

## Notes on the private turnaround operators

### ATE Management (now First Transit)

- Cincinnati, Newport and Covington Railway Company/KY (1955)
  - Lehigh Valley Transportation Company/PA (1955)
  - Harrisburg Railways Company/PA (1955)
  - Delaware Coach Company (1956)
  - Wilkes-Barre Transit Corporation/PA (1958)
  - Omaha Transit Company/NB (1960)
  - Akron Transportation Company/OH
  - Youngstown Municipal Railway Company/OH
  - Baton Rouge Bus Company/LA
  - Southern Coach Lines Inc./TN (Nashville/Chattanooga)
  - Springfield Transportation Company/IL
  - Virginia Transit Company/VA (Richmond/Norfolk)
- [https://cptdb.ca/wiki/index.php/American\\_Transportation\\_Enterprises](https://cptdb.ca/wiki/index.php/American_Transportation_Enterprises)

### City transit Management Group dba City Transit Co.

- City Transit Company (Bainbridge, GA)
  - City Transit Company (Buckhannon, WV)
  - City Transit Company (Camden, SC)
  - City Transit Company (Dayton, OH)
  - City Transit Company (Logansport, IN)
- <https://www.newspapers.com/image/405387795/>

### McDonald Transit Management Inc.

<https://www.newspapers.com/image/405034621/> & ATE & St. John.  
<https://www.newspapers.com/image/404727641/> seeking management bid Miami Valley RTA, McDonald v. ATE

### American Transit Corp.

<https://www.chicagorailfan.com/holdbua.html> 29 bus companies

Our company owns and operates transit companies in 11 States.

We provide public transit service in the following 18 cities: Cape Girardeau, Mo., LaSalle-Peru, Ill., Danville, Ill., Hammond-Whiting-East Chicago, Ind., Lexington, Ky., Paducah, Ky., Tuscaloosa, Ala., Pensacola, Fla., Gulfport-Biloxi, Miss., Hattiesburg, Miss., Gretna-Algiers, La., Port Arthur, Tex., Austin, Tex., Waco, Tex., Lubbock, Tex., Texarkana, Tex., Texarkana, Ark., and Pontiac, Mich. In addition, we conduct suburban transit operations in the following areas: Detroit, Mich., area, Gary, Ind. -Chicago area, and Dallas-Fort Worth, Tex., area.

### **City Coach Lines, Inc.**

- Evansville City Coach Lines (sold 1959)
- Flint Trolley Coach Inc. Page 2 Appendix D
- Jacksonville Coach Co.
- Grand Rapids City Coach Lines (acquired 1954)
- Charlotte City Coach Lines (acquired 1955)
- Winston-Salem City Coach Lines (acquired 1955)
- Greenville City Coach Lines (acquired 1955)
- Muskegon City Coach Lines (acquired 1956)
- Raleigh City Coach Lines (acquired 1958)

### **St. John Transportation Co.**

<https://aadl.org/taxonomy/term/72990> Ann Arbor discussion about St. John and DC Transit Systems.

<https://www.newspapers.com/image/30987467/?terms=%22St.%2BJohn%2BTransportation%2BCo.%22>

<https://www.newspapers.com/image/391706746/?terms=%22St.%2BJohn%2BTransportation%2BCo.%22>

<https://www.newspapers.com/image/406234324/?terms=%22St.%2BJohn%2BTransportation%2BCo.%22>

<https://www.newspapers.com/image/405834472/?terms=%22St.%2BJohn%2BTransportation%2BCo.%22>

### **Rapid Transit Lines, Inc.** (Houston, Wichita, Oakland).

Excerpt from Congressional Record Senate. February 20, 1963. p. 2610.

[From Highway Highlights, October-November 1962]

#### THE WONDER WORKER OF HOUSTON AND WICHITA

(Bernard Calkins, who has revitalized bus operations in both cities, believes strongly in free enterprise.)

On September 6, 1961, there was a long parade up Main Street in Houston, Tex. Under police escort, 100 brand new blue and silver buses drove up the street, one after another, before the admiring view of about 50,000 Houston residents. The air-conditioned, luxury transit equipment represented a new era in mass transit in the Texas metropolis.

And it was a typical bit of master showmanship by Bernard E. Calkins, a hard-driving, imaginative businessman who is looked on as somewhat of a miracle worker in Houston and Wichita, Kans.

For in both cities Calkins, with his Rapid Transit Lines, Inc., in an amazingly short period of time has pumped new life into deficit-ridden bus lines, put their operation in the black, provided many new services and sold the public on bus transportation.

## SORRY CONDITION

By the fall of 1960, the bus transit operations in Houston were in a sorry state. The number of riders was declining steadily, equipment was sadly outdated, the service was poor, and a general attitude of defeatism prevailed. Now, after less than a year and a half under Calkins' direction a completely different situation exists. Of the 379 active buses, 235 are the new air-conditioned Dreamliners.

Transit services in the City of Houston were provided by private operators until April, 1974. As has been the pattern throughout the transit industry, Houston's private operators were caught in a cycle of declining ridership and revenues and increasing fares. As a result, the level and quality of transit service declined significantly. Realizing that public transit would continue to deteriorate if it did not act quickly, the City of Houston purchased the assets of the private operator, **Rapid Transit Lines, Inc.**, for \$5.3 million in April, 1974. The bus company was renamed the Houston Transit System (HouTran) to establish a new identity for the city-owned system.

The first public subsidy of the transit system came in 1975, the year after its acquisition by the City. In that year, revenues totaled \$16.6 million, which was \$4.4 million short of the total operating costs. The deficit was met by the City with revenue-sharing funds. The next year saw a 20 percent increase in expenses and an 11 percent decrease in revenues. The operating deficit more than doubled, rising to \$9.7 million. The continuing increase in operating deficits and the need for capital investment to provide better transit service stimulated the formation of a regional transit authority with taxing powers. The City operated the transit system until the Metropolitan Transit Authority took over its operation on January 1, 1979.

[Draft Environmental Impact Statement, Southwest/Westpark Corridor, UMTA, U.S. Department of Transportation, Sept. 19, 1980.](#)