity transportation services such as that provided by AMTRAK. Intercity bus operators frequently cite the difficulties encountered in competing against government subsidized rail passenger service. They argue that they already provide service with comparable comfort and speed to that provided or proposed by AMTRAK and that this service has better schedule frequency and is operated at no public cost. They also cite the superior energy efficiency of intercity buses and the excess capacity which the industry currently has available.

In light of the problems facing the intercity bus industry, Michigan, as one of the first states to launch an examination such as this, will proceed in a number of areas to address the problems faced by the carriers. These include:

(1) Maintenance of the Intercity Bus Task Force

- Intended to serve as the principle channel of communication between the industry and the state, this group provides an invaluable means of coordinating public and private transportation efforts.

(2) Initiation of Short Range Assistance Programs

- Designed to isolate and correct immediate deficiencies which hamper intercity carriers. Such programs will address specific intercity public transportation problems which can be resolved in the immediate future. These include assistance in the acquisition of buses, assistance in providing terminal facilities and the support of intercity services in areas of service deficiencies.

(3) Initiation of Long Range Planning Efforts

- Intended to focus on a long range horizon. Such planning efforts would move toward development of a complementary system of total transportation for the State of Michigan.

An important proposal which would do much to improve intercity bus service will be on the Michigan ballot in November of this year. Michigan's \$1.1 billion transportation bond proposal will provide aid to intercity bus and rail transportation. Designed to foster the coordinated development of complementary transportation systems, this program will make available:

- (1) \$7 million for the purchase of approximately 80-110 intercity buses.
- (2) \$5 million for short and long range terminal upgrading and improvement.
- (3) \$30 million for new intermodal terminals at larger cities and suburban centers.

Whatever the future direction of Michigan's planning efforts in light of the bond proposal, it is not the state's intent to recreate a public transportation network of a by-gone era. Indeed, in this age of automobile dependency this would appear an



unsound if not impractical proposal. What is needed is the integration of bus transportation into a coordinated system of statewide movement which incorporates automobiles, trains, planes and watercraft. This system will not, however, be achieved in the manner in which we have viewed the various transportation modes in the past -- as singular, mutually exclusive entities.

To overcome our biases of the past and to proceed to mesh intercity buses into Michigan's future transportation system, it is imperative that expanded intercity planning efforts be commenced. Using analytical methods and other tools, it is important that we initiate studies which will further enlarge our basic understanding of motor coach transportation systems. Through this effort we can then proceed to implement an intercity bus network which is consistent with the needs of Michigan's diverse population and the development of a total statewide system of balanced transportation.

CHAPTER I

BACKGROUND

## INTRODUCTION

The Michigan Department of State Highways and Transportation has recently been reorganized into a multi-modal agency responsible for highways, ports, aviation, public, and non-motorized transportation. This reorganization will strengthen and enhance the ability of the State to assist in the development of comprehensive policies and programs necessary for the preservation and expansion of transportation services in Michigan. These policies and programs will be based on the premise that all segments of the state's transportation community, both public and private, should be operated in a coordinated and complementary manner.

A review of intercity bus services indicates that schedule frequency and geographic coverage has been steadily declining. Already some parts of the state are without service, or receive very minimal service. The Department is concerned that further deterioration of service may occur and hopes that this can be prevented.

This was expressed by Department Director John P. Woodford in a December, 1974 statement that, "adequate bus service between cities is a major concern of the State Highway Commission".

The basis for the State's concern is evidenced by the fact that between 1968 and 1972:

- Intercity bus patronage declined more than 15% in Michigan.
- The number of intercity bus miles operated on Michigan routes dropped more than 11%.



- Intercity operating costs increased more than 38% while passenger revenues increased only 29%. Total operating revenues increased by 34% during this period.

The availability of intercity bus transportation in Michigan has deteriorated significantly in recent years. Similar in many respects to local transit operations, the intercity bus industry has felt the affects of cyclical declines in ridership and service. As the nation's standard of living has risen so too has the use of the private automobile and other modes. This has resulted in less transit usage and decreased passenger revenue. Declining revenue in the face of increasing operating costs has been countered with decreased service resulting in less patronage, etc.

In an effort to halt such alarming trends, Woodford in December, 1974 established the Intercity Bus Task Force -- a committee of Department, state government, and industry representatives. A study program was subsequently developed to analyze the intercity bus industry in Michigan. The initial effort -- a survey of industry trends and operating characteristics -- is presented here. As such it represents a preliminary step to developing planning techniques designed to aid the state's faltering intercity bus industry. Primarily quantitative in form, data made available from a variety of sources for the years 1968-1972 is examined.

Michigan Department of State Highways and Transportation intercity bus reports to follow will define problem areas, quantify service standards, forecast ridership demands and suggest specific corrective measures in an effort to revitalize Michigan's intercity bus network.

## REGULATORY FRAMEWORK

Intercity carriers of passengers and property are authorized to operate in Michigan by Act 254 of the Public Acts of Michigan of 1933, as amended. Known as the Motor Carrier Act, this legislation seeks to "promote safety upon and conserve the use of the public highways of the state," and to "provide for the supervision, regulation and control of the use of such highways by all motor vehicles operated by carriers of passengers and property for hire."<sup>1</sup> It further moves to "permit the coordination of motor vehicle transportation service."

The Michigan Motor Carrier Act specifically addresses a number of regulatory matters:

Certificates and Permits

Insurance

Identification of Vehicles

Transfers of Certificates, Permits and Equipment

Leasing, Charter's and Interline Arrangements

Timetables, Routes and Tariffs

Shipping Documents and Payment of Freight Charges

Equipment and Facilities

Operation of Vehicles

Reports

---

<sup>1</sup>Michigan Motor Carrier Act, Act 254 of 1933.

The Michigan Public Service Commission (MPSC) is charged with the regulatory functions required by the act. They have authority to fix and determine rates, charges, and practices of passenger and property carriers operating within the state. To prevent evasion of its rulings and regulations, the commission is authorized to make use of the states' police powers and is permanently assigned an enforcement staff.

MPSC groups carriers into the following three classes:

Class I - Those having average annual gross operating revenues from motor carrier operations of \$200,000 or over for the 3-year period immediately preceding the current year.

Class II - Those having average annual gross operating revenues for motor carrier operations of \$50,000 or over, but less than \$200,000 for the 3-year period immediately preceding the current year.

Class III - Those having average annual gross operating revenues from motor carrier operations of less than \$50,000 for the 3-year period immediately preceding the current year.

Class I and Class II carriers are required to file annual financial reports with the Public Service Commission. Class III carriers are not required to file such documents, but are surveyed occasionally to assess their current financial status.

Federal regulations pertaining to intercity buses are principally contained in Part II of the Interstate Commerce Act (Motor Carrier Act) of 1935, as amended. This legislation authorizes the Interstate Commerce Commission (ICC) to regulate the practices of interstate motor carriers. The Commission "may establish reasonable requirements with respect to continuous and adequate service, transportation of baggage and express, uniform systems of accounts, records and reports, preservation of records, qualification and maximum hours of employees, and safety of operation and equipment".<sup>2</sup>

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<sup>2</sup>Section 204(a)(1), Interstate Commerce Act, Part II (Motor Carrier Act, 1935) as amended.

## METHOD OF APPROACH

Much of the analysis and inventory presented here has been derived from MPSC annual reports. However, these documents have fallen short in a number of areas:

- Pre-1968 annual reports are unavailable.
- Pertinent data such as the number of miles operated and the number of passengers carried are recorded on a system wide basis and not by state or region. With the exception of smaller carriers, many bus lines operating in Michigan provide interstate service.
- Carriers not authorized to provide Michigan intrastate service are not required to file annual reports. Two firms currently fall within this category, Continental Trailways and Zephyr Lines, Incorporated.
- Many of the smaller carriers do not supply information as requested or submit obviously faulty data.
- Class III carriers are not required to submit operating statistics or financial data on an annual basis.

In an effort to supply missing data and to obtain specific Michigan information, questionnaires were mailed to all intercity carriers operating in Michigan. Similarly, interviews with a number of intercity officials were conducted. A variety of information was requested, much of which is included here. With few exceptions, the carriers responded generously to our many requests, and their cooperation has been greatly appreciated.

In spite of the availability of both annual reports and carrier supplied information, the Department found it necessary to make certain estimates and projections. Such information is noted when used in this report. Of particular importance are certain estimates made for Greyhound Lines, Inc. Due to the continually changing corporate structure of that organization, it has been necessary to take some liberty in analyzing its data. In general, system wide data for 1968 will consist of estimates for Greyhound Lines-East with actual data used for 1972.

Sources of all information presented in this inventory will be noted. When system wide data (not Michigan data) is presented, it will be explained accordingly. With some exceptions, such statistics are reasonably applicable to Michigan traffic and will be presented as such.

In order to facilitate the vast amount of statistical data generated in the inventory process, a number of appendices follow the text. Raw data gathered from both MPSC annual reports and company sources is included in Appendix A. In light of the many difficulties experienced in the use of that information, specific recommendations regarding the future composition of such annual reports will be included in a later report.

CHAPTER II

INTERCITY SERVICES



## OPERATING COMPANIES

Twenty-one intercity bus companies currently operate within the State of Michigan. This compares to 40 such firms in 1947. Companies currently operating within the state are indicated in Table 2.1 by corporate name and year of incorporation or organization. Further noted are appropriate Michigan Public Service Commission registration and class numbers and the city in which the company is headquartered.

Nine Class I carriers currently provide service within the state. Included in this group are many of the familiar names - Greyhound, North Star and Indian Trails. Smaller carriers such as Mercury, Bee Line, Empire and White Pine Express make-up the state's Class II category. Six Class III carriers complete the list of intercity bus companies operating within the state.

Five of Michigan's Class I carriers were incorporated prior to 1935, with the majority of those remaining having formed during the 1960's. Of the Class II carriers, one corporation initiated operations during the 1940's, two during the 1950's and one during the 1960's.

Only four of the larger companies, North Star Lines, Valley Coach Lines, Indian Trails, and Delta Bus Company, are Michigan based. Remaining Class I carriers are headquartered in neighboring states, or in the case of Continental Trailways, in Dallas, Texas. All Class II and Class II carriers, are headquartered in Michigan with the exception of Cardinal Buses, Inc. of Middlebury, Indiana.

Two carriers, Zephyr Lines and Continental Trailways have no Michigan intrastate operating authority and are not classified by the Michigan Public Service Commission.

TABLE 2.1

## INTERCITY BUS COMPANIES OPERATING IN MICHIGAN

<u>COMPANY</u>	<u>YEAR INCORPORATED OR ORGANIZED</u>	<u>MPSC REGISTRATION AND CLASS NUMBER</u>	<u>HEADQUARTERS</u>
The Bee Line, Inc.	1952	P-79 (II)	Keego Harbor, Mi.
Brooks Bus Line, Inc.	1960	P-5619 (I)	Paducah, Ky.
Cardinal Buses, Inc.		P-7898 (III)	Middlebury, Ind.
Continental Trailways (American Bus Lines, Inc.)	No Michigan Intrastate Operating Authority		Dallas, Texas
Delta Bus Company	1966	P-10329 (I)	Saginaw, Mi.
Empire Bus Line	1956	P-7162 (II)	Grand Rapids, Mi.
G & G Trucking		P-13837 (III)	Harbor Springs, Mi.
Greyhound Lines, Inc.	1924	P-110 (I)	Cleveland, Ohio
Indian Trails, Inc.	1922	P-724 (I)	Owosso, Mi.
Indiana Motor Bus Company	1921	P-5217 (I)	South Bend, Ind.
Marquette Bus Service		P-14434 (III)	Marquette, Mi.
Mercury Bus Lines, Inc.	1946	P-6550 (II)	Alma, Mi.
North Star Lines, Inc.	1924	P-133 (I)	Grand Rapids, Mi.
Short Way Lines, Inc.	1933	P-3853 (I)	Toledo, Ohio
Smith Bus Line		P-1007 (III)	Alpena, Mi.
South End Transportation, Inc.		P-14085 (III)	Trout Creek, Mi.
Valley Coach Lines, Inc.	1949	P-92 (I)	Flushing, Mi.
White Pine Express, Inc.	1967	P-13807 (II)	Hancock, Mi.
Wisc.-Michigan Coaches, Inc.	1962	P-12353 (I)	Green Bay, Wisc.
Wolverine Stages, Inc.		P-204 (III)	Pellston, Mi.
Zephyr Lines, Inc.	No Michigan Intrastate Operating Authority		Minneapolis, Minn.

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE,  
PUBLIC SERVICE COMMISSION

## ROUTE STRUCTURE

In response to the transportation needs of a mobil Michigan population and within the framework provided by the Motor Bus Act, a network of intercity bus routes today crisscrosses Michigan. Depicted in Figure 2.1 this system provides public intercity transportation to all but two of the state's eighty-three counties. The two exceptions are Missaukee County in the Lower Peninsula and Luce County in the Upper Peninsula.

Of the many companies providing intercity service, three carriers dominate in terms of overall area served. Greyhound Lines, Indian Trails and North Star Lines provide service to significantly large portions of the state, as noted in Figure 2.2. Other passenger carriers such as Brooks Bus Line, Indiana Motor Bus, Short Way Lines, and Wisconsin-Michigan Coaches limit operations to cities located near the boundaries of the states in which they primarily operate. (Figure 2.3) Class I carriers including Valley Coach Lines and Delta Bus Company are primarily involved in the transportation of charter passengers and have restricted their regular-route intercity operations to limited geographical areas. Similarly, Class II and III passenger carriers generally operate on routes within concise spatial areas.

Michigan motor bus routes are heavily concentrated within the urbanized southern portion of the Lower Peninsula, particularly within the Detroit-Chicago corridor. Routes become notably

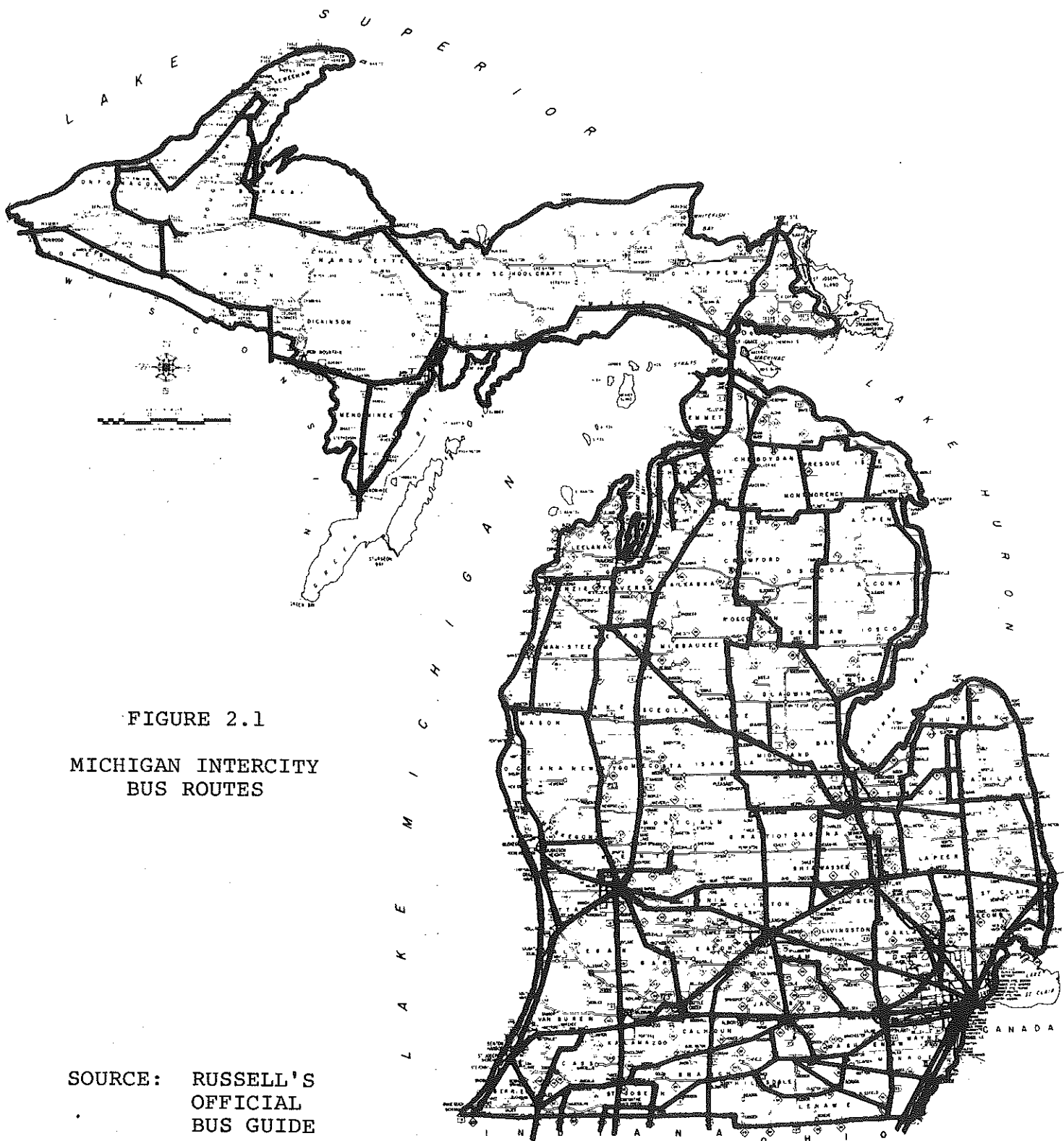


FIGURE 2.1  
MICHIGAN INTERCITY  
BUS ROUTES

SOURCE: RUSSELL'S  
OFFICIAL  
BUS GUIDE

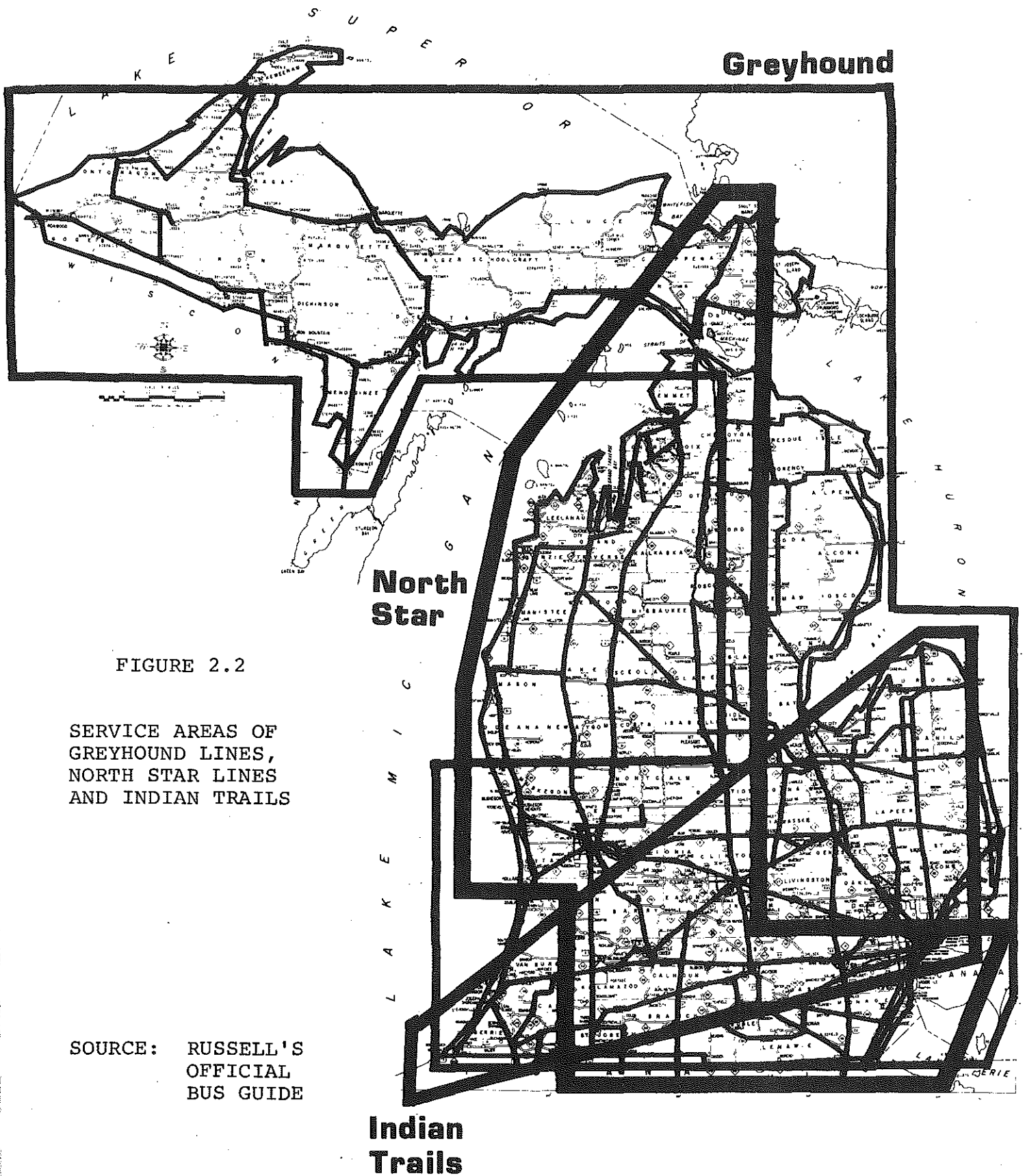


FIGURE 2.2

SERVICE AREAS OF  
GREYHOUND LINES,  
NORTH STAR LINES  
AND INDIAN TRAILS

SOURCE: RUSSELL'S  
OFFICIAL  
BUS GUIDE

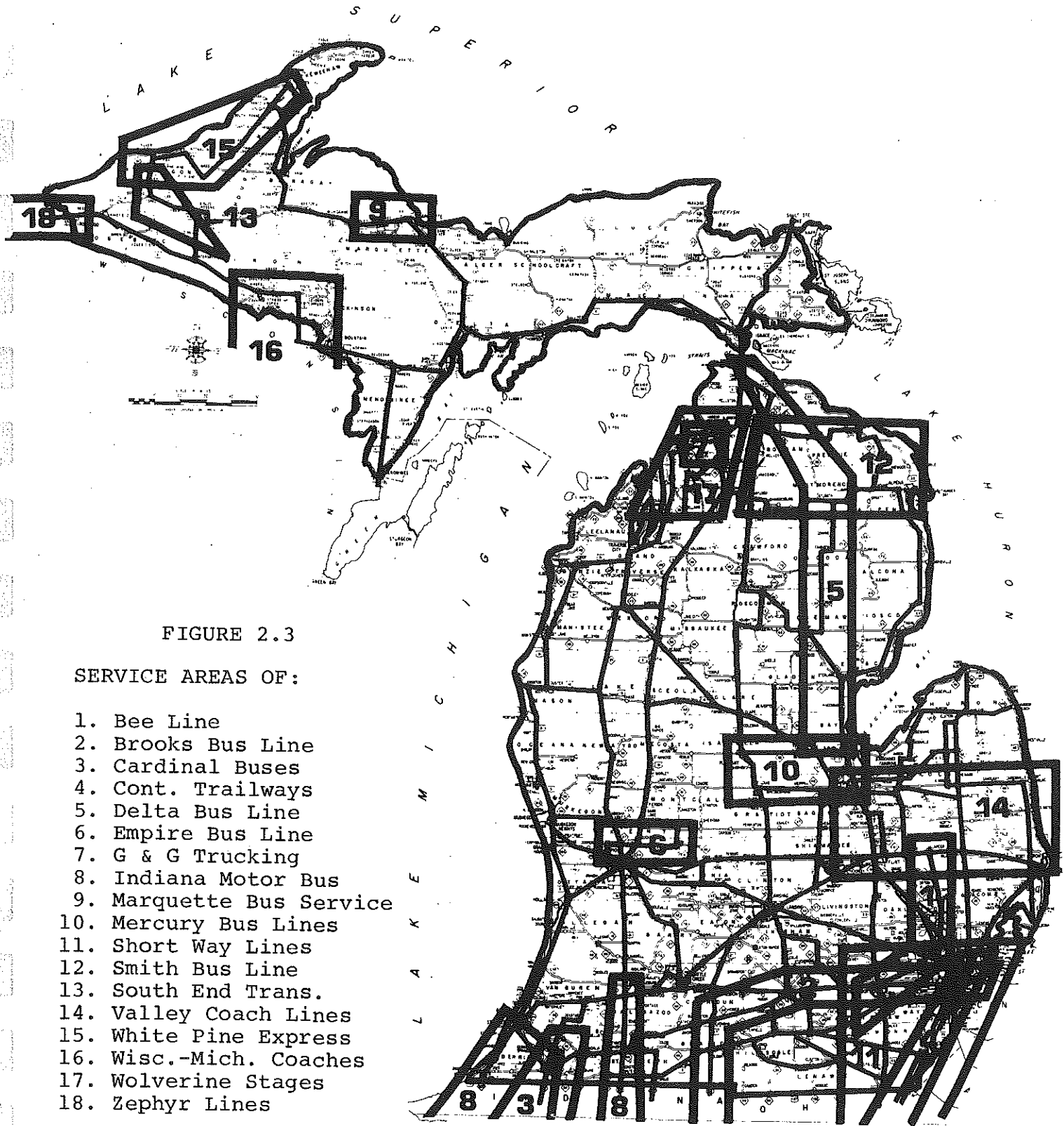


FIGURE 2.3

SERVICE AREAS OF:

1. Bee Line
2. Brooks Bus Line
3. Cardinal Buses
4. Cont. Trailways
5. Delta Bus Line
6. Empire Bus Line
7. G & G Trucking
8. Indiana Motor Bus
9. Marquette Bus Service
10. Mercury Bus Lines
11. Short Way Lines
12. Smith Bus Line
13. South End Trans.
14. Valley Coach Lines
15. White Pine Express
16. Wisc.-Mich. Coaches
17. Wolverine Stages
18. Zephyr Lines

SOURCE: RUSSELL'S OFFICIAL BUS GUIDE;  
MICHIGAN PUBLIC SERVICE COMMISSION



dispersed within northern areas of the state, particularly within the Upper Peninsula where fewer than 710 miles of highways are regularly traveled by private carriers. In comparison, 1,450 miles of highways in the northern Lower Peninsula, and more than 2,600 miles in the southern Lower Peninsula are similarly utilized.<sup>1</sup> (Table 2.2)

Significant reductions in Michigan's intercity bus network have occurred since World War II. Abandonment of routes has occurred throughout the state as indicated in Figure 2.4. Reductions in service are most apparent in the Upper Peninsula where an estimated 49% or 681 fewer miles of highways were utilized in 1974 as compared to 1947. Within the southern Lower Peninsula and the northern Lower Peninsula, 36% and 34% fewer miles are utilized, respectively.

Since World War II, fewer than 200 route miles have been added to the state's intercity network. These have been primarily limited to the southern Lower Peninsula and, in total, bring the route mileage on state highways to 4,766 miles -- an overall decrease of 38% since 1947. This analysis did not include route deviations caused by the completion of the state's freeway system. In most instances the new freeways parallel the older routes and thus highway mileage totals are not significantly affected.

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<sup>1</sup>Division defined by a straight line connecting Muskegon and Bay City.

TABLE 2.2

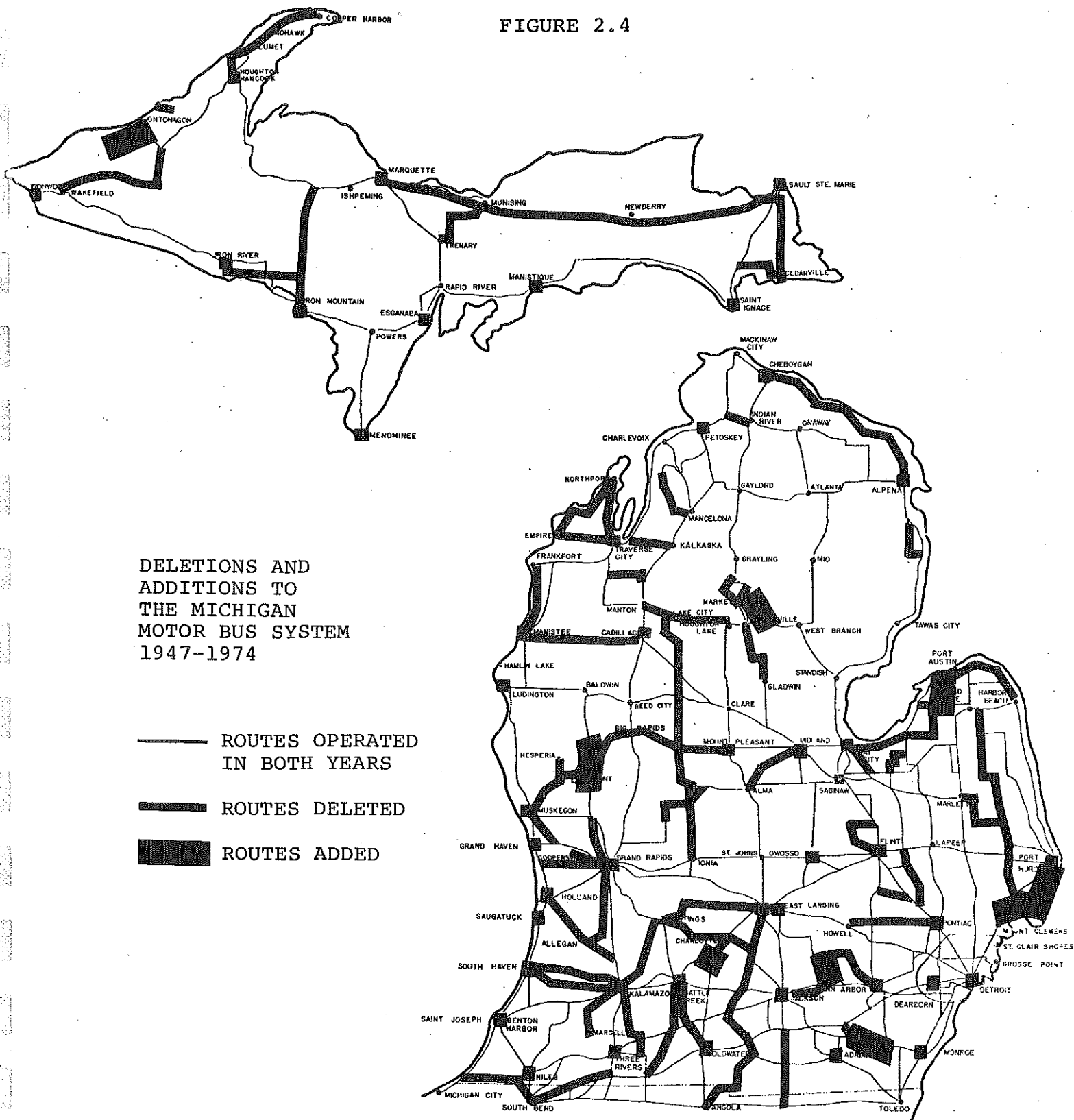
MICHIGAN HIGHWAY UTILIZATION  
BY INTERCITY CARRIERS  
1947-1974

<u>REGION</u>	<u>MILES UTILIZED 1947</u>	<u>MILES DELETED (1947 -</u>	<u>MILES ADDED 1974)</u>	<u>MILES UTILIZED 1974</u>	<u>% CHANGE</u>
UPPER PENINSULA	1,387	709	28	706	-49.1%
NORTHERN LOWER PENINSULA*	2,199	789	40	1,450	-34.1%
SOUTHERN LOWER PENINSULA*	4,046	1,558	122	2,610	-35.5%
STATE TOTALS	7,632	3,056	190	4,766	-37.6%

\*Division defined by a straight line connecting Muskegon and Bay City.

SOURCE: COMPUTED FROM DATA CONTAINED IN SPEAKING OF BUSES, MICHIGAN MOTOR BUS ASSOCIATION, 1948, and RUSSELL'S OFFICIAL BUS GUIDE, MARCH 1974.

FIGURE 2.4



DELETIONS AND  
ADDITIONS TO  
THE MICHIGAN  
MOTOR BUS SYSTEM  
1947-1974

- ROUTES OPERATED IN BOTH YEARS
- ROUTES DELETED
- ROUTES ADDED

SOURCE: COMPUTED FROM DATA CONTAINED IN SPEAKING OF BUSES, MICHIGAN MOTOR BUS ASSOCIATION, 1948, AND RUSSELL'S OFFICIAL BUS GUIDE, MARCH, 1974.

## LEVEL OF SERVICE

As shown in Figure 2.5, the number of intercity buses traveling daily between Michigan cities, towns and villages, varies substantially from area to area. The highest concentration of service occurs, as expected, between the large urban areas of the southern Lower Peninsula. Bus traffic between Detroit and Toledo is particularly heavy, with as many as 60 buses scheduled daily. A minimum of 20 buses daily travel on any one segment of I-94 linking Detroit and Chicago.

Within the northern Lower Peninsula and Thumb Area, the number of scheduled trips per day on most routes drops to one or two round trips. During the summer additional buses are placed on some runs, particularly to and from Western Michigan resort areas.

With the exception of the Keeweenaw Peninsula, most routes within the Upper Peninsula are restricted to one round trip per day. There is one round trip daily between Duluth and Detroit.

The following table indicates the approximate number of thru buses traveling daily between larger Michigan cities and outstate areas. Obviously, connecting service provides the mechanism by which all Michigan communities not on a thru route are linked.

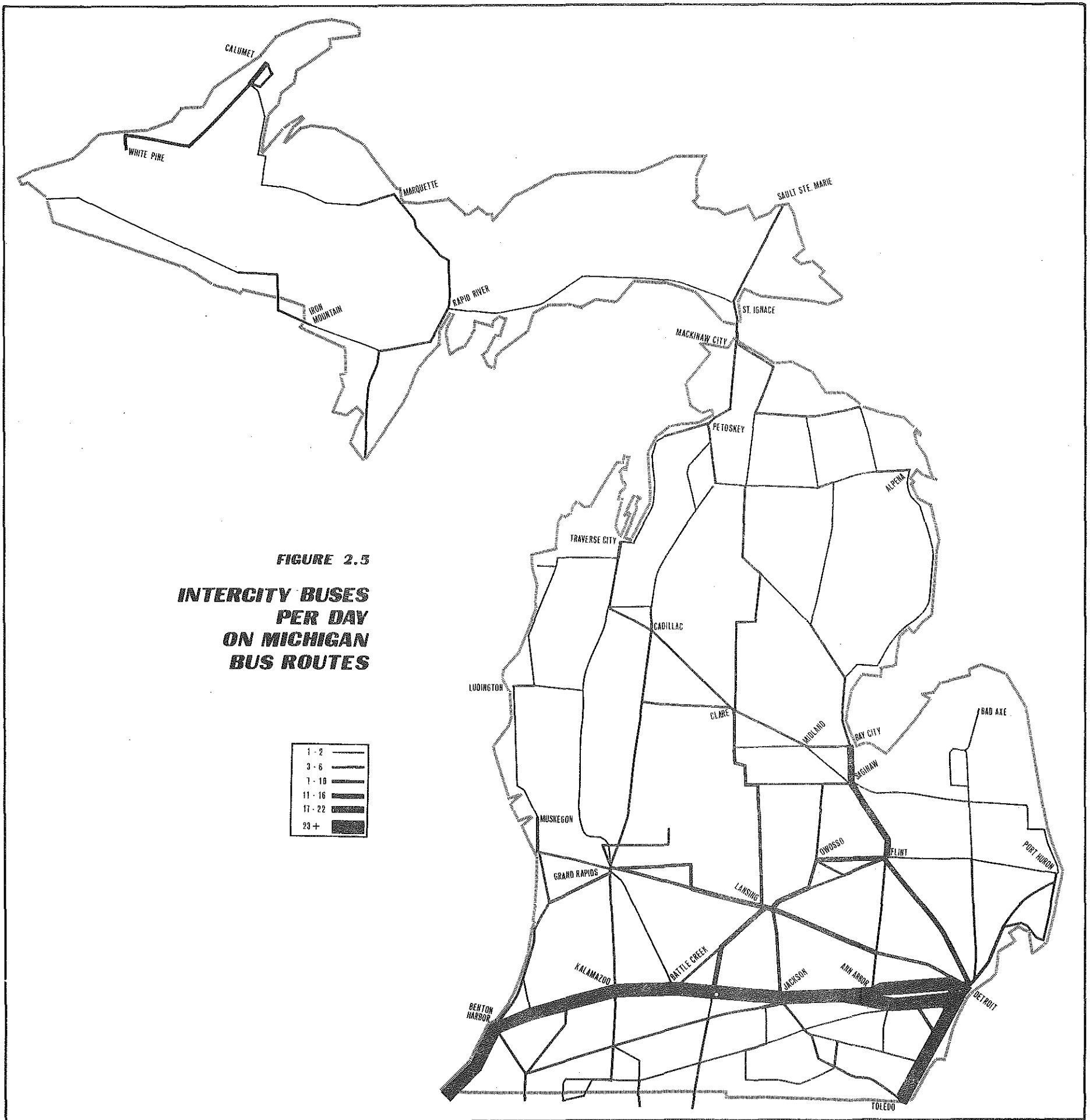


TABLE 2.3

DAILY THRU BUSES BETWEEN SELECTED MICHIGAN AND OUTSTATE CITIES

ANN ARBOR  
 BATTLE CREEK  
 BAY CITY  
 BENTON HARBOR  
 CHICAGO  
 DETROIT  
 ESCANABA  
 FLINT  
 GRAND RAPIDS  
 JACKSON  
 KALAMAZOO  
 LANSING  
 MUSKEGON  
 SAGINAW  
 SAULT STE. MARIE  
 TOLEDO  
 TRAVERSE CITY

10																	
*	2																
*	8	2															
4	14	3	16														
38	10	14	*	16													
*	*	*	*	4	2												
4	13	16	9	16	14	*											
2	*	*	*	6	12	*	*										
14	10	*	*	4	14	*	*	8									
10	23	2	10	17	10	*	15	4	10								
8	14	2	9	16	19	*	14	18	8	14							
*	*	*	*	*	6	*	*	6	*	*	6						
*	3	19	3	6	14	*	18	*	*	4	4	*					
*	*	2	*	*	2	*	2	4	1	*	1	*	2				
10	*	*	*	*	59	*	*	6	6	*	6	2	*	1			
6	*	*	*	*	6	*	*	4	3	*	6	*	*	2	*		

\*Requires Connecting Service

ANN ARBOR  
 BATTLE CREEK  
 BAY CITY  
 BENTON HARBOR  
 CHICAGO  
 DETROIT  
 ESCANABA  
 FLINT  
 GRAND RAPIDS  
 JACKSON  
 KALAMAZOO  
 LANSING  
 MUSKEGON  
 SAGINAW  
 SAULT STE. MARIE  
 TOLEDO  
 TRAVERSE CITY

SOURCE:  
 RUSSELL'S  
 OFFICIAL  
 BUS GUIDE

Table 2.4 indicates the number of buses departing selected Michigan cities daily. Initially there appears to be a strong inverse correlation between city size and level of service (as measured by departures per capita). This is generally true for the larger cities (Detroit, Grand Rapids and Flint) but fails in attempting to explain the level of service and the circumstances dictating the number of departures from moderate and smaller sized communities. East Lansing, for example, is able to warrant an unusually large number of departures for a city of its size. A transportation limited student body is largely responsible for this phenomena. Suburban Dearborn Heights, on the other hand, with over 80,000 residents, is not served by any intercity bus transportation. Other communities (Battle Creek and Jackson) benefit from their unique location at points where the routes of a number of carriers intersect.

A sampling of cities served by Indian Trails, Inc. in both 1947 and 1973, indicates a general decline in service during this 26-year period.<sup>2</sup> Of 23 cities to which service was provided, 16 showed a decline in the number of daily departures, with only six reporting an increase. Of 36 cities to which some service was provided in 1947, 15 were without service in 1973.

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<sup>2</sup>Amount of Daily Scheduled Service, Michigan Cities and Divisions, 1947-1973, Bay City-Chicago Division, Indian Trails, Inc., 1973.

TABLE 2.4

DAILY INTERCITY BUS DEPARTURES PER CAPITA  
AT SELECTED MICHIGAN CITIES

<u>CITY</u>	<u>DEPARTING BUSES PER DAY</u>	<u>1970 POPULATION IN THOUSANDS</u>	<u>DEPARTURES PER THOUSAND CAPITA</u>
Detroit	78	1,511.5	.05
Grand Rapids	21	197.5	.11
Flint	32	193.4	.17
Lansing	34	131.5	.26
Ann Arbor	36	99.8	.36
Saginaw	20	91.9	.22
Kalamazoo	24	85.6	.28
Dearborn Heights	0	80.1	0
Bay City	13	49.4	.26
East Lansing	38	47.5	.80
Jackson	26	45.5	.57
Muskegon	10	44.7	.22
Battle Creek	25	38.9	.64
Birmingham	3	26.2	.11
Monroe	21	23.9	.88
Traverse City	5	18.0	.28
Owosso	17	17.2	.99
Benton Harbor	13	16.5	.79
Escanaba	6	15.4	.39
Sault Ste. Marie	4	15.1	.26
Houghton/Hancock	24	10.9	2.20
Ironwood	9	8.7	1.03
Petoskey	9	6.3	1.43
Gaylord	5	3.0	1.67

SOURCE: RUSSELL'S OFFICIAL BUS GUIDE, FEBRUARY 1974



CHAPTER III

OPERATING STATISTICS

## PATRONAGE

During 1968, approximately 3,740,000 intercity passengers were transported within Michigan. In comparison, during 1972, 3,170,000 passengers were transported by these same carriers -- a decline of 15.2% over the five-year period. (Table 3.1, Figure 3.1) Comparative figures for Interstate Commerce Commission defined Class I carriers (annual gross operating revenues of \$1,000,000 or more) indicates a nationwide decline of 14.4% during this same period.<sup>1</sup>

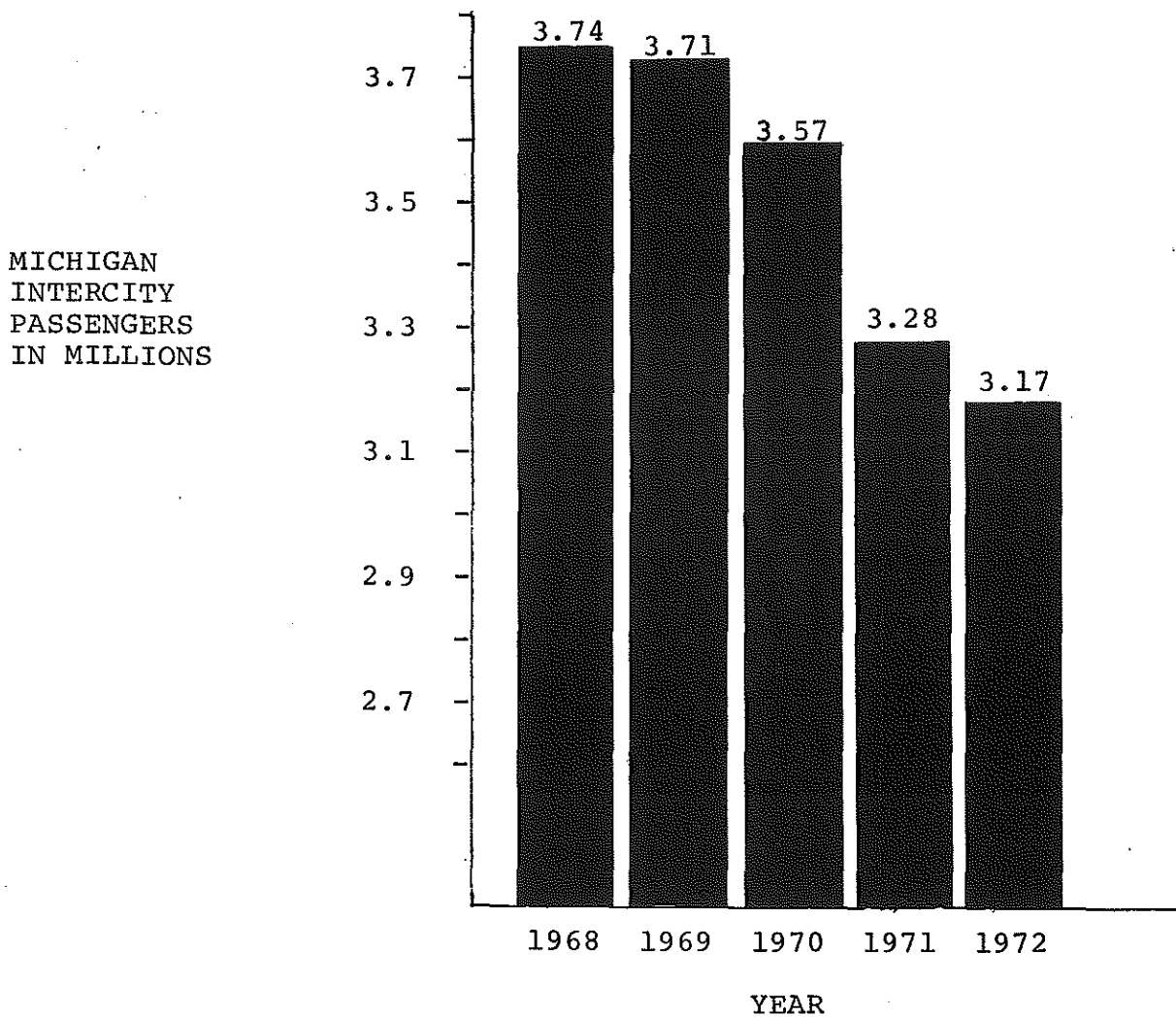
Projecting the 3.8% average annual decline in Michigan ridership to 1974, the number of passengers carried by all operations totals 2,930,000. Increased use of all forms of public transportation during the energy crisis may have negated expected 1974 declines somewhat, and it is reasonable to estimate that more than 3,000,000 passengers, or the equivalent of 8,200 daily, will ride intercity buses in Michigan during 1974. This represents a decline of approximately 77% from 1947 when more than 13 million passengers were similarly transported.

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<sup>1</sup>Bus Facts, National Association of Motor Bus Owners, Washington, D.C., 1972.

FIGURE 3.1

INTERCITY PASSENGERS CARRIED BY BUS IN MICHIGAN  
1968-1972



SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE  
COMMISSION ANNUAL REPORTS; CARRIER SUPPLIED DATA;  
MDSH&T ESTIMATES

TABLE 3.1

MICHIGAN INTERCITY REGULAR ROUTE PASSENGERS CARRIED  
1968-1972

<u>COMPANY</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
1) Bee Line	10,852	3,551*	3,021	1,141	1,162
2) Brooks	11,342	11,520	11,257	10,801	10,111
3) Delta	60,000	60,200	65,700	60,500	7,228
4) Empire*	0	10,000	22,000	22,000	32,000
5) Greyhound	2,632,193	2,615,137	2,483,852	2,200,397	2,161,638
6) Indian Trails*	314,174	312,577	317,368	330,302	297,980
7) Indiana Motor Bus*	31,205	29,523	27,931	26,425	25,000
8) Mercury	24,000*	23,568	22,553	22,266	21,176
9) North Star	135,134	160,174	142,955	164,796	204,309 <sup>1/</sup>
10) Short Way	306,382	264,719	256,718	235,371	179,175 <sup>1/</sup>
11) Valley Coach	16,190	30,000*	25,000*	24,000*	95,000*
12) White Pine	107,100*	107,100	107,100	107,100	57,300
13) Wisc.-Mich. Coaches	11,955	12,582	10,764	9,893	11,203
14) Remaining Carriers*	<u>76,500</u>	<u>73,500</u>	<u>70,750</u>	<u>68,000</u>	<u>65,000</u>
TOTAL	3,737,027	3,714,151	3,566,969	3,282,992	3,168,282
% CHANGE 1968-1972	-15.22%	AVERAGE ANNUAL DECLINE	3.81%		
1973 PROJECTION	3,047,570				
1974 PROJECTION	2,931,457				

\* MDSH&amp;T ESTIMATES

<sup>1/</sup> NORTH STAR TOOK OVER SELECTED SHORT WAY ROUTES IN 1972.SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS;  
CARRIER SUPPLIED DATA; MDSH&T ESTIMATES

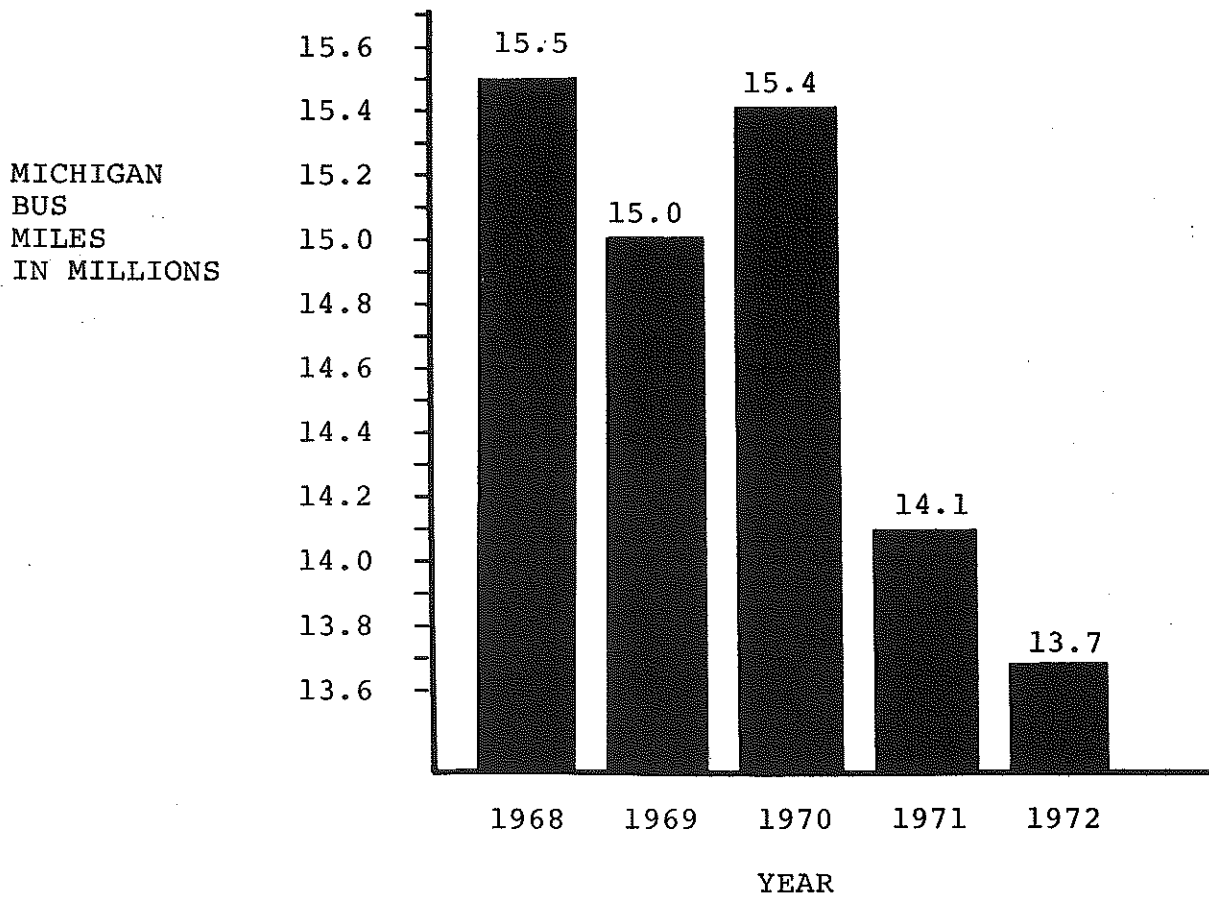
## BUS MILES

Intercity bus miles operated on Michigan routes by all carriers totaled slightly less than 13,750,000 in 1972. This is a decline of 11.6% from 1968 when 15,550,000 miles were similarly traveled. (Table 3.2, Figure 3.2) Comparative figures for ICC defined Class I carriers indicates a nationwide decline of 7.1% for the period.

When projected to 1974 (annual average decline of 2.9%), the number of bus miles operated in Michigan totals slightly less than 13,000,000 -- a decline of 57% from 1947. In that year more than 30 million intercity miles were operated. The energy crisis appears not to have resulted in any substantial increase in intercity service, and therefore vehicle mileage.

FIGURE 3.2

INTERCITY BUS MILES OPERATED IN MICHIGAN  
1968-1972



SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE  
COMMISSION ANNUAL REPORTS; CARRIER SUPPLIED DATA;  
MDSH&T ESTIMATES

TABLE 3.2

MICHIGAN INTERCITY REGULAR ROUTE BUS MILES  
1968-1972

COMPANY	1968	1969	1970	1971	1972
1) Bee Line*	21,632	21,632	21,632	21,632	21,632
2) Brooks*	93,856	93,856	93,856	93,856	93,856
3) Delta*	39,000	39,000	39,000	39,000	39,000
4) Empire*	0	60,000	60,000	60,000	60,000
5) Greyhound	9,618,034	8,994,308	9,834,364	8,515,115	7,912,568
6) Indian Trails	1,861,377	1,963,273	1,737,651	1,807,454	1,702,717
7) Indiana Motor Bus*	166,750	164,548	162,376	160,233	158,118
8) Mercury*	75,000	79,000	83,000	87,000	90,000
9) North Star	1,114,624	1,431,070	1,249,785	1,447,286	1,921,334 <sup>1/</sup>
10) Short Way	1,478,697	1,143,134	1,064,133	909,427	779,086 <sup>1/</sup>
11) Valley Coach*	46,000	57,000	69,000	80,000	92,000
12) White Pine*	250,000	245,000	235,000	230,000	225,000
13) Wisc.-Mich. Coaches	33,720	34,270	34,220	34,348	34,310
14) Remaining Carriers*	<u>750,000</u>	<u>715,000</u>	<u>680,000</u>	<u>650,000</u>	<u>615,000</u>
TOTAL	15,548,690	15,041,091	15,364,017	14,135,351	13,744,621
% CHANGE 1968-1972	-11.60%	AVERAGE ANNUAL DECLINE		2.90%	
1973 PROJECTION	13,346,026				
1974 PROJECTION	12,958,992				

\*MDSH&amp;T ESTIMATES

<sup>1/</sup> NORTH STAR TOOK OVER SELECTED SHORT WAY ROUTES IN 1972.

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS; CARRIER SUPPLIED DATA; MDSH&amp;T ESTIMATES.

## PASSENGER MILES

Approximately 230,600,000 intercity passenger miles were operated in Michigan during 1968. By 1972, this had dropped to 214,300,000 -- a decline of 7.1%. (Table 3.3)

Passenger miles operated by all Michigan carriers should total approximately 206,800,000 in 1974.

Passenger mileage for all carriers is included in Appendix B.

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TABLE 3.3

ESTIMATED MICHIGAN PASSENGER MILES  
1968-1974

<u>YEAR</u>	<u>MILEAGE</u>
1968	230,620,206
1969	238,990,102
1970	230,913,397
1971	218,411,715
1972	214,282,464
1973 (Projection)	210,489,664
1974 (Projection)	206,763,997

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE  
COMMISSION ANNUAL REPORTS; MDSH&T ESTIMATES;  
CARRIER SUPPLIES DATA

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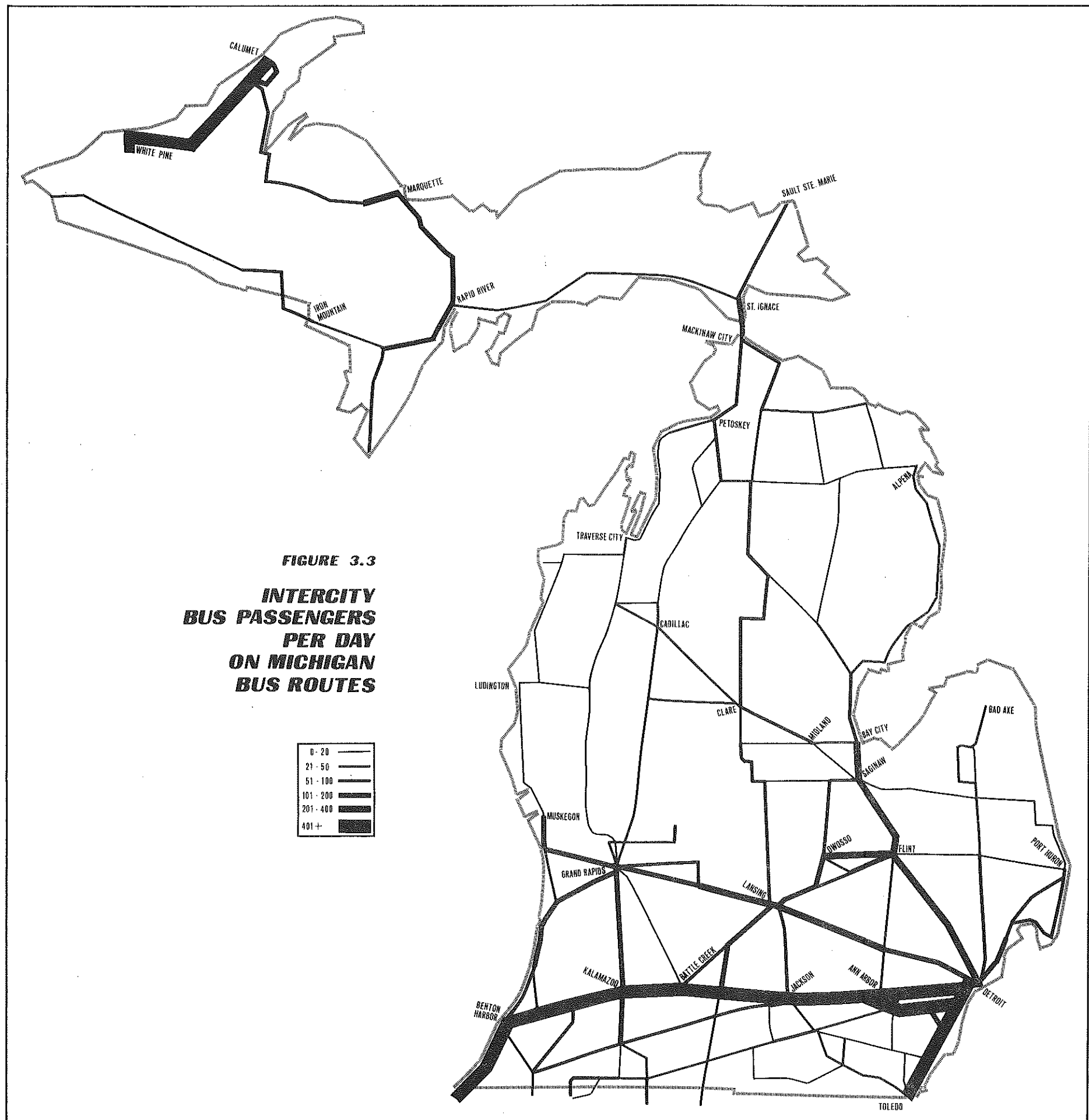


## PASSENGER VOLUMES

Although data for passenger volumes on various routes in Michigan is sketchy, Figure 3.3 is generally indicative of travel on Michigan buses. Again, travel is generally heaviest between urban areas in the southern Lower Peninsula and on certain routes throughout the remainder of the state. Detroit-Chicago and Detroit-Toledo corridors display volumes in excess of 1,000 passengers daily.

Of special note are the unusually high passenger volumes recorded by White Pine Express, Inc. of Lake Linden, Michigan. Transporting miners between Houghton/Hancock and the White Pine Cooper Mine -- 184 miles round trip -- White Pine carries nearly 700 passengers daily. Registering one of the highest average intercity bus occupancy figures in the state, White Pine may also have conferred an additional honor upon M-26 -- the highest modal split on any Michigan highway, with nearly 60% of all trips using mass transit. If current trends continue, White Pine will transport more than 255,000 passengers in 1974, making it the third largest carrier in the state in terms of patronage.

Many Michigan routes over which service is limited to one trip per day display marginal ridership, and are in danger of being discontinued. In light of economic facts it is safe to conclude that those routes which are unprofitable to operate will, over time, be deleted. Conversely, those routes over which a large number of passengers wish to travel will be maintained, and an appropriate number of buses provided.



## TERMINAL DEPARTURES

Although somewhat limited, Table 3.4 indicates the magnitude of daily bus passengers originating at a number of Michigan terminals. Detroit, as expected, ranks far above all other terminals in number of daily departures.

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TABLE 3.4  
AVERAGE DAILY PASSENGER DEPARTURES  
AT SELECTED MICHIGAN TERMINALS  
1973

	<u>GREYHOUND*</u>	<u>INDIAN TRAILS*</u>	<u>NORTH STAR</u>
Battle Creek	N/A	40	10
Bay City	281	5	--
Detroit	3,020	23	37
Flint	383	89	16
Grand Rapids	423	--	83
Kalamazoo	292	99	--
Lansing	322	72	90
Muskegon	105	--	23

\*Figures for Greyhound and Indian Trails are estimated based upon carrier supplied data.

SOURCE: CARRIED SUPPLIED DATA

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Data supplied by Greyhound Lines on passengers originating at seven Michigan terminals points to the overall decline in ridership being experienced by the industry. During the five-year period 1968-1972, departures declined at each location surveyed. (Table 3.5)

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TABLE 3.5  
AVERAGE DAILY GREYHOUND PASSENGER DEPARTURES  
AT MAJOR MICHIGAN TERMINALS  
1968-1972

	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>% CHANGE 1968-1972</u>
Bay City	360	324	324	324	294	-18.3%
Detroit	3,132	3,096	3,088	3,068	3,042	- 2.9%
Flint	540	498	468	468	408	-24.4%
Grand Rapids	450	450	450	480	428	- 4.9%
Kalamazoo	304	304	304	308	294	- 3.3%
Lansing	360	330	330	330	330	- 8.3%
Muskegon	240	240	240	120	120	-50.0%

SOURCE: GREYHOUND LINES-EAST

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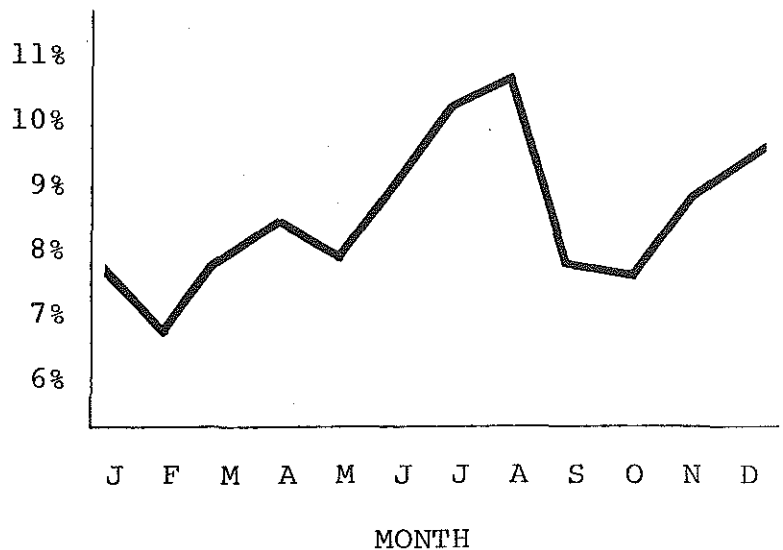
Passenger departures indicate seasonal travel trends characteristic of all transportation modes, including inter-city bus. Figures supplied by Indian Trails, Inc. illustrate this cyclical phenomena. (Figure 3.4) In general, ridership is heaviest during the summer and pre-Christmas season and lowest during the early winter months.

---

FIGURE 3.4

PASSENGERS CARRIED BY MONTH  
INDIAN TRAILS, INC.  
1973

% OF YEARLY  
PASSENGER  
DEPARTURES



SOURCE: CARRIER SUPPLIED DATA

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## BUS OCCUPANCY

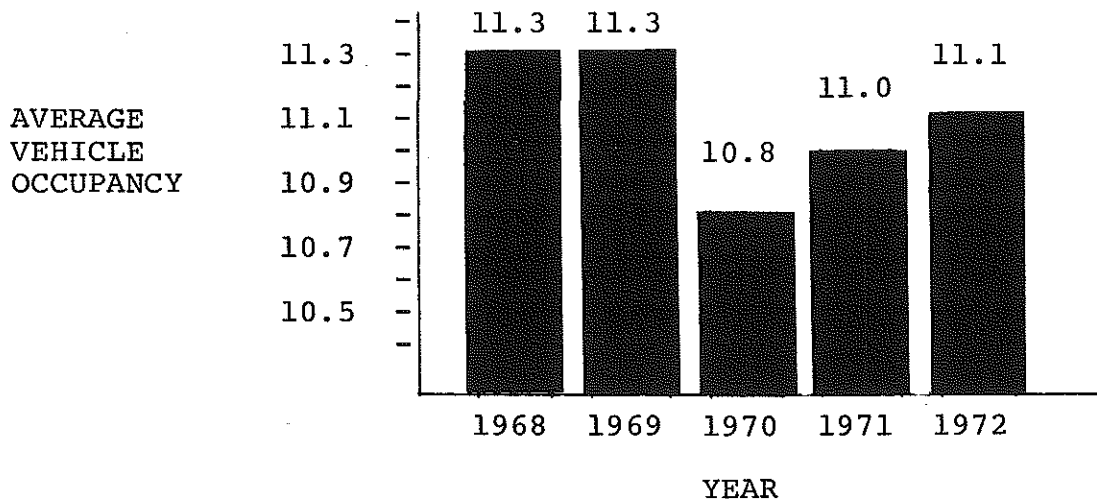
The average occupancy of motor buses operated by six sample carriers doing business in Michigan varied little during the five-year study period. The average number of occupants per vehicle recorded in 1972 was 11.1, down slightly from the 11.3 figure recorded during 1968. (Figure 3.5) This is, however, an average figure and significant variations occur for a number of carriers. Greyhound Lines-East, for example, consistently carried 20 or more passengers, while Short Way Lines recorded fewer than eight.

Occupancy data for Class I and II carriers is included in Appendix C.

FIGURE 3.5

AVERAGE PASSENGER LOAD PER MILE  
ON INTERCITY BUSES  
1968-1972

SIX SAMPLE FIRMS



SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS

## TRIP LENGTH

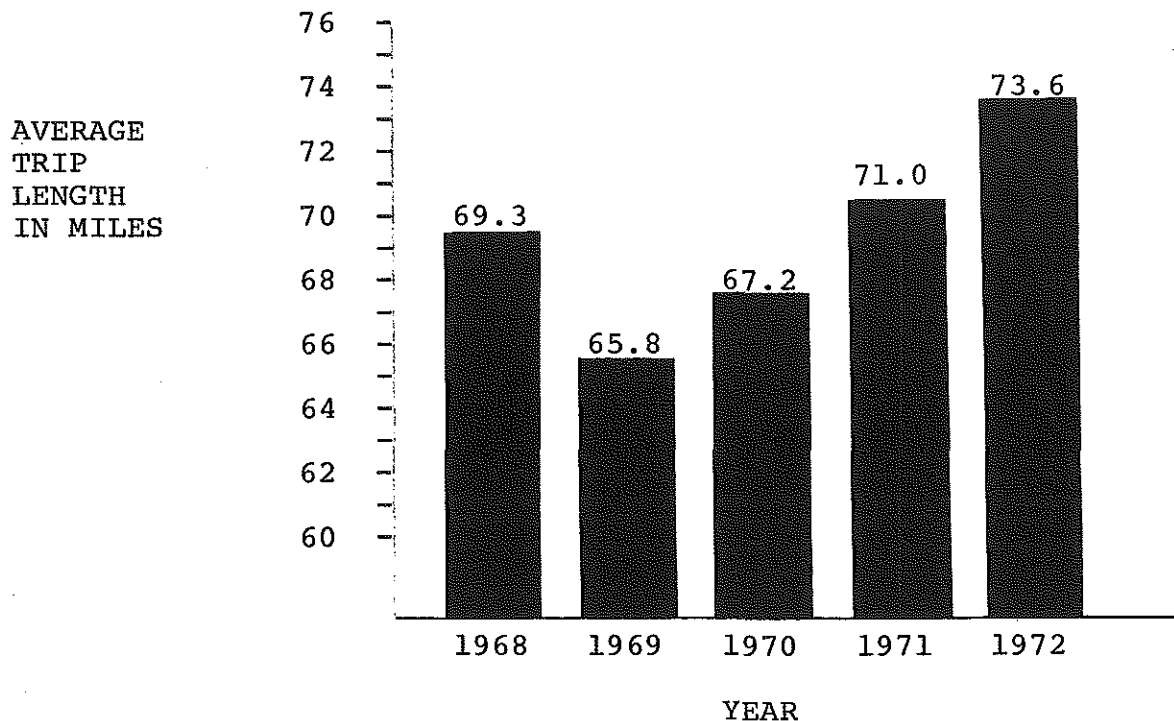
Passenger trips on intercity systems operating in Michigan during 1972 averaged 73.6 miles in length -- a slight increase of 6.2% over the 69.3 miles figure recorded during 1968. (Figure 3.6)

Trip length data for Class I and II carriers is included in Appendix D.

FIGURE 3.6

### AVERAGE INTERCITY TRIP LENGTH 1968-1972

SIX SAMPLE FIRMS



SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS

CHAPTER IV

FINANCIAL STRUCTURE



## TRENDS

During the five-year study period, total intercity passenger revenues for Michigan carriers rose from \$3,990,000 to \$5,130,000 -- an increase of 28.7%.\* This generally occurred at a constant annual rate of about 7.5% except during the period 1969-70 when an increase of 3.5% was registered. (Table 4.1, Figure 4.1) Total operating revenues (intercity, charter, special bus, express, etc.) rose by 34.4% during the period.

Overall increases in revenue between 1968 and 1972 were more than offset by a 38.3% increase in total operating expenses. While it is impossible to separate out those expenses which accrue solely to intercity operations, this increase is generally reflective of the expanding costs of transporting intercity passengers. During no year did these expenses decline or fail to increase between 6% and 12%. (Table 4.2, Figure 4.1)

The ability of many carriers to sustain operations in the face of declining revenues relative to cost has been dependent upon the viability of other revenue producing sources. Intercity revenue as a percentage of total revenue is declining for many smaller carriers (Bee Line, Inc., Delta Bus Co., Mercury Bus Line) and a number of larger companies (Brooks Bus Line, Inc., Indiana Motor Bus Co., Short Way Lines, Inc.), indicating the increased

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\*Because of the magnitude of the Greyhound Lines system, data for this carrier has a distorting effect upon trend analyses. For this reason Greyhound Lines is not included. Total intercity passenger revenue for all carriers (including Greyhound) increased by 14.1%, total operating revenues by 16.3%, and total expenses by 17.0% during the period.

TABLE 4.1

INTERCITY PASSENGER REVENUES  
1968-1972

COMPANY	1968	1969	1970	1971	1972
1) Bee Line	\$ 4,557	\$ 1,456	\$ 1,208	\$ 1,120	\$ 1,101
2) Brooks	\$ 176,451	\$ 183,942	\$ 200,901	\$ 208,667	\$ 211,589
3) Delta	\$ 95,949	\$ 109,389	\$ 121,193	\$ 125,922	\$ 4,785
4) Empire*	\$ 0	\$ 14,355	\$ 17,555	\$ 19,883	\$ 32,642
5) Greyhound <sup>1/</sup>	\$298,519,317*	\$308,898,300	\$314,076,077	\$328,159,421	\$340,058,918
6) Indian Trails	\$ 1,221,863	\$ 1,388,939	\$ 1,469,018	\$ 1,646,427	\$ 1,649,905
7) Indiana Motor Bus	\$ 815,217	\$ 820,237	\$ 817,415	\$ 894,786	\$ 866,917
8) Mercury	\$ 16,000*	\$ 16,120	\$ 16,515	\$ 3,583	\$ 12,724
9) North Star	\$ 485,957	\$ 576,693	\$ 549,021	\$ 662,389	\$ 838,490
10) Short Way	\$ 562,107	\$ 480,086	\$ 470,747	\$ 434,793	\$ 337,755
11) Valley Coach	\$ 12,105	\$ 20,200*	\$ 20,000*	\$ 19,000*	\$ 375,000*
12) White Pine	\$ 90,242*	\$ 90,242	\$ 154,898	\$ 143,928	\$ 77,091
13) Wisc.-Mich. Coaches	\$ 281,593	\$ 360,150	\$ 366,119	\$ 368,011	\$ 468,117
14) Remaining Carriers*	\$ 226,000	\$ 229,000	\$ 236,000	\$ 246,000	\$ 256,000
TOTAL					
w/o Greyhound	\$ 3,988,041	\$ 4,290,809	\$ 4,440,590	\$ 4,774,509	\$ 5,132,116
w Greyhound	\$302,507,358	\$313,189,109	\$318,516,667	\$332,933,930	\$345,191,034

<sup>1/</sup> % CHANGE 1968-1972 w/o Greyhound +28.69% w Greyhound +14.11%  
<sup>1/</sup>1968 FIGURE IS ESTIMATED FOR GREYHOUND LINES-EAST

\*MDSH&T ESTIMATES

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION; CARRIER SUPPLIED DATA;  
MDSH&T ESTIMATES

TABLE 4.2

TOTAL OPERATING REVENUE AND TOTAL EXPENSES  
1968-1972

COMPANY		1968	1969	1970	1971	1972
1) Bee Line	E \$	101,234	\$ 77,024	\$ 66,837	\$ 94,148	\$ 170,615
	R \$	108,121	\$ 74,158	\$ 55,043	\$ 99,511	\$ 172,429
2) Brooks	E \$	422,696	\$ 514,366	\$ 625,749	\$ 636,927	\$ 708,677
	R \$	502,350	\$ 637,808	\$ 748,883	\$ 737,664	\$ 791,887
3) Delta	E \$	150,244	\$ 175,131	\$ 225,735	\$ 303,691	\$ 349,154
	R \$	159,915	\$ 182,316	\$ 220,352	\$ 294,348	\$ 398,068
4) Empire	E \$	60,175	\$ 81,003	\$ 87,999	\$ 91,869	\$ 144,543
	R \$	53,943	\$ 71,778	\$ 87,779	\$ 99,417	\$ 163,211
5) Greyhound <sup>1/</sup>	E \$	\$343,347,338*	\$357,541,746	\$374,319,012	\$385,031,960	\$400,077,216
	R \$	\$398,579,891*	\$414,496,559	\$427,800,974	\$443,530,955	\$462,202,157
6) Indian Trails	E \$	1,844,999	\$ 2,115,631	\$ 2,192,609	\$ 2,434,751	\$ 2,448,855
	R \$	1,989,456	\$ 2,298,450	\$ 2,392,173	\$ 2,530,277	\$ 2,671,418
7) Indiana Motor Bus	E \$	1,348,724	\$ 1,530,142	\$ 1,591,084	\$ 1,767,198	\$ 1,793,887
	R \$	1,463,494	\$ 1,611,511	\$ 1,634,238	\$ 1,795,008	\$ 1,854,622
8) Mercury	E \$	90,265	\$ 97,400	\$ 125,088	\$ 142,900	\$ 166,003
	R \$	97,141	\$ 110,530	\$ 154,670	\$ 155,437	\$ 169,739
9) North Star	E \$	1,146,370	\$ 1,413,209	\$ 1,511,077	\$ 1,588,046	\$ 1,867,905
	R \$	1,218,671	\$ 1,434,300	\$ 1,484,093	\$ 1,524,187	\$ 1,829,441
10) Short Way	E \$	1,136,279	\$ 1,005,537	\$ 1,068,355	\$ 1,028,607	\$ 1,094,512
	R \$	1,119,510	\$ 964,426	\$ 1,033,140	\$ 1,052,866	\$ 1,041,983
11) Valley Coach	E \$	243,126	\$ 340,007	\$ 353,724	\$ 384,242	\$ 441,794
	R \$	245,522	\$ 301,505	\$ 313,030*	\$ 336,135	\$ 390,631
12) White Pine	E \$	84,148*	\$ 84,148	\$ 131,787	\$ 130,294	\$ 71,202
	R \$	96,192*	\$ 96,192	\$ 162,721	\$ 157,383	\$ 78,629
13) Wisc.-Mich. Coaches	E \$	591,604	\$ 716,484	\$ 745,884	\$ 731,720	\$ 854,126
	R \$	634,884	\$ 760,052	\$ 787,768	\$ 759,359	\$ 884,683
14) Remaining Carriers	E \$	515,280	\$ 522,120	\$ 538,080	\$ 560,880	\$ 583,680
	R \$	542,400	\$ 549,600	\$ 566,400	\$ 590,400	\$ 614,400
TOTAL w/o Greyhound	E \$	7,735,144	\$ 8,672,202	\$ 9,264,008	\$ 9,895,273	\$ 10,694,953
	R \$	8,231,599	\$ 9,092,626	\$ 9,640,290	\$ 10,131,992	\$ 11,061,141
w Greyhound	E \$	\$351,082,482	\$366,213,948	\$383,583,020	\$394,927,233	\$410,772,169
	R \$	\$406,811,490	\$423,589,185	\$437,441,264	\$453,662,947	\$473,263,298
% CHANGE 1968-1972	w/o Greyhound	E +38.26%		w Greyhound	E +17.00%	
		R +34.37%			R +16.33%	

<sup>1/</sup>1968 figure is estimated for Greyhound Lines - East.

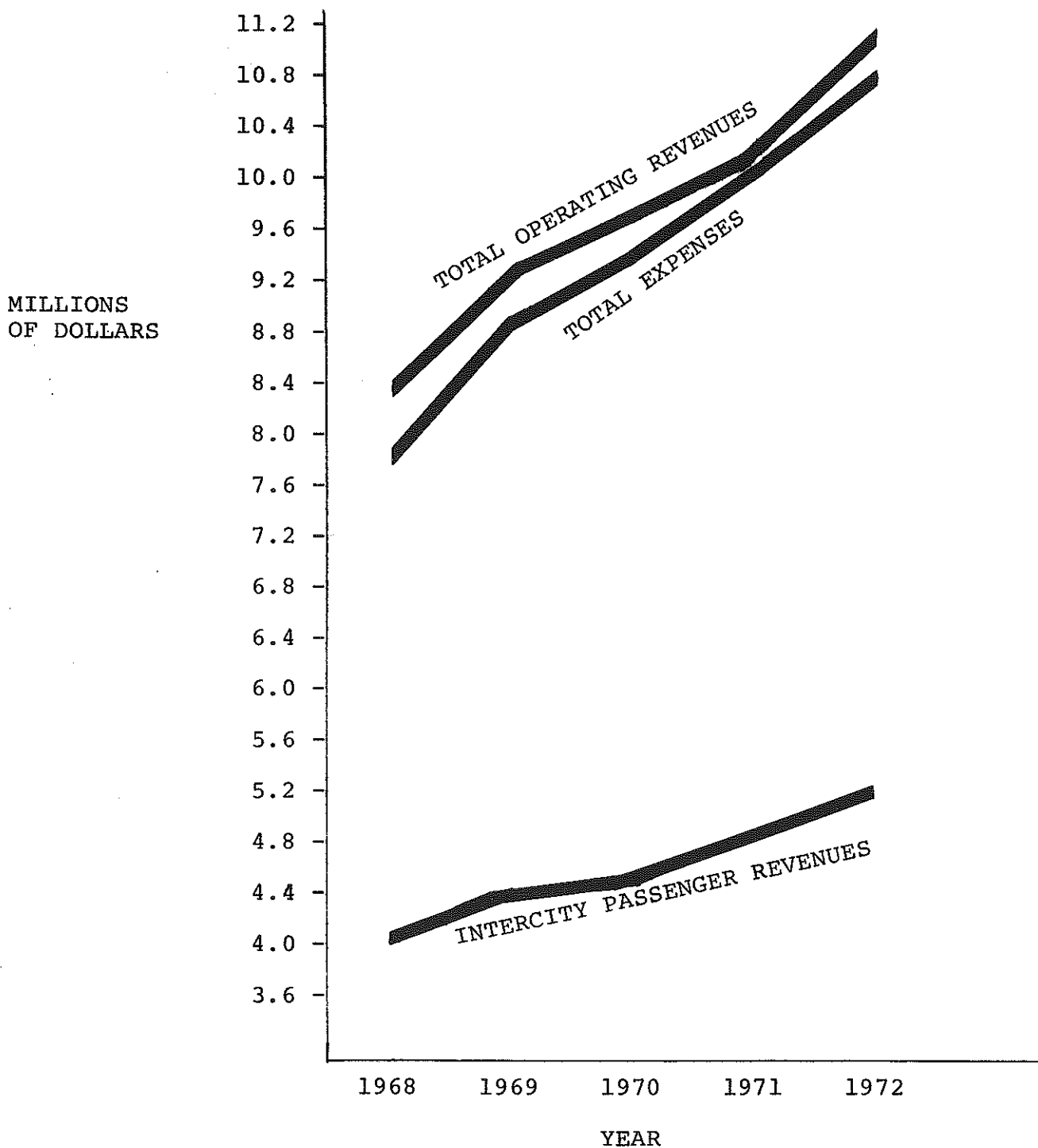
\*MDSH&T ESTIMATE

E = EXPENSES  
R = REVENUE

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION;  
CARRIER SUPPLIED DATA; MDSH&T ESTIMATES

FIGURE 4.1

MICHIGAN INTERCITY CARRIERS - FINANCIAL TRENDS  
1968-1972



Does not include data for Greyhound Lines.

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS; CARRIER SUPPLIED DATA; MDSH&T ESTIMATES

emphasis which is being placed on charter, express and other operations. A few of the larger carriers (Indian Trails, Inc., White Pine, Inc., Wisconsin-Michigan Coaches, Inc., North Star Lines, Inc.) have managed to maintain or increase the relative contribution of intercity service to their total revenues.

(Appendix E) For some carriers, non-carrier income, interest and dividends are required to offset unprofitable carrier operations.

In spite of the many financial problems facing the industry, the majority of Michigan carriers remain financially solvent. While operating ratios vary significantly from firm to firm per year, most carriers maintain ratios at or below 95% -- the level the MPSC generally recognizes as determinant in considering carrier-requested fare increases. (Table 4.3) In light of the current operating climate it is somewhat questionable as to how long such ratios can be maintained.

TABLE 4.3

OPERATING RATIOS  
(OPERATING EXPENSES/OPERATING REVENUES)  
1968-1972

<u>COMPANY</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
1) Bee Line	93.6%	103.9%	121.4%	94.6%	98.9%
2) Brooks	84.0%	80.7%	83.5%	86.3%	89.5%
3) Delta	93.9%	96.0%	102.4%	103.2%	87.7%
4) Empire	111.5%	112.9%	100.3%	92.4%	88.5%
5) Greyhound <sup>1/</sup>	86.1%*	86.3%	87.5%	86.8%	86.6%
6) Indian Trails	92.7%	92.1%	91.6%	96.2%	91.6%
46 7) Indiana Motor Bus	92.2%	95.0%	97.4%	98.5%	96.7%
8) Mercury	92.9%	88.1%	80.9%	91.9%	97.8%
9) North Star	93.4%	98.6%	101.8%	104.2%	102.1%
10) Short Way	101.5%	104.3%	103.4%	97.7%	104.4%
11) Valley Coach	99.0%	112.7%	113.0%*	114.3%	113.1%
12) White Pine	87.5%*	87.5%	81.0%	82.8%	90.5%
13) Wisc.-Mich. Coaches	93.2%	94.3%	94.7%	96.4%	96.5%

<sup>1/</sup>1968 FIGURE IS ESTIMATED FOR GREYHOUND LINES-EAST  
\*MDSH&T ESTIMATES

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE,  
PUBLIC SERVICE COMMISSION ANNUAL REPORTS; MDSH&T ESTIMATES

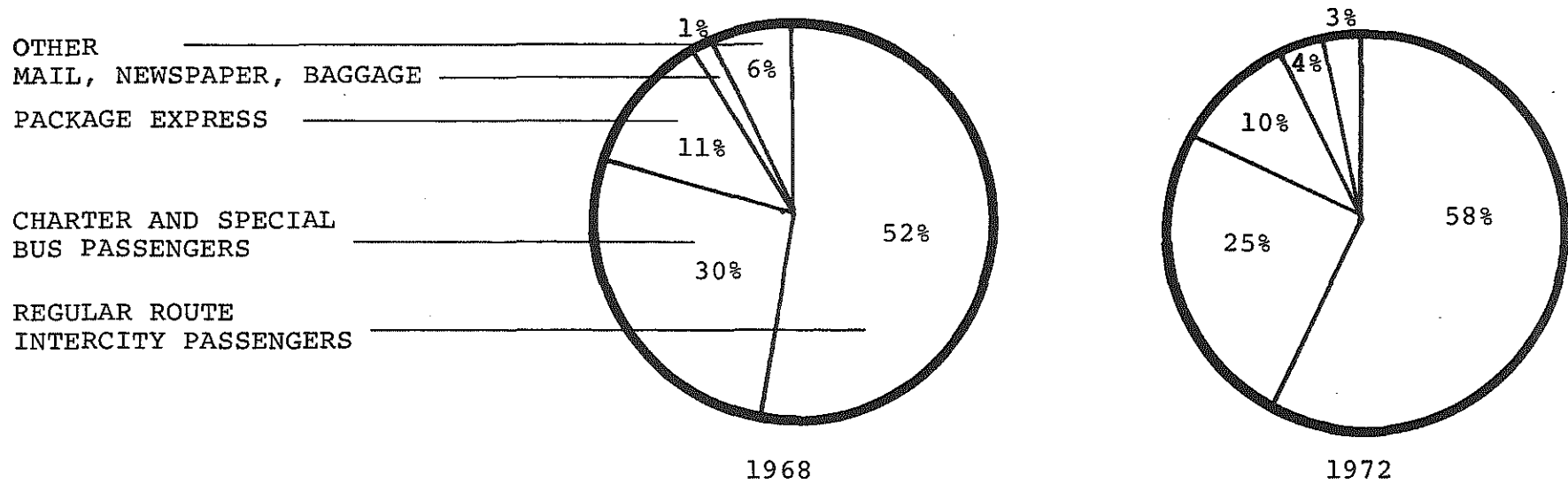
## REVENUE AND EXPENSE COMPONENTS

Figure 4.2 indicates revenue components for all Michigan Class I and II carriers for the years 1968 and 1972. It is the constant or expanding passenger operations of the larger carriers which has prevented notable change from having occurred in the overall revenue distribution. Transportation of intercity and charter passengers accounts for the majority of all revenue, making up nearly 85% of the total. 11-15% of the remaining income is generated by the carriage of packages, mail, newspaper and baggage. The smaller carriers exhibit a somewhat different revenue pattern than that indicated on the pie-chart. Charter and other special revenue sources are increasing in importance and intercity passenger revenues are declining.

Similar pie-charts illustrate the expenses incurred by intercity carriers. (Figure 4.3) As noted, the expense components -- operation and maintenance, amortization, taxes and licenses, and operating rents -- changed little in their relationship to the total from 1968 to 1972. Operating and maintenance costs remain by far the largest expense, making up 82% of the total. Data supplied by Greyhound Lines-East in 1972 breaks down this latter category as follows: Transportation Expense - 42%; Station Expense 21%; Equipment, Maintenance and Garage Expenses - 15%; Administrative and General Expenses - 15%; Traffic Solicitation and Advertising Expenses - 3%; and Insurance and Safety - 4%. (Figure 4.4)

FIGURE 4.2

OPERATING REVENUE COMPONENTS  
AS A PERCENTAGE OF TOTAL REVENUE  
CLASS I, II CARRIERS  
1968-1972

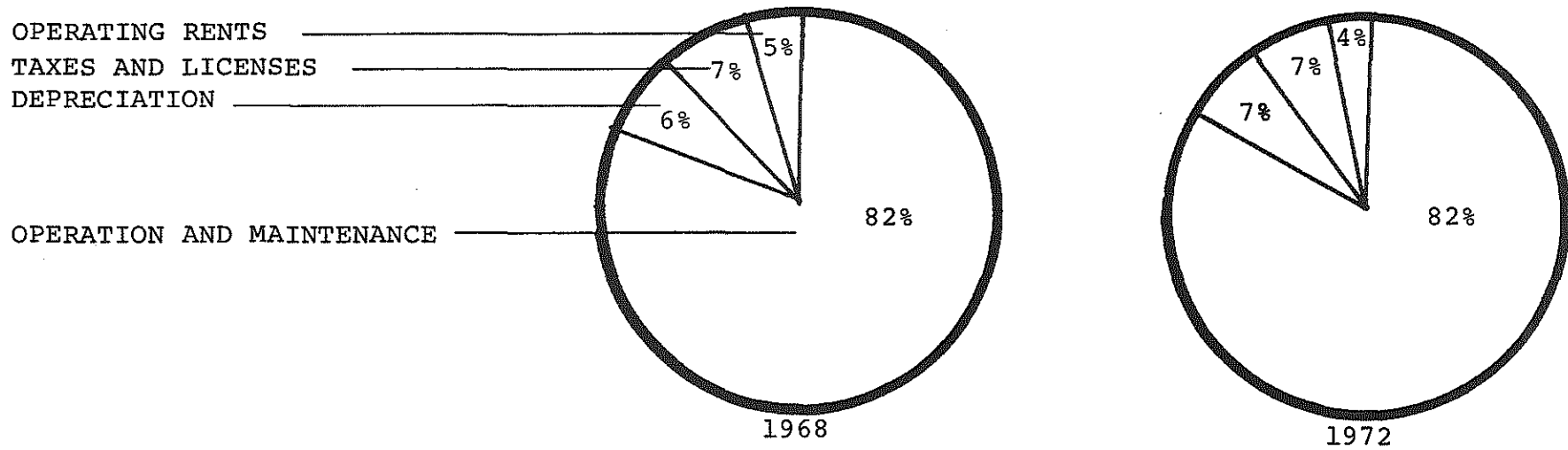


SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS;  
MDSH&T ESTIMATES



FIGURE 4.3

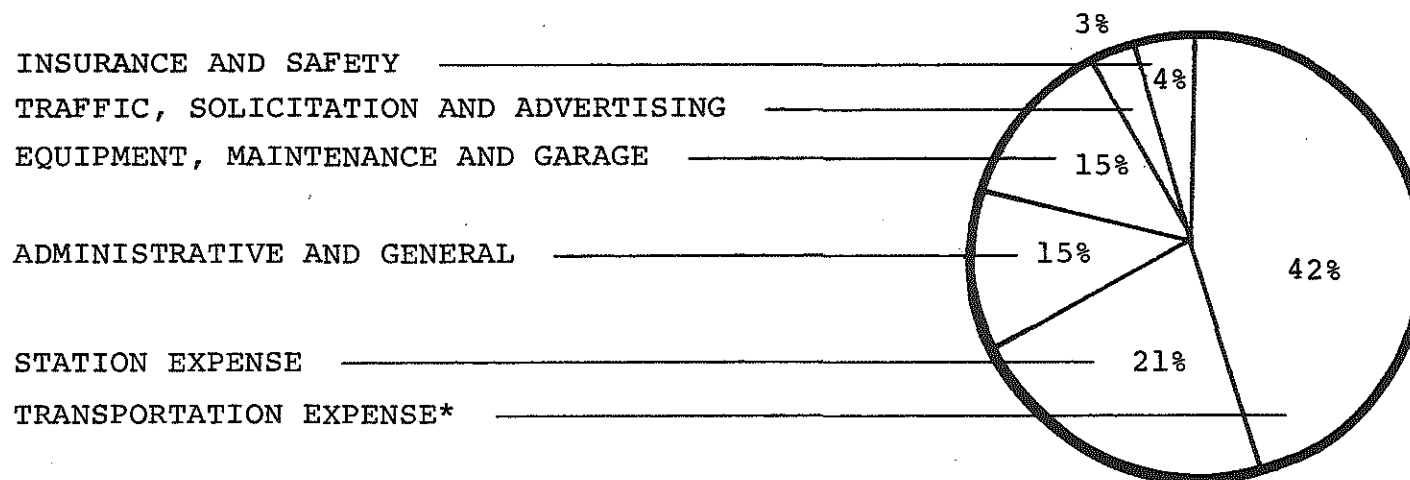
EXPENSE COMPONENTS AS A  
PERCENTAGE OF TOTAL EXPENSES  
CLASS I, II CARRIERS  
1968-1972



SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS;  
MDSH&T ESTIMATES

FIGURE 4.4

OPERATION AND MAINTENANCE EXPENSES  
GREYHOUND LINES-EAST  
1972



\*TRANSPORTATION EXPENSE INCLUDES EXPENDITURES FOR DRIVERS WAGES, FUEL AND OIL, TOLLS, ETC.

SOURCE: 1972 ANNUAL REPORT OF GREYHOUND LINES-EAST TO THE MICHIGAN DEPARTMENT OF COMMERCE,  
PUBLIC SERVICE COMMISSION

## REVENUES AND EXPENSES PER MILE

The average cost of providing a vehicle mile of bus service in Michigan rose from \$0.56 in 1968 to \$0.70 in 1972 -- an increase of approximately 6.3% annually or 25.0% overall. (Table 4.4) Although this figure reflects the expense of providing all services (charter, intercity, special bus, express, etc.) it does serve to provide an estimate of the cost of expanding intercity service within the state.

Extrapolating the 6.3% annual average increase to 1974 increases the current cost of providing intercity service to \$0.79 per mile. Due to the inflationary rise of fuel prices during 1973 and 1974, a more accurate estimate would probably be in the range of \$0.81 or more per mile. This is an overall average as determined by a sampling of eight firms and any expansion of bus routes or service would require an individual examination of expenses incurred by the appropriate carrier.

Passenger revenues accruing to intercity service during the five-year period rose from \$0.041 to \$0.051 per passenger mile -- an increase of 24.4% (Table 4.5) Extrapolating passenger revenues to 1974 at an average annual increase of 6.1% raises current average passenger revenue to \$0.057 per mile. Fare increases recently granted in an attempt to offset rising fuel prices should raise this figure to approximately \$0.059 or more per mile.

TABLE 4.4

OPERATING EXPENSES PER BUS MILE  
CLASS I, II CARRIERS

	1968			1972		
	TOTAL OPERATING EXPENSES	TOTAL BUS MILES	\$/BUS MILE	TOTAL OPERATING EXPENSES	TOTAL BUS MILES	\$/BUS MILE
1) Bee Line						
2) Brooks						
3) Delta						
4) Empire						
5) Greyhound <sup>1/</sup>	\$343,347,338	510,665,520	\$0.67	\$400,077,216	462,692,252	\$0.86
6) Indian Trails	\$ 1,844,999	3,113,689	\$0.59	\$ 2,448,855	3,212,376	\$0.76
7) Indiana Motor Bus	\$ 1,348,724	2,559,736	\$0.53	\$ 1,793,887	2,693,877	\$0.67
8) Mercury						
9) North Star	\$ 1,146,370	2,068,201	\$0.55	\$ 1,867,905	2,814,925	\$0.66
10) Short Way	\$ 1,136,279	2,103,589	\$0.54	\$ 1,094,512	1,587,120	\$0.69
11) Valley Coach						
12) White Pine						
13) Wisc.-Mich. Coaches	\$ 591,604	1,276,972	\$0.46	\$ 854,126	1,589,771	\$0.54
1968 Average (5,6,7,9,10,13)	\$0.56			Average <u>annual</u> % change 1968-1972		6.25%
1972 Average	\$0.70			(overall 25.00%)		

1973 = (\$0.70 x 1.063 = \$0.74)

1974 = (\$0.74 x 1.063 = \$0.79)

<sup>1/</sup>1968 FIGURE IS ESTIMATED FOR GREYHOUND LINES-EAST

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS; MDSH&amp;T ESTIMATES

TABLE 4.5

PASSENGER REVENUE PER INTERCITY PASSENGER MILE  
CLASS I, II CARRIERS

	<u>1968</u>			<u>1972</u>		
	INTERCITY PASSENGER REVENUE	INTERCITY PASSENGER MILES	\$/ PASSENGER MILE	INTERCITY PASSENGER REVENUE	INTERCITY PASSENGER MILES	\$/ PASSENGER MILE
1) Bee Line						
2) Brooks						
3) Delta						
4) Empire						
5) Greyhound <sup>1/</sup>	\$298,519,317	9,548,023,456	\$0.031	\$340,058,918	8,769,117,000	\$0.039
6) Indian Trails	\$ 1,221,863	31,590,893	\$0.039	\$ 1,649,905	28,945,700	\$0.057
7) Indiana Motor Bus	\$ 815,217	18,681,330	\$0.044	\$ 866,917	15,433,155	\$0.056
8) Mercury						
9) North Star	\$ 485,957	10,528,000	\$0.046	\$ 838,490	16,249,806	\$0.052
10) Short Way	\$ 562,107	13,119,630	\$0.043	\$ 337,755	6,476,597	\$0.052
11) Valley Coach						
12) White Pine						
13) Wisc.-Mich. Coaches	\$ 281,593	6,945,206	\$0.041	\$ 468,117	9,897,524	\$0.047
1968 Average	\$0.041					
1972 Average (5,6,7,10,11,13)	\$0.051					
			Average <u>annual</u> % change 1968-1972			6.10%
			(overall 24.39%)			

1973 = (\$0.051 x 1.061 = \$0.054)      1974 = (\$0.054 x 1.061 = \$0.057)

<sup>1/</sup>1968 FIGURE IS ESTIMATED FOR GREYHOUND LINES-EAST

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS;  
MDSH&T ESTIMATES

Assuming the cost of providing each bus mile of service in Michigan to be about \$0.81 per mile and the average revenue per passenger mile to be \$0.059, a break-even point is realized when approximately 13.7 passengers are aboard each intercity bus. This does not, however, take into account other revenues (express, station, baggage, etc.) which may accrue to intercity operations -- revenues which may lower the necessary occupancy somewhat.

The number of passengers required to maintain operating ratios of 90-110% based on passenger revenues alone are indicated in Table 4.6.

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TABLE 4.6

AVERAGE OCCUPANCY RATES REQUIRED  
TO MAINTAIN 90-110% OPERATING RATIOS  
WITH NO ADDITIONAL REVENUES

<u>OPERATING RATIO</u>	<u>AVERAGE OCCUPANCY REQUIRED PER BUS MILE</u>
90%	15.3
95%	14.4
100%	13.7
105%	13.1
110%	12.5

SOURCE: COMPUTED FROM DATA CONTAINED IN MICHIGAN PUBLIC SERVICE COMMISSION ANNUAL REPORTS

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CHAPTER V

FARE STRUCTURE

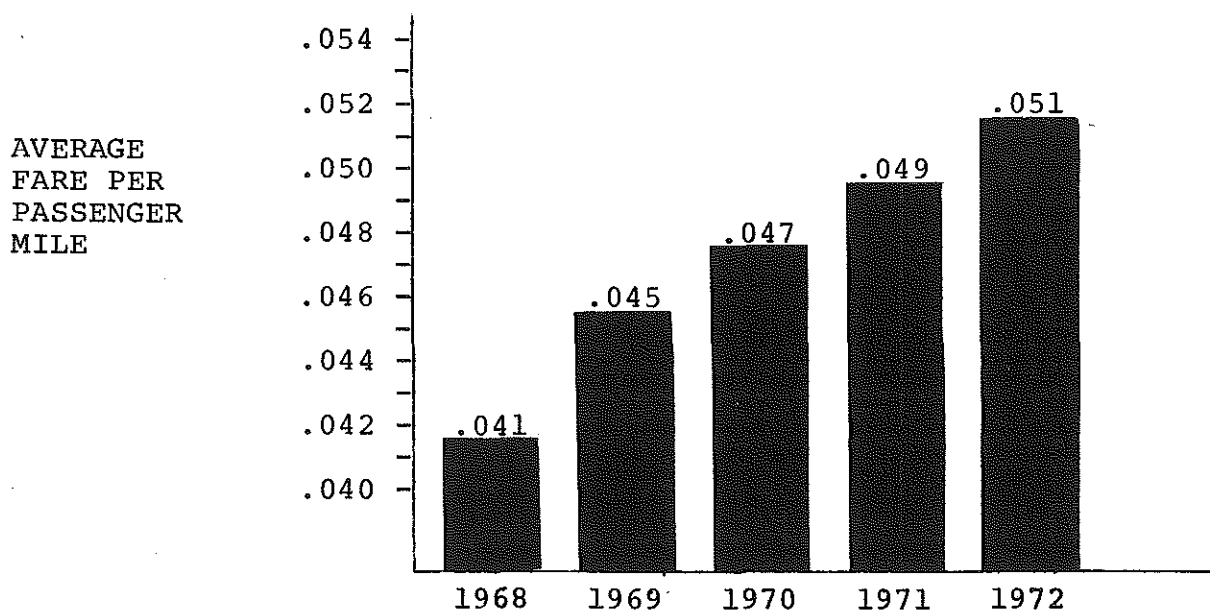
## TRENDS

In line with increased intercity operating expenses incurred during the study period, substantial increases in passenger fares occurred. A sampling of six carriers operating in Michigan during the period again indicates that the average fare per passenger mile of travel rose from \$0.041 to \$0.051 -- an increase of 25.0%. (Figure 5.1) Nationwide fares for Class I carriers increased 21.9% from \$0.032 to \$0.039 during the same period.

Fare data for Class I and Class II carriers is detailed in Appendix F.

FIGURE 5.1

AVERAGE SYSTEM WIDE FARE PER MILE  
1968-1972  
SIX SAMPLE CARRIERS



SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS



Rising fares in combination with increased trip lengths also resulted in a steady increase in the average total fare paid per passenger during the period. For the six sample carriers, average fares increased 33.6% from \$3.13 in 1968 to \$4.18 in 1972. (Appendix F)

## CURRENT FARES

A sampling of intercity bus fares in effect during April, 1974 indicates that within Michigan the average fare per direct highway mile\* of travel decreases by roughly \$0.002 or two tenths of one cent per 100 miles traveled. Average statewide fares per mile were found to range from \$0.064 for trips up to 100 miles in length to \$0.052 for trips near 500 miles. (Table 5.2, Figure 5.1) Such overall averages can be misleading, however. For example, the one-way fare between Detroit and Lansing is \$4.65, or a fare of \$0.055 for each of the 85 miles separating the two cities. A bus passenger traveling between Adrian and Owosso, 85 highway miles apart, however, would pay a fare of \$6.75 or \$0.079 per mile due to the structure of the intercity route system and the necessity of transferring between different carriers.

Comparison of Michigan intrastate fares for all forms of public transportation indicates the middle ground which the industry holds with respect to air and rail travel. Air travel within the state is significantly more expensive for all trips, particularly those of short length. Rail travel is somewhat less expensive but is limited to the heavily traveled Detroit-Chicago corridor.

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\*Computed on the basis of the number of highway miles which would be traveled on state trunklines by direct automobile travel. This should not be confused with the number of bus miles traveled.

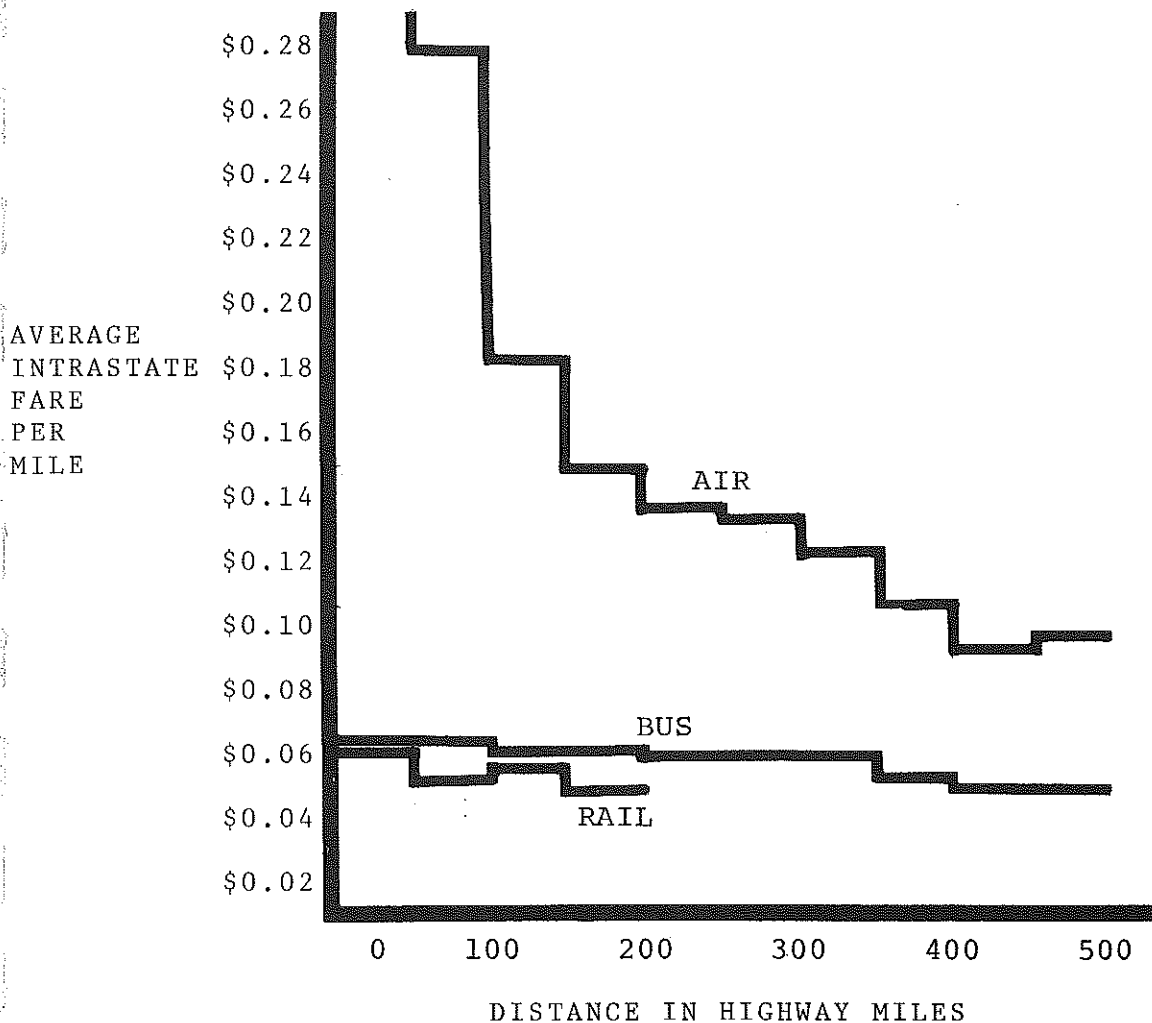
TABLE 5.1

MICHIGAN INTERCITY MODES  
 AVERAGE INTRASTATE FARES PER HIGHWAY MILE

DISTANCE IN HIGHWAY MILES	AVERAGE FARE PER MILE		
	BUS	RAIL	AIR
0 - 50	\$0.064	\$0.060	\$0.437
50 - 100	\$0.064	\$0.052	\$0.272
100 - 150	\$0.062	\$0.054	\$0.181
150 - 200	\$0.062	\$0.050	\$0.150
200 - 250	\$0.060	-----	\$0.136
250 - 300	\$0.060	-----	\$0.134
300 - 350	\$0.060	-----	\$0.123
350 - 400	\$0.054	-----	\$0.108
400 - 450	\$0.052	-----	\$0.096
450 - 500	\$0.052	-----	\$0.098

FIGURE 5.2

AVERAGE FARE PER HIGHWAY MILE ON INTERCITY MODES



SOURCE: SAMPLINGS OF MICHIGAN INTRASTATE FARES PUBLISHED BY THE NATIONAL BUS TRAFFIC ASSOCIATION (DECEMBER 1973), AMTRAK (APRIL 1974), REUBEN H. DONNELLY (OFFICIAL AIRLINE GUIDE, APRIL 1974).

CHAPTER VI

FACILITIES, EMPLOYMENT AND PASSENGER SAFETY

## EQUIPMENT

More than 1,600 intercity buses were owned by carriers operating in Michigan during 1972. The vast majority (1,398) of these buses were operated by Greyhound Lines-East, Inc. and are utilized throughout the Greyhound system. 231 buses were owned and operated by eleven other Class I and II carriers. (Table 6.1) Although the fleet of Greyhound Lines was substantially reduced from 1,682 in 1968 to 1,398 in 1972, the number of buses operated by the remaining carriers increased somewhat.

Detailed bus ownership data for Class I and II carriers is included in Appendix G.

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TABLE 6.1  
BUSES AVAILABLE FOR SERVICE - 1972

<u>CARRIER</u>	<u>BUSES</u>
Bee Line	5
Delta	25
Empire	11
Greyhound*	1,398
Indian Trails	34
Indiana Motor Bus	46
Mercury	11
North Star	24
Short Way	19
Valley Coach	29
White Pine	7
Wisconsin-Michigan Coaches	20
TOTAL	1,629

\*BUSES IN OPERATION ONLY

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE  
COMMISSION ANNUAL REPORTS; CARRIER SUPPLIED DATA

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The typical intercity bus is capable of carrying 40-46 passengers, is restroom equipped, is 96 inches in width and 33-36 feet in length. The purchase price of a new bus is \$75,000-\$85,000 per unit, with used vehicles available in a variety of price ranges. Financing for new equipment is available at interest rates ranging from 2%-3% above the prime lending rate. Approximately 8 months to 1 year elapses between the date of order and the date of delivery of new equipment.

For those carriers for whom the purchase of a full-size bus is unnecessary or financially impractical, station wagons and vans are used as the principal vehicle of transport. Such equipment is primarily used by Class III carriers whose passenger business is minimal in comparison to transportation of other revenue producing commodities such as mail, newspapers, and packages.

Although it can be roughly postulated that the number of buses necessary to maintain operation is directly related to the number of miles operated, it is difficult to quantify this requirement. In 1972, for example, North Star Lines operated the equivalent of 117,000 miles for each of its 24 buses in service or on standby. In comparison, Wisconsin-Michigan Coaches, with 20 buses, operated each over 79,000. The utilization, and therefore the need for new buses, is strongly tied to a number of factors including scheduling, charter operations and financial conditions which permit the purchase of new equipment.

## TERMINALS

Bus terminals are maintained in all major Michigan cities served by intercity buses. Generally owned and operated by a single company, space is leased to carriers on a contractual basis.

For many communities too small to support a terminal building, a gas station or drug store on the edge of town often becomes the boarding point for intercity buses. Such locations provide an invaluable service to small communities with little in or outbound traffic.

No true intermodal terminals exist in Michigan where intercity passengers may transfer between different modal systems. This does occur to a limited extent at Detroit Metro Airport, however. The development of a balanced statewide transportation system must focus on the development of such bi- and tri-modal interfaces.

## EMPLOYEES

In 1973, 836 persons were employed by nine carriers providing service within the state. Although a number of these employees were not at work in Michigan this sample does provide an indication of the classification of intercity bus workers, as indicated in Table 6.2.



TABLE 6.2

INTERCITY BUS EMPLOYEES BY CLASSIFICATION  
NINE SAMPLE CARRIERS  
1973

CARRIER	CLASSIFICATION						TOTAL
	EQUIPMENT MAINTENANCE AND GARAGE	TRANSPORTATION (DRIVERS AND SUPERVISORY)	STATION AND TERMINAL	TRAFFIC SOLICITATION AND ADVERTISING	INSURANCE AND SAFETY	ADMINISTRATIVE AND GENERAL	
BEE LINE	1	7	0	0	0	3	11
BROOKS BUS LINE	10	35	10	0	0	2	57
DELTA BUS COMPANY	0	17	7	0	0	5	29
GREYHOUND LINES-EAST*	75	211	187	0	1	0	474
INDIAN TRAILS	20	52	3	4	1	18	98
MERCURY BUS LINES	4	15	0	0	0	2	21
NORTH STAR LINES**	16	44	3	3	1	13	80
SHORT WAY LINES	10	39	0	0	0	8	57
WHITE PINE EXPRESS	2	6	0	0	0	1	9
TOTAL	138	426	210	7	3	52	836
% OF TOTAL	17%	50%	25%	1%	1%	6%	100%

\*Includes employees at work in Michigan only.

\*\*Rounded for ease of readability.

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE,  
PUBLIC SERVICE COMMISSION ANNUAL REPORTS;  
CARRIER SUPPLIED DATA

## PASSENGER SAFETY

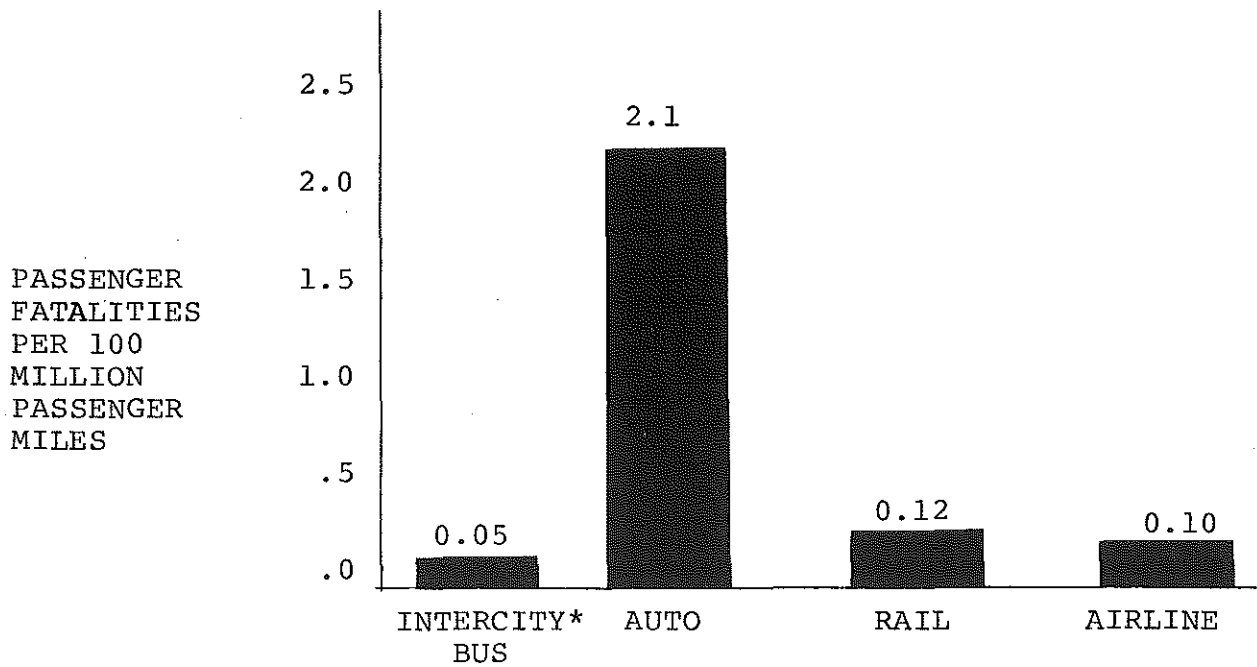
Review of passenger accident reports on file with the MPSC points out the high level of safety inherent in the operation of intercity buses in Michigan. During the period 1950-1973, only eight intercity passenger fatalities were recorded by carriers operating within the state. The most recent accident contributing to this total occurred in 1965 when three persons were fatally injured when the bus in which they were riding was struck by a tornado near the Michigan-Ohio State Line. Prior to that time fatal accidents were recorded in 1956 and 1950, killing two and three passengers respectively.

Although statistical data for Michigan is necessarily imprecise due to the minimal occurrence of fatal accidents, such data does reflect national trends pointing out the relative safety of intercity bus travel. Such figures, when computed on a common basis, indicate that bus passengers are many times safer than those traveling by private automobile and, in general, safer than those traveling by air or rail. (Figure 6.1)

Intercity bus accidents from 1960-1973 are contained in Appendix H.

FIGURE 6.1

NATIONWIDE PASSENGER ACCIDENT FATALITY RATES  
1969-1971



SOURCE: BUS FACTS, NATIONAL ASSOCIATION OF MOTOR  
BUS OWNERS, WASHINGTON, 1972

\*Includes only regular route and charter operations of  
all Class I bus carriers reporting to the Interstate  
Commerce Commission.

APPENDICES

A-I

APPENDIX A

THE BEE LINE, INC.  
Keego Harbor, Michigan

MPSC #P-79

SERVICE AREA: Pontiac-Oxford-Lapeer; Pontiac-Ann Arbor

	1968	1969	1970	1971	1972
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated					
Passengers Carried	10,852		3,021	1,141	1,162
Passenger Miles	42,540				
Passenger Revenue	\$ 4,557	\$ 1,456	\$ 1,208	\$ 1,120	\$ 1,101
Average Fare					
Average Revenue Per Bus Mile					
Average Revenue Per Passenger Mile					
Average Load Per Mile					
Average Length of Journey					
<b>CHARTER SERVICE</b>					
Miles Operated					
Passengers Carried	33,471	24,316	14,905	22,665	38,200
Passenger Revenue	\$ 103,563	\$ 66,633	\$ 53,835	\$ 98,391	\$ 171,318
Average Fare Per Passenger					
<b>ALL OPERATIONS</b>					
Miles Operated					
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger	\$ 108,121	\$ 74,158	\$ 55,043	\$ 99,511	\$ 172,429
Special Bus					
Baggage					
Mail					
Express					
Newspaper					
Misc. Station					
Other					
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 108,121</b>	<b>\$ 74,158</b>	<b>\$ 55,043</b>	<b>\$ 99,511</b>	<b>\$ 172,429</b>
<b>EXPENSES</b>					
Operation & Maintenance					
Depreciation	\$ 2,079	\$ 2,971	\$ 2,727	\$ 7,941	\$ 12,214
Amortization					
Tax and Licenses	\$ 6,423	\$ 4,175	\$ 3,509	\$ 6,079	\$ 11,401
Operating Rents	\$ 6,368	\$ 3,600	\$ 4,627	\$ 2,400	\$ 5,400
<b>TOTAL EXPENSES</b>	<b>\$ 101,234</b>	<b>\$ 77,024</b>	<b>\$ 66,837</b>	<b>\$ 94,148</b>	<b>\$ 170,615</b>
<b>NET OPERATING REVENUE</b>	<b>\$ 6,886</b>	<b>\$ (2,865)</b>	<b>\$ (11,793)</b>	<b>\$ 5,363</b>	<b>\$ 1,814</b>
<b>OTHER INCOME</b>			\$ 11,323	\$ 2,000	
<b>GROSS INCOME</b>	<b>\$ 6,886</b>		<b>\$ (470)</b>	<b>\$ 7,363</b>	<b>\$ 1,814</b>
<b>INCOME DEDUCTIONS</b>	<b>\$ 5,216</b>	\$ 540	\$ 1,362	\$ 1,680	\$ 1,680
<b>INCOME BEFORE TAXES</b>		\$ (3,405)	\$ (1,833)	\$ 5,683	\$ 134
<b>TOTAL INCOME AFTER TAXES</b>	<b>\$ 1,670</b>	<b>\$ (3,405)</b>	<b>\$ (1,833)</b>	<b>\$ 5,683</b>	<b>\$ 134</b>
<b>OPERATING RATIO</b>					
<b>EQUIPMENT:</b>					
<b>OWNED AND LEASED VEHICLES IN OPERATION</b>					
<b>OWNED AND LEASED VEHICLES ON HAND</b>	5	4	4	6	5

BROOKS BUS LINE, INC.  
Paducah, Kentucky

MPSC #P-5619

SERVICE AREA: Detroit-Ann Arbor-Jackson-Fulton, Kentucky (Michigan Interstate Passengers Only)

	1968	1969	1970	1971	1972
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated	470,120	468,832	467,544	470,120	479,350
Passengers Carried	11,537	11,520	14,465	14,565	12,777
Passenger Miles	6,345,350	6,336,000			
Passenger Revenue	\$ 176,451	\$ 183,942	\$ 200,901	\$ 208,667	\$ 211,589
Average Fare	\$ 15.20	\$ 15.09			\$ 16.56
Average Revenue Per Bus Mile	\$ .375	\$ .392			\$ .44
Average Revenue Per Passenger Mile	\$ .28	\$ .29			
Average Load Per Mile	13.5	13.5			
Average Length of Journey	550	550			
<b>CHARTER SERVICE</b>					
Miles Operated	452,298	519,956	635,416	564,700	616,832
Passengers Carried	37,004	40,349	45,970	60,238	72,977
Passenger Revenue	\$ 284,498	\$ 408,313	\$ 494,065	\$ 60,238	\$ 514,761
Average Fare Per Passenger	\$ 7.69	\$ 10.02			\$ 7.05
<b>ALL OPERATIONS</b>					
Miles Operated	963,538	1,030,068	1,140,235	1,076,580	
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger	\$ 206,229	\$ 212,566	\$ 200,901	\$ 715,054	\$ 234,514
Special Bus	\$ 284,498	\$ 408,313	\$ 494,065		\$ 514,761
Baggage					
Mail	\$ 9,125	\$ 14,625			
Express			\$ 26,694		\$ 24,015
Newspaper	\$ 2,498	\$ 2,304			
Misc. Station					\$ 18,596
Other			\$ 27,223	\$ 22,610	
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 502,350</b>	<b>\$ 637,808</b>	<b>\$ 748,883</b>	<b>\$ 737,664</b>	<b>\$ 791,887</b>
<b>EXPENSES</b>					
Operation & Maintenance	\$ 333,600	\$ 411,224	\$ 85,662	\$ 540,227	\$ 571,714
Depreciation	\$ 54,831	\$ 63,965	\$ 72,470	\$ 51,329	\$ 58,875
Amortization					
Tax and Licenses	\$ 35,060	\$ 40,445	\$ 43,974	\$ 45,371	\$ 52,877
Operating Rents	\$ (795)	\$ (1,268)			
<b>TOTAL EXPENSES</b>	<b>\$ 422,696</b>	<b>\$ 514,366</b>	<b>\$ 625,749</b>	<b>\$ 636,927</b>	<b>\$ 708,677</b>
<b>NET OPERATING REVENUE</b>	<b>\$ 79,654</b>	<b>\$ 123,442</b>	<b>\$ 123,134</b>	<b>\$ 100,737</b>	<b>\$ 83,209</b>
<b>OTHER INCOME</b>	<b>\$ 660</b>	<b>\$ 7,295</b>	<b>\$ 3,665</b>		
<b>GROSS INCOME</b>	<b>\$ 80,314</b>	<b>\$ 130,737</b>	<b>\$ 119,469</b>	<b>\$ 100,737</b>	<b>\$ 83,209</b>
<b>INCOME DEDUCTIONS</b>	<b>\$ 4,408</b>	<b>\$ 5,584</b>			<b>\$ 15,053</b>
<b>INCOME BEFORE TAXES</b>	<b>\$ 75,906</b>	<b>\$ 125,153</b>		<b>\$ 100,737</b>	<b>\$ 68,155</b>
<b>TOTAL INCOME AFTER TAXES</b>	<b>\$ 75,906</b>	<b>\$ 125,153</b>		<b>\$ 100,737</b>	<b>\$ 40,119</b>
<b>OPERATING RATIO</b>	<b>84.0</b>	<b>80.7</b>			<b>89.5</b>
<b>EQUIPMENT:</b>					
<b>OWNED AND LEASED VEHICLES IN OPERATION</b>	<b>12</b>	<b>13</b>			
<b>OWNED AND LEASED VEHICLES ON HAND</b>	<b>12</b>	<b>13</b>	<b>16</b>	<b>14</b>	

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS

BROOKS BUS LINE, INC. (MPSC #P-5619)

CARRIER SUPPLIED DATA

	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
Intercity Passengers Carried in Michigan	11,342	11,520	11,257	10,801	10,111
Intercity Bus Miles Operated in Michigan	93,856	93,856	93,856	93,856	93,856



## CONTINENTAL TRAILWAYS

## CARRIER SUPPLIED DATA

	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
Intercity Passengers Carried in Michigan	25,021	26,782	26,241	25,511	24,872
Intercity Bus Miles Operated in Michigan	371,962	299,032	317,837	331,830	303,926
Total Revenue in Michigan	\$129,097	\$104,976	\$154,948	\$161,779	\$152,744
Expenses in Michigan	\$126,515	\$101,827	\$151,847	\$158,535	\$150,281
Average Daily Passenger Travel in Detroit- Toledo Corridor	68	73	72	70	68

DELTA BUS COMPANY  
Saginaw, Michigan

MPSC #P-10329

SERVICE AREA: Mackinaw City-Onaway-Bay City

	1967/68	1968/69	1969/70	1970/71	1971/72
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated					39,000
Passengers Carried	60,000	60,200	65,700	60,500	7,228
Passenger Miles					39,000
Passenger Revenue	\$ 95,949	\$ 109,389	\$ 121,193	\$ 125,922	\$ 4,785
Average Fare					\$ .662
Average Revenue Per Bus Mile					\$ .123
Average Revenue Per Passenger Mile					\$ .1227
Average Load Per Mile					1.0
Average Length of Journey					5.4
<b>CHARTER SERVICE</b>					
Miles Operated					395,000
Passengers Carried	25,550	25,750	29,800	49,500	90,000
Passenger Revenue	\$ 63,966	\$ 72,926	\$ 99,158	\$ 103,027	\$ 327,393
Average Fare Per Passenger					\$ 3.63
<b>ALL OPERATIONS</b>					
Miles Operated				524,000	524,000
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger	\$ 159,915	\$ 182,296	\$ 220,352	\$ 294,348	\$ 68,285
Special Bus					\$ 327,393
Baggage					
Mail					
Express					
Newspaper					
Misc. Station					
Other		\$ 19			\$ 2,388
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 159,915</b>	<b>\$ 182,316</b>	<b>\$ 220,352</b>	<b>\$ 294,348</b>	<b>\$ 398,068</b>
<b>EXPENSES</b>					
Operation & Maintenance					\$ 274,976
Depreciation	\$ 11,006	\$ 9,780	\$ 14,889	\$ 23,631	\$ 41,038
Amortization					
Tax and Licenses	\$ 11,289	\$ 11,403	\$ 15,136	\$ 20,635	\$ 22,543
Operating Rents	\$ 9,498	\$ 10,990	\$ 10,081	\$ 12,675	\$ 10,596
<b>TOTAL EXPENSES</b>	<b>\$ 150,244</b>	<b>\$ 175,131</b>	<b>\$ 225,735</b>	<b>\$ 303,691</b>	<b>\$ 349,154</b>
<b>NET OPERATING REVENUE</b>	<b>\$ 9,670</b>	<b>\$ 7,184</b>	<b>\$ (5,382)</b>	<b>\$ (9,342)</b>	<b>\$ 48,913</b>
<b>OTHER INCOME</b>	<b>\$ 14,341</b>	<b>\$ 20,699</b>	<b>\$ 18,369</b>	<b>\$ 24,943</b>	<b>\$ 10,204</b>
<b>GROSS INCOME</b>	<b>\$ 24,012</b>	<b>\$ 27,884</b>	<b>\$ 12,986</b>	<b>\$ 15,600</b>	<b>\$ 59,118</b>
<b>INCOME DEDUCTIONS</b>	<b>\$ 2,202</b>	<b>\$ 3,179</b>	<b>\$ 1,921</b>	<b>\$ 3,127</b>	<b>\$ 5,230</b>
<b>INCOME BEFORE TAXES</b>	<b>\$ 21,809</b>	<b>\$ 24,705</b>	<b>\$ 11,064</b>	<b>\$ 12,473</b>	<b>\$ 53,887</b>
<b>TOTAL INCOME AFTER TAXES</b>	<b>\$ 18,147</b>	<b>\$ 18,744</b>	<b>\$ 8,447</b>	<b>\$ 9,729</b>	<b>\$ 34,381</b>
<b>OPERATING RATIO</b>	<b>93.9</b>	<b>96.0</b>	<b>102.4</b>	<b>103.2</b>	<b>87.7</b>
<b>EQUIPMENT:</b>					
<b>OWNED AND LEASED VEHICLES IN OPERATION</b>					15
<b>OWNED AND LEASED VEHICLES ON HAND</b>		19	24	27	25

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS

EMPIRE BUS LINES  
Grand Rapids, Michigan

MPSC #P-7162

SERVICE AREA: Greenville-Belding-Grand Rapids

	1968	1969	1970	1971	1972
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated					
Passengers Carried					
Passenger Miles					
Passenger Revenue					
Average Fare					
Average Revenue Per Bus Mile					
Average Revenue Per Passenger Mile					
Average Load Per Mile					
Average Length of Journey					
INFORMATION NOT AVAILABLE					
<b>CHARTER SERVICE</b>					
Miles Operated					
Passengers Carried					
Passenger Revenue					
Average Fare Per Passenger					
<b>ALL OPERATIONS</b>					
Miles Operated					
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger		\$ 71,778	\$ 87,779	\$ 99,417	\$ 163,211
Special Bus					
Baggage					
Mail					
Express					
Newspaper					
Misc. Station					
Other	\$ 53,943				
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 53,943</b>	<b>\$ 71,778</b>	<b>\$ 87,779</b>	<b>\$ 99,417</b>	<b>\$ 163,211</b>
<b>EXPENSES</b>					
Operation & Maintenance					\$ 119,732
Depreciation	\$ 4,308	\$ 6,847	\$ 12,369	\$ 9,535	\$ 17,944
Amortization	\$ 1,513	\$ 1,688			
Tax and Licenses	\$ 412	\$ 690	\$ 1,778	\$ 2,660	\$ 4,867
Operating Rents	\$ 45,775	\$ 64,894			\$ 2,000
<b>TOTAL EXPENSES</b>	<b>\$ 60,175</b>	<b>\$ 81,005</b>	<b>\$ 87,999</b>	<b>\$ 91,869</b>	<b>\$ 144,543</b>
<b>NET OPERATING REVENUE</b>		<b>\$ 81,003</b>	<b>\$ (220)</b>	<b>\$ 7,547</b>	<b>\$ 18,668</b>
<b>OTHER INCOME</b>				\$ 7,547	
<b>GROSS INCOME</b>				\$ 11,506	
<b>INCOME DEDUCTIONS</b>					
<b>INCOME BEFORE TAXES</b>					
<b>TOTAL INCOME AFTER TAXES</b>	<b>\$ 8,167</b>	<b>\$ 6,884</b>	<b>\$ (220)</b>	<b>\$ (3,958)</b>	<b>\$ 18,668</b>
<b>OPERATING RATIO</b>	<b>111.5</b>	<b>112.8</b>			
<b>EQUIPMENT:</b>					
<b>OWNED AND LEASED VEHICLES IN OPERATION</b>					
OWNED AND LEASED VEHICLES ON HAND	7	11	16	8	11

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS

GREYHOUND LINES, INC.  
Cleveland, Ohio

MSPC #P-110 GLE = Greyhound Lines-East GLW = Greyhound Lines-West  
(Annual reports for GLW were submitted for 1968-1969. Annual reports for GLE were submitted for 1969-1972.)  
SERVICE AREA: Chicago-Benton Harbor; Grand Rapids-Chicago; Sault Ste. Marie-Bay City-Flint-Detroit; Detroit-Chicago; Detroit-Lansing-Grand Rapids-Muskegon; Detroit-Benton Harbor; Port Huron-Detroit; Detroit-Ypsilanti-Ann Arbor; Detroit-Toledo; Duluth-St. Ignace

	1968	1969	1970	1971	1972
	GLW	GLE	GLE	GLE	GLE
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated	189,913,419	436,026,435	420,056,989	407,041,269	401,476,970
Passengers Carried	28,309,268	70,736,180	65,808,159	63,590,755	61,070,785
Passenger Miles (1,000's)	4,110,399	9,353,288	8,890,002	8,769,977	8,769,117
Passenger Revenue	\$117,312,498	\$308,898,300	\$314,076,077	\$328,159,421	\$340,058,918
Average Fare	\$ 4.14	\$ 4.37	\$ 4.77	\$ 5.16	\$ 5.57
Average Revenue Per Bus Mile	\$ .618	\$ .708	\$ .748	\$ .806	\$ .847
Average Revenue Per Passenger Mile	\$ .0285	\$ .0330	\$ .0353	\$ .0373	\$ .0388
Average Load Per Mile	21.6	21.5	21.2	21.6	21.8
Average Length of Journey	145.2	132.2	135.1	138.2	143.6
<b>CHARTER SERVICE</b>					
Miles Operated	19,928,476	43,880,036	43,088,467	43,950,657	48,769,385
Passengers Carried	1,723,057	3,705,159	3,457,328	3,430,348	3,715,451
Passenger Revenue	\$ 13,024,156	\$ 30,630,143	\$ 31,647,677	\$ 34,042,233	\$ 37,956,646
Average Fare Per Passenger	\$ 7.56	\$ 8.27	\$ 9.15	\$ 9.92	\$ 10.21
<b>ALL OPERATIONS</b>					
Miles Operated	224,640,451	498,672,448	477,472,666	464,930,002	462,692,252
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger	\$128,379,710	\$320,172,791	\$325,536,579	\$339,198,829	\$349,952,381
Special Bus	\$ 13,024,156	\$ 30,630,143	\$ 31,647,677	\$ 34,042,233	\$ 37,956,646
Baggage	\$ 91,937	\$ 187,779	\$ 193,269	\$ 145,785	\$ 116,448
Mail	\$ 169,880	\$ 454,504	\$ 397,792	\$ 266,611	\$ 259,755
Express	\$\$ 20,579,889	\$ 54,947,909	\$ 62,135,715	\$ 62,090,158	\$ 65,551,857
Newspaper	\$ 431,898	\$ 955,847	\$ 864,328	\$ 856,779	\$ 915,682
Misc. Station	\$ 3,249,579	\$ 6,885,629	\$ 6,649,460	\$ 6,521,979	\$ 6,924,600
Other	\$ 226,414	\$ 261,957	\$ 376,154	\$ 408,581	\$ 524,788
<b>TOTAL OPERATING REVENUE</b>	<b>\$166,153,463</b>	<b>\$414,496,559</b>	<b>\$427,800,974</b>	<b>\$443,530,955</b>	<b>\$462,202,157</b>
<b>EXPENSES</b>					
Operation & Maintenance	\$129,941,031	\$307,169,312	\$325,186,277	\$335,197,983	\$347,538,655
Depreciation	\$ 8,703,225	\$ 18,094,913	\$ 16,228,078	\$ 15,997,494	\$ 15,791,655
Amortization		\$ 62,964	\$ 60,689	\$ 61,827	\$ 61,827
Tax and Licenses	\$ 13,157,819	\$ 28,927,459	\$ 30,035,850	\$ 31,000,231	\$ 32,647,874
Operating Rents	\$ 137,518	\$ 3,287,098	\$ 2,808,118	\$ 2,774,425	\$ 4,037,200
<b>TOTAL EXPENSES</b>	<b>\$151,939,593</b>	<b>\$357,541,746</b>	<b>\$374,319,012</b>	<b>\$385,031,960</b>	<b>\$400,077,216</b>
<b>NET OPERATING REVENUE</b>	<b>\$ 14,213,870</b>	<b>\$ 56,954,813</b>	<b>\$ 53,481,962</b>	<b>\$ 58,498,995</b>	<b>\$ 62,124,941</b>
<b>OTHER INCOME</b>	<b>\$ 720,583</b>	<b>\$ 8,432,807</b>	<b>\$ 9,378,396</b>	<b>\$ 8,032,890</b>	<b>\$ 7,611,619</b>
<b>GROSS INCOME</b>	<b>\$ 14,928,374</b>	<b>\$ 65,383,666</b>	<b>\$ 62,857,002</b>	<b>\$ 66,528,060</b>	<b>\$ 69,736,310</b>
<b>INCOME DEDUCTIONS</b>	<b>\$ 250,690</b>	<b>\$ 6,498,834</b>	<b>\$ 7,326,600</b>	<b>\$ 7,542,442</b>	<b>\$ 4,987,490</b>
<b>INCOME BEFORE TAXES</b>	<b>\$ 14,677,684</b>	<b>\$ 58,884,832</b>	<b>\$ 55,530,402</b>	<b>\$ 58,985,618</b>	<b>\$ 64,748,820</b>
<b>TOTAL INCOME AFTER TAXES</b>	<b>\$ 7,916,684</b>	<b>\$ 28,721,000</b>	<b>\$ 32,099,402</b>	<b>\$ 35,516,618</b>	<b>\$ 38,156,820</b>
<b>OPERATING RATIO</b>	<b>91.4</b>	<b>86.3</b>	<b>87.5</b>	<b>86.8</b>	<b>86.6</b>
<b>EQUIPMENT:</b>					
<b>OWNED AND LEASED VEHICLES IN OPERATION</b>	<b>1,865</b>				<b>4,061</b>
<b>OWNED AND LEASED VEHICLES ON HAND</b>	<b>2,020</b>				<b>4,366</b>

GREYHOUND LINES-EAST (MPSC #P-110)

CARRIER SUPPLIED DATA

	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
Intercity Passengers Carried in Michigan					
Interstate	1,239,271	1,244,459	1,244,392	1,136,295	1,015,247
Intrastate	1,392,922	1,370,678	1,239,460	1,064,102	1,146,381
Intercity Bus Miles Operated in Michigan	9,618,034	8,994,308	9,834,364	8,515,115	7,912,568
Intercity Passenger Miles in Michigan					
Interstate	99,769,849	105,110,490	109,163,230	100,599,314	88,875,698
Intrastate	69,414,920	72,744,153	67,827,719	61,442,596	68,872,919
Daily Passengers in Michigan (average)	7,191	7,165	6,805	6,029	5,906
Miles Travelled Per Passenger in Michigan (average)	64.3	68.0	71.3	73.6	73.0
Daily Passenger Miles In Michigan (average)	462,253	487,273	484,907	443,950	431,007
Passenger Revenue Generated in Michigan	\$10,993,666	\$11,651,763	\$11,865,162	\$12,150,836	\$11,912,826

INDIAN TRAILS  
Owosso, Michigan

MPSC #p-724

SERVICE AREA: Bay City-Flint-Chicago; Owosso-Flint; Port Austin-Flint-Detroit

	1968	1969	1970	1971	1972
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated	2,485,149	2,621,192	2,319,961	2,413,156	2,273,321
Passengers Carried	351,504	349,718	355,078	369,549	333,386
Passenger Miles	31,590,893	34,118,164	27,163,467	28,262,788	28,945,700
Passenger Revenue	1,221,863	1,388,939	1,469,018	1,646,427	1,649,905
Average Fare	\$ 3.47	\$ 3.97	\$ 4.13	\$ 4.45	\$ 4.95
Average Revenue Per Bus Mile	\$ .492	\$ .529	\$ .633	\$ .682	\$ .726
Average Revenue Per Passenger Mile	\$ .038	\$ .041	\$ .054	\$ .058	\$ .057
Average Load Per Mile	12.7	13.0	11.7	11.7	12.7
Average Length of Journey	89.9	75.0	76.5	76.5	86.8
<b>CHARTER SERVICE</b>					
Miles Operated	628,540	675,905	808,265	832,077	939,055
Passengers Carried	63,549	64,500	58,695	89,567	104,339
Passenger Revenue	\$ 428,023	\$ 567,240	\$ 568,187	\$ 633,587	\$ 702,661
Average Fare Per Passenger	\$ 6.73	\$ 8.79	\$ 9.68	\$ 7.07	\$ 6.73
<b>ALL OPERATIONS</b>					
Miles Operated	3,113,689	3,297,097	3,128,226	3,245,233	3,212,376
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger	\$ 1,243,138	\$ 1,388,939	\$ 1,469,018	\$ 1,646,427	\$ 1,649,905
Special Bus	\$ 447,484	\$ 567,240	\$ 568,187	\$ 633,587	\$ 702,661
Baggage	\$ 390	\$ 520	\$ 536	\$ 479	\$ 528
Mail	\$ 4,209	\$ 6,123	\$ 5,818	\$ 5,791	\$ 3,596
Express	\$ 266,940	\$ 311,835	\$ 334,984	\$ 235,138	\$ 305,803
Newspaper	\$ 11,685	\$ 7,794	\$ 6,998	\$ 8,507	\$ 6,781
Misc. Station	\$ 618	\$ 89	\$ 89	\$ 348	\$ 133
Other	\$ 14,992	\$ 15,910	\$ 6,543		\$ 2,011
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 1,989,456</b>	<b>\$ 2,298,450</b>	<b>\$ 2,392,173</b>	<b>\$ 2,530,277</b>	<b>\$ 2,671,418</b>
<b>EXPENSES</b>					
Operation & Maintenance	\$ 1,571,547	\$ 1,806,795	\$ 1,908,564	\$ 2,013,967	\$ 2,087,254
Depreciation	\$ 149,891	\$ 165,714	\$ 127,869	\$ 237,433	\$ 218,427
Amortization					
Tax and Licenses	\$ 114,145	\$ 121,285	\$ 131,092	\$ 154,312	\$ 165,129
Operating Rents	\$ 9,416	\$ 21,837	\$ 25,084	\$ 29,039	\$ 21,955
<b>TOTAL EXPENSES</b>	<b>\$ 1,844,999</b>	<b>\$ 2,115,631</b>	<b>\$ 2,192,609</b>	<b>\$ 2,434,751</b>	<b>\$ 2,448,855</b>
<b>NET OPERATING REVENUE</b>	<b>\$ 144,457</b>	<b>\$ 182,819</b>	<b>\$ 199,564</b>	<b>\$ 95,526</b>	<b>\$ 222,563</b>
<b>OTHER INCOME</b>	<b>\$ 29,479</b>	<b>\$ 34,980</b>	<b>\$ 45,513</b>	<b>\$ 35,226</b>	<b>\$ 31,195</b>
<b>GROSS INCOME</b>	<b>\$ 173,936</b>	<b>\$ 217,799</b>	<b>\$ 245,077</b>	<b>\$ 130,752</b>	<b>\$ 253,758</b>
<b>INCOME DEDUCTIONS</b>	<b>\$ 5,632</b>	<b>\$ 11,613</b>	<b>\$ 1,549</b>	<b>\$ 4,211</b>	<b>\$ 73,375</b>
<b>INCOME BEFORE TAXES</b>	<b>\$ 168,304</b>	<b>\$ 206,186</b>	<b>\$ 243,528</b>	<b>\$ 126,541</b>	<b>\$ 180,383</b>
<b>TOTAL INCOME AFTER TAXES</b>	<b>\$ 94,304</b>	<b>\$ 129,126</b>	<b>\$ 143,830</b>	<b>\$ 56,639</b>	<b>\$ 125,490</b>
<b>OPERATING RATIO</b>	<b>92.7</b>	<b>92.1</b>	<b>91.6</b>	<b>96.2</b>	<b>91.6</b>
<b>EQUIPMENT:</b>					
<b>OWNED AND LEASED VEHICLES IN OPERATION</b>	<b>33</b>	<b>34</b>	<b>33</b>	<b>33</b>	<b>34</b>
<b>OWNED AND LEASED VEHICLES ON HAND</b>	<b>33</b>	<b>34</b>	<b>33</b>	<b>33</b>	<b>34</b>

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS

INDIAN TRAILS, INC. (MPSC #P-724)

CARRIER SUPPLIED DATA

	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
Intercity Passengers Carried in Michigan	314,174	312,577	317,368	330,302	297,980
Intercity Bus Miles Operated in Michigan*	1,861,377	1,963,273	1,737,651	1,807,454	1,702,717

\*MDSH&T ESTIMATE

INDIANA MOTOR BUS COMPANY  
South Bend, Indiana

MPSC # P-5217

SERVICE AREA: Benton Harbor-South Bend-Indianapolis; Kalamazoo-South Bend-Indianapolis

	1968	1969	1970	1971	1972
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated	1,755,290	1,808,008	1,709,265	1,920,830	1,662,604
Passengers Carried	289,693	271,509	244,680	233,704	195,103
Passenger Miles	18,681,330	17,811,836	16,808,021	16,377,078	15,433,155
Passenger Revenue	\$ 815,217	\$ 820,237	\$ 817,415	\$ 894,786	\$ 866,917
Average Fare	\$ 2.81	\$ 3.02	\$ 3.34	\$ 3.99	\$ 4.44
Average Revenue Per Bus Mile	\$ .464	\$ .451	\$ .478	\$ .467	\$ .521
Average Revenue Per Passenger Mile	\$ .044	\$ .046	\$ .048	\$ .054	\$ .056
Average Load Per Mile	10.6	9.85	9.84	8.55	9.28
Average Length of Journey	64.5	65.7	68.7	73.2	79.1
<b>CHARTER SERVICE</b>					
Miles Operated	575,652	648,390	576,377	634,156	1,031,273
Passengers Carried	106,773	102,948	118,305	121,491	310,386
Passenger Revenue	\$ 483,500	\$ 597,620	\$ 593,356	\$ 687,365	\$ 732,682
Average Fare Per Passenger	\$ 4.52	\$ 5.80	\$ 5.02	\$ 5.65	\$ 6.36
<b>ALL OPERATIONS</b>					
Miles Operated	2,559,736	2,734,881	2,582,123	2,787,416	2,693,877
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger	\$ 815,217	\$ 820,238	\$ 817,415	\$ 894,786	\$ 866,917
Special Bus	\$ 483,500	\$ 597,620	\$ 593,356	\$ 687,365	\$ 732,682
Baggage	\$ 124	\$ 71	\$ 42	\$ 64	\$ 89
Mail	\$ 874	\$ 404			
Express	\$ 153,088	\$ 171,168	\$ 196,485	\$ 180,869	\$ 194,179
Newspaper	\$ 2,444	\$ 1,940	\$ 1,484	\$ 1,260	\$ 987
Misc. Station	\$ 608	\$ 1,576	\$ 2,075	\$ 1,825	\$ 2,140
Other	\$ 7,639	\$ 18,494	\$ 23,381	\$ 28,839	\$ 57,628
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 1,463,494</b>	<b>\$ 1,611,511</b>	<b>\$ 1,634,238</b>	<b>\$ 1,795,008</b>	<b>\$ 1,854,622</b>
<b>EXPENSES</b>					
Operation & Maintenance	\$ 1,135,988	\$ 1,274,031	\$ 1,289,688	\$ 1,434,114	\$ 1,492,346
Depreciation	\$ 85,951	\$ 96,553	\$ 128,753	\$ 135,141	\$ 129,803
Amortization					
Tax and Licenses	\$ 109,071	\$ 134,744	\$ 146,618	\$ 172,593	\$ 148,258
Operating Rents	\$ 17,714	\$ 24,814	\$ 26,025	\$ 25,350	\$ 23,480
<b>TOTAL EXPENSES</b>	<b>\$ 1,348,724</b>	<b>\$ 1,530,142</b>	<b>\$ 1,591,084</b>	<b>\$ 767,198</b>	<b>\$ 1,793,887</b>
<b>NET OPERATING REVENUE</b>	<b>\$ 114,770</b>	<b>\$ 81,369</b>	<b>\$ 43,154</b>	<b>\$ 27,810</b>	<b>\$ 60,735</b>
<b>OTHER INCOME</b>	<b>\$ 2,957</b>	<b>\$ 6,974</b>	<b>\$ 7,836</b>	<b>\$ 12,923</b>	<b>\$ 19,447</b>
<b>GROSS INCOME</b>	<b>\$ 117,727</b>	<b>\$ 99,432</b>	<b>\$ 33,094</b>	<b>\$ 46,439</b>	<b>\$ 63,285</b>
<b>INCOME DEDUCTIONS</b>	<b>\$ 24,862</b>	<b>\$ 47,157</b>	<b>\$ 33,660</b>	<b>\$ 32,320</b>	<b>\$ 47,531</b>
<b>INCOME BEFORE TAXES</b>	<b>\$ 92,865</b>	<b>\$ 52,275</b>	<b>\$ (566)</b>	<b>\$ 14,119</b>	<b>\$ 15,751</b>
<b>TOTAL INCOME AFTER TAXES</b>	<b>\$ 84,225</b>	<b>\$ 52,275</b>	<b>\$ (566)</b>	<b>\$ 13,915</b>	<b>\$ 15,958</b>
<b>OPERATING RATIO</b>	<b>92.2</b>	<b>95.0</b>	<b>97.4</b>	<b>98.5</b>	<b>96.7</b>
<b>EQUIPMENT:</b>					
<b>OWNED AND LEASED VEHICLES IN OPERATION</b>	<b>14</b>	<b>26</b>	<b>23</b>	<b>23</b>	<b>21</b>
<b>OWNED AND LEASED VEHICLES ON HAND</b>	<b>30</b>	<b>42</b>	<b>39</b>	<b>42</b>	<b>46</b>

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS



INDIANA MOTOR BUS CO. (MPSC #P-5217)

CARRIER SUPPLIED DATA

Intercity Passengers  
Carried in Michigan

Cumulative 1968-1972 total - 140,825

Intercity Bus Miles  
Operated in Michigan

Cumulative 1968-1972 total - 812,352

MERCURY BUS LINES, INC.  
Alma, Michigan

MPSC # P-6550

SERVICE AREA: Alma-Midland-Saginaw; Midland-Gladwin

	1968	1969	1970	1971	1972
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated					
Passengers Carried		23,568	22,553	22,266	21,176
Passenger Miles		79,209	83,716	78,792	
Passenger Revenue		\$ 16,120	\$ 16,515	\$ 3,583	\$ 12,724
Average Fare					
Average Revenue Per Bus Mile					
Average Revenue Per Passenger Mile					
Average Load Per Mile					
Average Length of Journey					
<b>CHARTER SERVICE</b>					
Miles Operated					
Passengers Carried		27,107	27,515	27,588	33,320
Passenger Revenue		\$ 89,072	\$ 123,926	\$ 128,861	\$ 151,673
Average Fare Per Passenger					
<b>ALL OPERATIONS</b>					
Miles Operated					
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger	\$ 4,157	\$ 105,192	\$ 140,442	\$ 141,777	\$ 164,398
Special Bus					
Baggage					
Mail					
Express					
Newspaper					
Misc. Station		\$ 2,012	\$ (1,492)	\$ 4,223	\$ 5,341
Other	\$ 92,850	\$ 3,325	\$ 15,721	\$ 9,436	
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 97,141</b>	<b>\$ 110,530</b>	<b>\$ 154,670</b>	<b>\$ 155,437</b>	<b>\$ 169,739</b>
<b>EXPENSES</b>					
Operation & Maintenance					\$ 145,422
Depreciation	\$ 6,300	\$ 8,046	\$ 11,015	\$ 9,326	\$ 706
Amortization					
Tax and Licenses	\$ 10,443	\$ 1,233	\$ 10,456	\$ 13,771	\$ 16,011
Operating Rents	\$ 1,188	\$ 1,619	\$ 1,870	\$ 1,477	\$ 3,864
<b>TOTAL EXPENSES</b>	<b>\$ 90,265</b>	<b>\$ 97,400</b>	<b>\$ 125,088</b>	<b>\$ 142,900</b>	<b>\$ 166,003</b>
<b>NET OPERATING REVENUE</b>	<b>\$ 6,875</b>	<b>\$ 13,130</b>	<b>\$ 29,582</b>	<b>\$ 12,537</b>	<b>\$ 3,735</b>
OTHER INCOME	\$ 1,495	\$ 2,688	\$ 1,150		\$ 460
<b>GROSS INCOME</b>	<b>\$ 8,371</b>	<b>\$ 15,818</b>	<b>\$ 30,732</b>	<b>\$ 12,537</b>	<b>\$ 4,195</b>
INCOME DEDUCTIONS	\$ 3,204	\$ 2,228	\$ 7,354	\$ 3,594	\$ 2,922
<b>INCOME BEFORE TAXES</b>	<b>\$ 5,167</b>	<b>\$ 13,590</b>	<b>\$ 23,377</b>	<b>\$ 8,943</b>	<b>\$ 1,273</b>
<b>TOTAL INCOME AFTER TAXES</b>		<b>\$ 13,590</b>	<b>\$ 23,377</b>	<b>\$ 8,943</b>	<b>\$ 276</b>
<b>OPERATING RATIO</b>					
<b>EQUIPMENT:</b>					
<b>OWNED AND LEASED VEHICLES IN OPERATION</b>					
<b>OWNED AND LEASED VEHICLES ON HAND</b>					
	9	10	16	14	11

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS

NORTH STAR LINES, INC.  
Grand Rapids, Michigan

MPSC #P-133

SERVICE AREA: Ludington-Grand Rapids-Lansing-Detroit-Toledo; Flint-Ann Arbor; Traverse City-Holland;  
Sault Ste. Marie-Cadillac; Traverse City-Lansing-Detroit; Grand Rapids-Port Wayne

	1968	1969	1970	1971	1972
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated	1,148,749	1,535,695	1,322,161	1,517,593	2,001,493
Passengers Carried	136,634	165,174	147,266	168,572	207,682
Passenger Miles	10,528,000	11,911,528	11,158,963	13,886,562	16,249,806
Passenger Revenue	\$ 485,957	\$ 576,693	\$ 549,021	\$ 662,389	\$ 838,490
Average Fare	\$ 3.55	\$ 3.49	\$ 3.73	\$ 3.92	\$ 4.04
Average Revenue Per Bus Mile	\$ .423	\$ .375	\$ .415	\$ .436	\$ .419
Average Revenue Per Passenger Mile	\$ .046	\$ .048	\$ .049	\$ .047	\$ .052
Average Load Per Mile	9.2	7.7	8.4	9.2	8.1
Average Length of Journey	77.1	71.9	75.8	82.4	78.2
<b>CHARTER SERVICE</b>					
Miles Operated	287,359	293,860	306,675	336,429	398,824
Passengers Carried	29,834	29,285	35,670	38,036	37,918
Passenger Revenue	\$ 220,902	\$ 234,317	\$ 267,572	\$ 298,287	\$ 357,782
Average Fare Per Passenger	\$ 7.40	\$ 8.00	\$ 8.50	\$ 7.84	\$ 9.43
<b>ALL OPERATIONS</b>					
Miles Operated	2,068,201	2,459,485	2,216,634	2,262,502	2,814,925
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger	\$ 485,957	\$ 576,693	\$ 549,021	\$ 662,389	\$ 838,490
Special Bus	\$ 220,902	\$ 234,317	\$ 267,572	\$ 298,287	\$ 357,782
Baggage					
Mail	\$ 3,610	\$ 3,126	\$ 4,942	\$ 4,713	\$ 3,851
Express	\$ 174,764	\$ 268,551	\$ 278,509	\$ 280,849	\$ 364,747
Newspaper	\$ 1,837	\$ 68			\$ 289
Misc. Station	\$ 4,318	\$ 4,062	\$ 4,464	\$ 5,800	\$ 261,686
Other	\$ 327,283	\$ 347,483		\$ 272,149	
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 1,218,671</b>	<b>\$ 1,434,300</b>	<b>\$ 1,484,093</b>	<b>\$ 1,524,187</b>	<b>\$ 1,829,441</b>
<b>EXPENSES</b>					
Operation & Maintenance	\$ 860,782	\$ 1,076,342	\$ 1,143,450	\$ 1,172,558	\$ 1,413,730
Depreciation	\$ 9,309	\$ 10,346	\$ 10,631	\$ 9,567	\$ 10,156
Amortization					
Tax and Licenses	\$ 70,895	\$ 90,619	\$ 94,649	\$ 102,422	\$ 120,650
Operating Rents	\$ 205,384	\$ 235,902	\$ 262,347	\$ 303,499	\$ 323,369
<b>TOTAL EXPENSES</b>	<b>\$ 1,146,370</b>	<b>\$ 1,413,209</b>	<b>\$ 1,511,077</b>	<b>\$ 1,588,046</b>	<b>\$ 1,867,905</b>
<b>NET OPERATING REVENUE</b>	<b>\$ 72,301</b>	<b>\$ 21,091</b>	<b>\$ (26,984)</b>	<b>\$ (63,859)</b>	<b>\$ (38,464)</b>
OTHER INCOME	\$ 12,656	\$ 24,886	\$ 38,897	\$ 1,997	\$ 14,286
<b>GROSS INCOME</b>	<b>\$ 84,957</b>	<b>\$ 45,977</b>	<b>\$ 11,913</b>	<b>\$ (61,862)</b>	<b>\$ (24,178)</b>
INCOME DEDUCTIONS	\$ 6,400	\$ 11,593	\$ 11,101	\$ 4,234	\$ 6,903
INCOME BEFORE TAXES	\$ 78,557	\$ 34,384	\$ 812	\$ (66,096)	\$ (31,081)
<b>TOTAL INCOME AFTER TAXES</b>	<b>\$ 72,557</b>	<b>\$ 34,384</b>	<b>\$ 812</b>	<b>\$ (66,096)</b>	<b>\$ (31,081)</b>
<b>OPERATING RATIO</b>	<b>93.4</b>	<b>98.6</b>	<b>101.8</b>	<b>104.2</b>	<b>102.1</b>
<b>EQUIPMENT:</b>					
OWNED AND LEASED VEHICLES IN OPERATION	17	21	23	23	24
OWNED AND LEASED VEHICLES ON HAND	17	21	23	23	24

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS

NORTH STAR LINES, INC. (MPSC #P-133)

CARRIER SUPPLIED DATA

	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
Intercity Passengers Carried in Michigan	135,134	160,174	142,955	167,796	204,309
Intercity Bus Miles Operated in Michigan	1,114,624	1,431,070	1,249,785	1,447,286	1,921,334

SHORT WAY LINES, INC.  
Toledo, Ohio

MPSC # P-3853

SERVICE AREA: Ann Arbor-Ypsilanti-Toledo; Ann Arbor-Pontiac; Toledo-Detroit; Jackson-Toledo

	1968	1969	1970	1971	1972
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated	1,612,714	1,246,738	1,160,578	991,850	849,696
Passengers Carried	310,465	264,774	256,722	235,445	179,213
Passenger Miles	13,119,630	10,237,751	9,529,263	8,739,483	6,476,597
Passenger Revenue	\$ 562,107	\$ 480,086	\$ 470,747	\$ 434,573	\$ 337,755
Average Fare	\$ 1.81	\$ 1.81	\$ 1.83	\$ 1.84	\$ 1.88
Average Revenue Per Bus Mile	\$ .348	\$ .385	\$ .406	\$ .438	\$ .398
Average Revenue Per Passenger Mile	.043	.046	.049	.049	.052
Average Load Per Mile	8.1	8.2	8.4	8.8	7.6
Average Length of Journey	42.2	38.6	37.1	37.1	36.1
<b>CHARTER SERVICE</b>					
Miles Operated	490,875	516,764	600,742	673,338	737,424
Passengers Carried	1,426,425	1,468,973	1,390,771	1,596,709	1,804,573
Passenger Revenue	\$ 375,524	\$ 385,024	\$ 461,511	\$ 530,026	\$ 618,693
Average Fare Per Passenger	\$ 4.63	\$ 4.83	\$ 4.83	\$ 3.96	\$ 2.87
<b>ALL OPERATIONS</b>					
Miles Operated	2,103,589	1,763,507	1,761,320	1,665,188	1,587,120
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger	\$ 562,107	\$ 480,086	\$ 470,747	\$ 434,593	\$ 337,755
Special Bus	\$ 375,524	\$ 385,024	\$ 461,511	\$ 530,026	\$ 618,693
Baggage	\$ 310	\$ 234	\$ 203	\$ 130	\$ 107
Mail	\$ 1,722	\$ 118			
Express	\$ 165,609	\$ 83,447	\$ 87,804	\$ 79,209	\$ 70,820
Newspaper	\$ 1,399	\$ 708	\$ 588	\$ 376	\$ 412
Misc. Station					
Other	\$ 12,839	\$ 14,809	\$ 12,287	\$ 8,532	\$ 2,019
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 1,119,510</b>	<b>\$ 964,426</b>	<b>\$ 1,033,140</b>	<b>\$ 1,052,866</b>	<b>\$ 1,047,983</b>
<b>EXPENSES</b>					
Operation & Maintenance	\$ 981,900	\$ 873,164	\$ 914,481	\$ 889,024	\$ 926,181
Depreciation	\$ 5,864	\$ 45,184	\$ 65,087	\$ 44,621	\$ 55,192
Amortization					
Tax and Licenses	\$ 83,725	\$ 80,511	\$ 77,301	\$ 74,316	\$ 75,412
Operating Rents	\$ 12,033	\$ 6,678	\$ 11,486	\$ 20,646	\$ 37,727
<b>TOTAL EXPENSES</b>	<b>\$ 1,136,279</b>	<b>\$ 1,005,537</b>	<b>\$ 1,068,355</b>	<b>\$ 1,028,607</b>	<b>\$ 1,094,512</b>
<b>NET OPERATING REVENUE</b>	<b>\$ (16,769)</b>	<b>\$ (41,111)</b>	<b>\$ (35,215)</b>	<b>\$ 24,259</b>	<b>\$ (46,530)</b>
OTHER INCOME	\$ 2,135	\$ 3,624	\$ 3,053	\$ 2,144	\$ 2,067
<b>GROSS INCOME</b>	<b>\$ (14,634)</b>	<b>\$ (37,487)</b>	<b>\$ (32,162)</b>	<b>\$ 26,403</b>	<b>\$ (44,463)</b>
INCOME DEDUCTIONS	\$ 15,456	\$ 17,607	\$ 16,491	\$ 22,363	\$ 19,768
INCOME BEFORE TAXES	\$ (30,090)	\$ (55,094)	\$ (48,653)	\$ 4,040	\$ (64,231)
<b>TOTAL INCOME AFTER TAXES</b>	<b>\$ (30,090)</b>	<b>\$ (55,094)</b>	<b>\$ (48,653)</b>	<b>\$ 4,040</b>	<b>\$ (64,231)</b>
<b>OPERATING RATIO</b>	<b>101.5</b>	<b>104.3</b>	<b>103.4</b>	<b>97.7</b>	<b>104.4</b>
<b>EQUIPMENT:</b>					
OWNED AND LEASED VEHICLES IN OPERATION	27	25	21	11	12
OWNED AND LEASED VEHICLES ON HAND	30	33	31	20	19

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS

SHORT WAY LINES, INC. (MPSC #P-3853)

CARRIER SUPPLIED DATA

	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
Intercity Passengers Carried in Michigan	306,382	264,719	256,718	235,371	179,175
Intercity Bus Miles Operated in Michigan	1,478,697	1,143,134	1,064,133	909,427	779,086

VALLEY COACH LINES, INC.  
Flushing, Michigan

MPSC #P-92

SERVICE AREA: Port Huron-Flint-Flushing; Port Huron-Sandusky-Saginaw

	1968	1969	1970	1971	1972
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated	1,640				
Passengers Carried	16,190				
Passenger Miles	1,640				
Passenger Revenue	\$ 12,105				
Average Fare	\$ .74				
Average Revenue Per Bus Mile	\$ 7.3				
Average Revenue Per Passenger Mile	\$ 7.3				
Average Load Per Mile	1				
Average Length of Journey	.01				
<b>CHARTER SERVICE</b>					
Miles Operated	404,520	2,609		363,181	
Passengers Carried	47,180	643		70,322	75,000
Passenger Revenue	\$ 231,359	\$ 276,981		\$ 315,090	\$ 356,238
Average Fare Per Passenger	\$ 4.90	\$ 4.30		\$ 4.48	\$ 4.75
<b>ALL OPERATIONS</b>					
Miles Operated	473,243			545,816	
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger	\$ 14,162	\$ 22,409		\$ 21,045	\$ 381,894
Special Bus	\$ 230,414	\$ 276,981		\$ 308,452	
Baggage					
Mail					
Express	\$ 944	\$ 2,155		\$ 6,637	\$ 8,737
Newspaper					
Misc. Station					
Other					
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 245,522</b>	<b>\$ 301,505</b>		<b>\$ 336,135</b>	<b>\$ 390,631</b>
<b>EXPENSES</b>					
Operation & Maintenance	\$ 204,240	\$ 280,088	\$ 287,377	\$ 324,250	\$ 368,893
Depreciation	\$ 20,668	\$ 25,572	\$ 31,969	\$ 29,424	\$ 30,910
Amortization					
Tax and Licenses	\$ 14,392	\$ 27,516	\$ 25,767	\$ 30,567	\$ 34,970
Operating Rents	\$ 3,825	\$ 6,829	\$ 8,610		\$ 7,020
<b>TOTAL EXPENSES</b>	<b>\$ 243,126</b>	<b>\$ 340,007</b>	<b>\$ 353,724</b>	<b>\$ 384,242</b>	<b>\$ 441,794</b>
<b>NET OPERATING REVENUE</b>	<b>\$ 2,395</b>	<b>\$ (38,501)</b>	<b>\$ (6,193)</b>	<b>\$ (48,106)</b>	<b>\$ (51,262)</b>
<b>OTHER INCOME</b>	<b>\$ 26,990</b>	<b>\$ 40,073</b>	<b>\$ 42,211</b>	<b>\$ 59,256</b>	<b>\$ 56,194</b>
<b>GROSS INCOME</b>	<b>\$ 29,386</b>	<b>\$ 1,572</b>	<b>\$ 39,017</b>	<b>\$ 11,149</b>	<b>\$ 9,746</b>
<b>INCOME DEDUCTIONS</b>	<b>\$ 3,549</b>	<b>\$ 6,558</b>	<b>\$ 5,360</b>		<b>\$ 21,855</b>
<b>INCOME BEFORE TAXES</b>	<b>\$ 25,837</b>	<b>\$ (4,986)</b>	<b>\$ 33,657</b>	<b>\$ 11,149</b>	<b>\$ 12,108</b>
<b>TOTAL INCOME AFTER TAXES</b>	<b>\$ 20,485</b>	<b>\$ (5,138)</b>	<b>\$ 26,159</b>	<b>\$ 7,866</b>	<b>\$ 12,108</b>
<b>OPERATING RATIO</b>					
<b>EQUIPMENT:</b>					
<b>OWNED AND LEASED VEHICLES IN OPERATION</b>					
<b>OWNED AND LEASED VEHICLES ON HAND</b>					
	17	22	24	26	29

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS

WHITE PINE EXPRESS, INC.  
Lake Linden, Michigan

MPSC # P-12353

SERVICE AREA: Calumet-White Pine; Lake Linden-Hancock

	1968	1969	1970	1971	1972
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated					
Passengers Carried		107,100	107,100	107,100	57,300
Passenger Miles					
Passenger Revenue		\$ 90,242	\$ 154,898	\$ 143,928	\$ 77,091
Average Fare					
Average Revenue Per Bus Mile					
Average Revenue Per Passenger Mile					
Average Load Per Mile					
Average Length of Journey					
<b>CHARTER SERVICE</b>					
Miles Operated					
Passengers Carried		300	300	300	250
Passenger Revenue		\$ 5,950	\$ 7,749	\$ 13,428	\$ 1,538
Average Fare Per Passenger					
<b>ALL OPERATIONS</b>					
Miles Operated					
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger		\$ 96,173	\$ 162,647	\$ 157,356	\$ 78,629
Special Bus					
Baggage					
Mail					
Express					
Newspaper					
Misc. Station					
Other		\$ 19	74	27	
<b>TOTAL OPERATING REVENUE</b>		\$ 96,192	\$ 162,721	\$ 157,383	\$ 78,629
<b>EXPENSES</b>					
Operation & Maintenance		\$ 55,242	\$ 97,524	\$ 96,395	\$ 58,813
Depreciation		\$ 14,605	\$ 13,730	\$ 17,234	\$ 6,153
Amortization					
Tax and Licenses		\$ 7,249	\$ 14,324	\$ 13,019	\$ 6,236
Operating Rents		\$ 7,052	\$ 6,209	\$ 3,646	\$
<b>TOTAL EXPENSES</b>		\$ 84,148	\$ 131,787	\$ 130,294	\$ 71,202
<b>NET OPERATING REVENUE</b>		\$ 12,044	\$ 30,934	\$ 27,089	\$ 7,427
<b>OTHER INCOME</b>					
<b>GROSS INCOME</b>		\$ 12,044	\$ 30,934	\$ 27,089	\$ 7,427
INCOME DEDUCTIONS		\$ 4,486	\$ 2,886	\$ 10,194	\$ 4,160
<b>INCOME BEFORE TAXES</b>		\$ 7,558	\$ 23,048	\$ 16,895	\$ 3,267
<b>TOTAL INCOME AFTER TAXES</b>		\$ 7,558			
<b>OPERATING RATIO</b>					
<b>EQUIPMENT:</b>					
<b>OWNED AND LEASED VEHICLES IN OPERATION</b>					
<b>OWNED AND LEASED VEHICLES ON HAND</b>		3	5	6	7



WISCONSIN-MICHIGAN COACHES, INC.  
Green Bay, Wisconsin

MPSC (P-12353

SERVICE AREA: Ironwood-Green Bay; Iron River-Iron Mountain-Green Bay

	1968	1969	1970	1971	1972
<b>OPERATING STATISTICS:</b>					
<b>INTERCITY SERVICE</b>					
Miles Operated	712,574	889,222	875,794	875,176	1,110,122
Passengers Carried	89,027	107,868	99,294	93,354	111,897
Passenger Miles	6,945,206	8,156,302	7,327,875	7,742,547	9,897,524
Passenger Revenue	\$ 281,593	\$ 360,150	\$ 366,119	\$ 368,011	\$ 468,117
Average Fare	\$ 3.16	\$ 3.33	\$ 3.68	\$ 3.94	\$ 4.18
Average Revenue Per Bus Mile	\$ .39	\$ .40	\$ .41	\$ .42	\$ .42
Average Revenue Per Passenger Mile	\$ .04	\$ .04	\$ .05	\$ .05	\$ .04
Average Load Per Mile	9.7	9.2	8.4	8.8	8.9
Average Length of Journey	78.0	75.6	73.8	82.9	88.5
<b>CHARTER SERVICE</b>					
Miles Operated	439,933	462,232	448,710	409,743	479,649
Passengers Carried	44,460	45,525	42,091	38,881	46,836
Passenger Revenue	\$ 247,177	\$ 298,600	\$ 326,525	\$ 293,519	\$ 317,748
Average Fare Per Passenger	\$ 5.55	\$ 6.55	\$ 7.75	\$ 7.54	\$ 6.78
<b>ALL OPERATIONS</b>					
Miles Operated	1,276,972	1,473,824	1,395,349	1,335,539	1,589,771
<b>FINANCIAL SITUATION:</b>					
<b>OPERATING REVENUES</b>					
Passenger	\$ 308,000	\$ 387,011	\$ 379,405	\$ 377,782	\$ 468,117
Special Bus	\$ 247,177	\$ 298,600	\$ 326,525	\$ 293,519	\$ 317,748
Baggage					
Mail	\$ 72	\$ 89	\$ 69	\$ 64	\$ 112
Express	\$ 54,245	\$ 65,639	\$ 69,357	\$ 73,980	\$ 88,411
Newspaper	\$ 597	\$ 535	\$ 504	\$ 431	\$ 392
Misc. Station	\$ 402	\$ 83	\$ 840	\$ 1,260	\$ 1,299
Other	\$ 24,391	\$ 8,095	\$ 11,068	\$ 12,323	\$ 8,604
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 634,884</b>	<b>\$ 760,052</b>	<b>\$ 787,768</b>	<b>\$ 759,359</b>	<b>\$ 884,683</b>
<b>EXPENSES</b>					
Operation & Maintenance	\$ 487,133	\$ 588,456	\$ 589,771	\$ 583,678	\$ 710,478
Depreciation	\$ 55,991	\$ 72,929	\$ 100,597	\$ 92,649	\$ 79,836
Amortization					
Tax and Licenses	\$ 47,285	\$ 52,766	\$ 52,321	\$ 52,151	\$ 58,991
Operating Rents	\$ 1,195	\$ 2,333	\$ 3,195	\$ 3,242	\$ 4,821
<b>TOTAL EXPENSES</b>	<b>\$ 591,604</b>	<b>\$ 716,484</b>	<b>\$ 745,884</b>	<b>\$ 731,720</b>	<b>\$ 854,126</b>
<b>NET OPERATING REVENUE</b>	<b>\$ 43,280</b>	<b>\$ 43,568</b>	<b>\$ 41,884</b>	<b>\$ 27,639</b>	<b>\$ 30,557</b>
<b>OTHER INCOME</b>					
<b>GROSS INCOME</b>	<b>\$ 43,280</b>	<b>\$ 43,568</b>	<b>\$ 41,884</b>	<b>\$ 27,639</b>	<b>\$ 30,557</b>
<b>INCOME DEDUCTIONS</b>	<b>\$ 22,498</b>	<b>\$ 24,425</b>	<b>\$ 29,030</b>	<b>\$ 24,813</b>	<b>\$ 25,166</b>
<b>INCOME BEFORE TAXES</b>	<b>\$ 20,782</b>	<b>\$ 19,083</b>	<b>\$ 12,854</b>	<b>\$ 2,826</b>	<b>\$ 5,391</b>
<b>TOTAL INCOME AFTER TAXES</b>	<b>\$ 19,415</b>	<b>\$ 15,189</b>	<b>\$ 10,756</b>	<b>\$ 2,331</b>	<b>\$ 4,660</b>
<b>OPERATING RATIO</b>	<b>93.2</b>	<b>94.3</b>	<b>94.7</b>	<b>96.4</b>	<b>96.5</b>
<b>EQUIPMENT:</b>					
<b>OWNED AND LEASED VEHICLES IN OPERATION</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>17</b>
<b>OWNED AND LEASED VEHICLES ON HAND</b>	<b>17</b>	<b>16</b>	<b>18</b>	<b>18</b>	<b>20</b>

WISCONSIN-MICHIGAN COACHES, INC. (MPSC #P-12353)

CARRIER SUPPLIED DATA

	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
Intercity Passengers Carried in Michigan	11,955	12,582	10,764	9,893	11,203
Intercity Bus Miles Operated in Michigan	33,720	34,270	34,220	34,348	34,310

APPENDIX B

APPENDIX B

MICHIGAN INTERCITY REGULAR ROUTE  
ESTIMATED PASSENGER MILES

COMPANY	1968	1969	1970	1971	1972
1) Bee Line	42,540	67,469*	57,399*	22,363*	22,078*
2) Brooks*	1,267,056	1,267,056	1,267,056	1,267,056	1,267,056
3) Delta*	326,000	326,000	326,000	326,000	39,000
4) Empire*	678,000	678,000	648,000	660,000	666,000
5) Greyhound	169,184,769	177,854,643	176,990,949	162,041,910	157,748,617
6) Indian Trails*	23,639,513	25,522,549	20,330,516	21,147,211	21,624,505
7) Indiana Motor Bus*	1,067,844	925,781	858,402	688,138	684,214
8) Mercury*	80,000	79,209	83,716	78,792	80,000
9) North Star*	10,209,955	11,076,481	10,498,194	13,315,031	15,562,805
10) Short Way*	11,977,445	9,385,130	8,938,717	8,002,952	5,936,630
11) Valley Coach*	520,000	644,000	745,000	880,000	1,021,200
12) White Pine*	2,825,000	2,768,500	2,538,000	2,530,000	2,498,000
13) Wisc.-Mich. Coaches*	327,084	315,284	287,448	302,262	305,359
14) Remaining Carriers*	<u>8,475,000</u>	<u>8,080,000</u>	<u>7,344,000</u>	<u>7,150,000</u>	<u>6,827,000</u>
TOTAL	230,620,206	238,990,102	230,913,397	218,411,715	214,282,464

% CHANGE 1968-1972 -7.08%      AVERAGE ANNUAL DECLINE 1.77%  
1973 PROJECTION 210,489,664      1974 PROJECTION 206,763,997

\*MDSH&T estimate

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS;  
CARRIER SUPPLIED DATA; MDSH&T ESTIMATES

APPENDIX C

APPENDIX C

AVERAGE LOAD PER MILE  
CLASS I, II CARRIERS

<u>COMPANY</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
1) Bee Line					
2) Brooks	13.5	13.5			
3) Delta					1.0
4) Empire					
5) Greyhound*	17.6	19.8	18.0	19.0	19.9
6) Indian Trails	12.7	13.0	11.7	11.7	12.7
7) Indiana Motor Bus	10.6	9.9	9.8	8.6	9.3
8) Mercury					
9) North Star	9.2	7.7	8.4	9.2	8.1
10) Short Way	8.1	8.2	8.4	8.8	7.6
11) Valley Coach					
12) White Pine					
13) Wisc.-Mich. Coaches	<u>9.7</u>	<u>9.2</u>	<u>8.4</u>	<u>8.8</u>	<u>8.9</u>
AVERAGE 5,6,7,9,10,13	11.3	11.3	10.8	11.0	11.1

% CHANGE 1968-1972 -1.8%

\*Average load figure for routes of Greyhound Lines-East in Michigan.

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE,  
PUBLIC SERVICE COMMISSION ANNUAL REPORTS; CARRIER SUPPLIED DATA

APPENDIX D

APPENDIX D

AVERAGE TRIP LENGTH  
CLASS I, II CARRIERS

<u>COMPANY</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
1) Bee Line					
2) Brooks	550	550			
3) Delta					5.4
4) Empire					
5) Greyhound*	64.3	68.0	71.3	73.6	73.0
6) Indian Trails	89.9	75.0	76.5	76.5	86.8
7) Indiana Motor Bus	64.5	65.7	68.7	73.2	79.1
8) Mercury					
9) North Star	77.1	71.9	75.8	82.4	78.2
10) Short Way	42.2	38.6	37.1	37.1	36.1
11) Valley Coach					
12) White Pine					
13) Wisc.-Mich. Coaches	<u>78.0</u>	<u>75.6</u>	<u>73.8</u>	<u>82.9</u>	<u>88.5</u>
AVERAGE 5,6,7,9,10,13	69.3	65.8	67.2	71.0	73.6

% CHANGE 1968-1972 +6.20

\*Average trip length for Michigan passengers traveling Greyhound Lines-East.

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS;  
CARRIER SUPPLIED DATA



APPENDIX E

APPENDIX E

REGULAR ROUTE INTERCITY  
PASSENGER REVENUE AS % OF TOTAL OPERATING REVENUE

<u>COMPANY</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
1) Bee Line	4.21%	1.96%	2.19%	1.12%	.63%
2) Brooks	35.12%	28.83%	26.82%	28.28%	26.71%
3) Delta	60.00%	59.99%	54.99%	42.77%	1.19%
4) Empire*	0%	20.00%	20.00%	20.00%	20.00%
5) Greyhound <sup>1/</sup>	74.90%*	74.52%	73.42%	73.99%	73.57%
6) Indian Trails	61.41%	60.42%	61.40%	65.06%	61.76%
7) Indiana Motor Bus	55.70%	50.89%	50.01%	49.84%	46.74%
8) Mercury	16.47%*	14.58%	10.67%	2.30%	7.49%
9) North Star	39.87%	40.20%	36.99%	43.45%	45.83%
10) Short Way	50.21%	49.77%	45.56%	41.27%	32.22%
11) Valley Coach	4.93%	6.70%*	6.39%*	5.65%	96.00%
12) White Pine	93.81%*	93.81%	95.19%	98.42%	98.04%
13) Wisc.-Mich. Coaches	44.35%	47.38%	46.47%	48.46%	52.91%
14) Remaining Carriers*	41.67%	41.67%	41.67%	41.67%	41.67%

\*MDSH&T ESTIMATE

<sup>1/</sup>1968 figure is estimated for Greyhound Lines-East

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS;  
MDSH&T ESTIMATES

APPENDIX F

APPENDIX F

AVERAGE PASSENGER FARE PER MILE/AVERAGE SYSTEM WIDE FARE  
CLASS I, II CARRIERS

<u>COMPANY</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
1) Bee Line					
2) Brooks					
3) Delta					
4) Empire					
5) Greyhound*	\$.031/\$3.98	\$.033/\$4.37	\$.035/\$4.77	\$.037/\$5.16	\$.039/\$5.57
6) Indian Trails	\$.039/\$3.47	\$.052/\$3.97	\$.054/\$4.13	\$.058/\$4.45	\$.057/\$4.95
7) Indiana Motor Bus	\$.044/\$2.81	\$.045/\$3.02	\$.048/\$3.34	\$.054/\$3.99	\$.056/\$4.44
8) Mercury					
9) North Star	\$.046/\$3.55	\$.048/\$3.49	\$.049/\$3.73	\$.047/\$3.92	\$.052/\$4.04
10) Short Way	\$.043/\$1.81	\$.046/\$1.81	\$.049/\$1.83	\$.049/\$1.84	\$.052/\$1.88
11) Valley Coach					
12) White Pine					
13) Wisc.-Mich. Coaches	<u>\$.041/\$3.16</u>	<u>\$.044/\$3.33</u>	<u>\$.049/\$3.68</u>	<u>\$.047/\$3.94</u>	<u>\$.047/\$4.18</u>
AVERAGE FARE PER MILE	\$.041	\$.045	\$.047	\$.049	\$.051
5,6,7,9,10,13					
% CHANGE 1968-1972	+25.0%				
AVERAGE FARE	\$3.13	\$3.33	\$3.58	\$3.88	\$4.18
5,6,7,9,10,13					
% CHANGE 1968-1972	+33.6%				

\*MDSH&T estimate for Greyhound-Lines-East in 1968

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS; MDSH&T ESTIMATES

APPENDIX G

APPENDIX G

BUSES AVAILABLE FOR SERVICE  
CLASS I, II CARRIERS

<u>COMPANY</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
1) Bee Line	5	4	4	6	5
2) Brooks	12	13	16	14	
3) Delta		19	24	27	25
4) Empire	7	11	6	8	11
5) Greyhound <sup>1/</sup>	1,682	1,680	1,690	1,417	1,398
6) Indian Trails	33	34	33	33	34
7) Indiana Motor Bus	30	42	39	42	46
8) Mercury	9	10	16	14	11
9) North Star	17	21	23	23	24
10) Short Way	30	33	31	20	19
11) Valley Coach	17	22	24	26	29
12) White Pine	3*	3	5	6	7
13) Wisc.-Mich. Coaches	<u>17</u>	<u>16</u>	<u>18</u>	<u>18</u>	<u>20</u>
SUBTOTAL 1,4,5,6,7,8, 9,10,11,12,13	1,850	1,876	1,889	1,613	1,604
Less Greyhound Lines	168	196	199	196	206

<sup>1/</sup> Buses in operation only.

\*MDSH&T ESTIMATES

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE, PUBLIC SERVICE COMMISSION ANNUAL REPORTS; CARRIED SUPPLIED DATA

APPENDIX H

APPENDIX H

SERIOUS INTERCITY BUS ACCIDENTS IN MICHIGAN  
1960-1973

<u>CARRIER AND DATE</u>	<u>INCIDENT</u>
<u>Greyhound Lines-East</u>	
1973	Automobile driver seriously injured after colliding with an intercity bus near Howell.
1971	Automobile driver seriously injured in truck/bus/auto accident near Saginaw.
1970	Bus driver killed, one bus passenger seriously injured in a multi-vehicle accident near Monroe.
<u>Mercury Bus Line</u>	
1967	Automobile driver killed after pulling in front of an intercity bus near Saginaw.
<u>Short Way Lines</u>	
1968	Bus driver killed, two seriously injured after striking a bus being towed on Interstate 94.
1967	Two pedestrians struck and killed near Detroit.
1963	Automobile driver seriously injured in automobile/bus collision near Flat Rock.
1965	Three killed, eight injured when intercity bus struck by a tornado near the Michigan-Ohio State Line.

SOURCE: MICHIGAN DEPARTMENT OF COMMERCE,  
PUBLIC SERVICE COMMISSION ACCIDENT REPORTS



APPENDIX I

APPENDIX I

MICHIGAN INTERCITY BUS COMPANIES AND ASSOCIATIONS

The Bee Line, Inc.  
2140 Beechmont Street  
P.O. Box 622  
Keego Harbor, Michigan 48033

Brooks Bus Line, Inc.  
421 Washington Street  
Paducah, Kentucky 42001

Cardinal Buses, Inc.  
P.O. Box 271  
Middlebury, Indiana

Continental Trailways  
315 Continental Avenue  
Dallas, Texas 75207

Delta Bus Company  
306 Stoker Drive  
Saginaw, Michigan 48604

Empire Bus Line  
53 Commerce, S.W.  
Grand Rapids, Michigan 49502

G & G Trucking  
812 Arbor Street  
Harbor Springs, Michigan 49740

Greyhound Lines-East  
1400 West Third Street  
Cleveland, Ohio 44113

Indiana Motor Bus Company  
715 South Michigan Street  
South Bend, Indiana 46624

Indian Trails, Inc.  
109 East Comstock Street  
Owosso, Michigan 48867

Marquette Bus Service  
1414 Garfield Avenue  
Marquette, Michigan 49855

Mercury Bus Lines, Inc.  
806 Francisco  
Alma, Michigan 48801

North Star Lines, Inc.  
341 Ellsworth, S.W.  
Grand Rapids, Michigan 49502

Short Way Lines, Inc.  
900 West Central  
Toledo, Ohio 43610

Smith Bus Line  
102 West Washington Avenue  
Alpena, Michigan 49707

South End Transportation, Inc.  
P.O. Box 45  
Ewen, Michigan 49925

Valley Coach Lines, Inc.  
4335 Seymour Road  
P.O. Box 145  
Flushing, Michigan 48433

White Pine Express, Inc.  
Box 188  
Hancock, Michigan 49930

Wisconsin-Michigan Coaches, Inc.  
725 Smith Street  
Green Bay, Wisconsin 54302

Wolverine Stages  
504 Liberty Street  
Petoskey, Michigan 49770

Zephyr Lines, Inc.  
505 6th Avenue, North  
Minneapolis, Minnesota 55405

Michigan Motor Bus Association  
230 Washington Square  
Suite G  
Lansing, Michigan 48933  
William Boos, Legislative Counsel