

# Bus & Motorcoach NEWS

WHAT'S GOING ON IN THE BUS INDUSTRY

## Highway funding worries coach industry lobbyists

WASHINGTON — A year ago, the legislative agenda of the motorcoach industry was largely focused on one thing: Congress' contortions to get the five-year highway and public transportation funding bill passed.

Today, the industry's Washington agenda is much more nebulous.

Of paramount importance to

industry lobbyists and trade association executives is the appointment of a new administrator for the Federal Motor Carrier Safety Administration (see story on page four), and the expected publication of a number of important safety-related rules by the FMCSA.

Tops on the lobbyists' worry list, however, is the pending negoti-

ated rule-making by the Federal Transit Administration to come up with possible changes to federal charter service rules.

Of longer-term — but no less significant — concern is the relatively low-profile effort to find alternatives to financing the nation's highway system.

The urgency of this issue stems

from predictions by a number of experts that the federal Highway Trust Fund could be bankrupt within three years.

The great fear among those who earn a living working inside the Washington Beltway is that as Congress and federal policymakers cast about for ways to shore up the trust fund their wayward eyes could land

on the 17-cents-per-gallon federal excise tax exemption granted to the over-the-road bus industry.

Last year's highway bill set up two commissions to study alternative methods for funding the federal highway system and appropriated \$100 million for a pilot program for states to experiment with non-

CONTINUED ON PAGE 8 ▶

## Detroit Diesel reaffirms commitment to industry, says it's ready for 2007

DETROIT — If you've heard talk in the industry that Detroit Diesel Corp. is pulling out of the motorcoach market, forget it.

The company has made it clear it not only intends to continue supplying coach engines but it will introduce new engines to the industry in coming years, including an upgraded Series 60 in '07 that will meet new and more stringent federal emission standards.

"We're serious about this," company President and Chief Executive Carsten Reinhardt emphasized at a press gathering here. "We're here to play in this segment of the engine market."

Detroit Diesel has been serving the North American motorcoach market for decades. The industry's coach suppliers, Van Hool, Setra, Prevost and Motor Coach

Industries, sell most or all of their coaches with Detroit Diesel engines.

However, Reinhardt and other Detroit Diesel executives indicated there has been concern in the coach industry that the company might drop out of the market in favor of producing engines only for truck builder Freightliner and other companies owned by its corporate parent, DaimlerChrysler.

"We are not going to pull out of the coach ... market," Reinhardt declared. "We're here to stay."

Additionally, he said the company is looking into the possibility of getting back into the urban bus business, but has made no decision. "We are going to study it very carefully, but as of today we have made no commitment," he noted.

Detroit Diesel is committed,



Detroit Diesel says its heavily tested, reduced-emissions '07 engines are getting closer to being ready for production.

however, to introducing new engines for all of its existing markets, including motorcoaches. Reinhardt said the company has

invested \$1.1 billion in new-engine development and is lining up several new models, including one that could be on the street within

two years.

Meantime, the workhorse Series 60 engine has been substantially

CONTINUED ON PAGE 14 ▶

## Auto-Bus is shut down for failing to have insurance

MOUNTAIN TOP, Pa. — One of the motorcoach industry's best-known operators, Auto-Bus, has been shut down by the Federal Motor Carrier Safety Administration and Pennsylvania authorities for operating without insurance.

According to an FMCSA

spokesman, Auto-Bus has been operating without insurance for nearly three years.

Auto-Bus was launched by company owner Edward Deets more than 30 years ago to transport both passengers and their cars to Florida. Six years ago, the long-

time member of the American Bus Association was one of the eight initial winners of the United Motorcoach Association Vision Awards.

Over the years, the company has been featured in a number of profiles by many of the industry

trade magazines.

Now, Auto-Bus faces the possibility of heavy fines for operating both inter- and intrastate service without federal and state authority. Specifically, it had no insurance.

Ian Grossman, director of communications for the FMCSA, said

Auto-Bus has not had authority to operate interstate bus trips since August 2003

The federal agency issued an out-of-service order against the company late last month, demanding it cease operations. Law

CONTINUED ON PAGE 13 ▶

**COMING TO A CITY NEAR YOU!**

### The MCI Grand Tour

upcoming dates:

**New Orleans, April 27**  
**Orlando, May 3**  
**Blackwood, N.J., May 10**

Come for lunch, stay for seminars and chances to win great prizes



MOTOR COACH INDUSTRIES

*Going further!*

See our ad on page 7 or visit [mcicoach.com](http://mcicoach.com).

# MC-12s AVAILABLE AND MOVING FAST!



## **Hundreds of 1992-1994 MC-12s Available Now – Priced from \$15,000**

Operators are sold on the **superior value and condition** of these well-equipped, professionally-maintained highway coaches. Plus comprehensive service at 5 convenient locations nationwide keeps you covered for all your equipment needs.

### **Coach features include:**

- Streamlined systems designed for simplified maintenance
- Goodyear tires
- Restroom equipped
- Clean interiors
- Integral steering
- Thermo-Pane side glass
- Late-model air-conditioning system
- 47 passenger seating
- 6V92 DDEC III Detroit Diesel Engine
- HT-740 Allison Transmission



**PURCHASE WITH CONFIDENCE –  
Parts Support Available 24/7.  
We Stock MC-12 Parts!**

**CATCH YOURS TODAY, BUT HURRY –  
THEY'RE MOVING FAST!**

**Call your nearby ABC Account Executive today.**

800-222-2875 | **NORTHEAST** | **SOUTHEAST** | **SOUTHWEST** | **WESTERN**  
800-222-2873 | 800-222-2871 | 800-222-2877 | 800-322-2877

[www.abc-companies.com](http://www.abc-companies.com)

Used vehicle sold "as is." No warranties expressed or implied.

## Less stress at No Stress Express

LAS VEGAS — An attempt by Nevada officials to shut down a maverick coach operator who is challenging the state's authority to regulate bus companies has been sidestepped.

Last month, the Nevada Transportation Services Authority pulled the business certification of No Stress Express of Carson City after owner Bob Fairman refused to allow a TSA inspector on his property. (See March 15 *Bus & Motorcoach News*.)

However, Fairman's attorney

was able to defuse the issue by having him take a drug and driver test to remain in operation.

Officials from the Nevada TSA had maintained that the test results they had on file for Fairman were outdated.

"We don't think they have the authority to require the tests, but we advised that he (Fairman) do them anyway," said attorney Ellen Jean Winograd, who represents Fairman.

For his part, Fairman maintains that the TSA effort to shut

him down was in retaliation to a federal law suit he — and the Nevada Transportation Coalition that he heads — filed against the state agency in September.

The suit claims the TSA is overstepping its authority by attempting to regulate motorcoaches and buses and that federal law preempts the state regulatory authority.

The lawsuit is pending with attorneys for both sides exchanging written briefs and preparing for oral arguments.

## Greyhound sales, income post gains for 2nd quarter

NAPERVILLE, Ill. — Laidlaw International, parent company of Greyhound Lines, said its intercity bus companies continued to show revenue and profit gains during the three months ended Feb. 28.

In its second-quarter earnings report, Laidlaw said its Greyhound division, which is composed of Greyhound Lines and Greyhound Canada, posted revenue of \$293.8 million, up 3 percent from the \$284.7 million reported a year ago.

The gain resulted largely from ticket price increases and came despite the huge cutback in the Greyhound route structure during the past 20 months.

The revenue increase at Greyhound contributed to an overall 3 percent rise in consolidated second-quarter revenue at Laidlaw, along with improved contract rates at Laidlaw's school bus operation.

For the six months ended Feb. 28, Greyhound had total revenue of \$598.4 million, up from \$569.5 million for the same quarter last year.

Greyhound operating income, plus depreciation and amortization, or EBITDA, for the second quarter of this year was \$26.3 million, up more than 4.5 percent from last year's second-quarter figure of \$25.1 million.

Greyhound's margin on its operating profit (plus depreciation and amortization) for this year's second quarter was 9 percent, up from last year's 8.8 percent.

Laidlaw calls its operating income, plus depreciation and amortization, "EBITDA." It says it presents the EBITDA figures as an indicator of liquidity.

The consolidated EBITDA for Laidlaw International for the second quarter was \$122.4 million. That figure compares with company net income of \$34 million and operating income (before interest and taxes) of \$65.3 million.

For the six months ended Feb. 28, EBITDA at Greyhound was \$61.2 million, versus \$36.9 million for the like reporting period in 2005.

Laidlaw said it repurchased 1.7 million of its shares during the second quarter at an average price of \$27.16 per share, or a total of \$46 million.

Laidlaw plans to repurchase up to \$200 million of its common stock. The buyback has helped drive up the price of Laidlaw stock in recent months.

The board of Laidlaw declared a dividend of 15 cents per share, payable May 26 to stockholders of record May 3.

## Starkville Trailways rolls into Memphis

MEMPHIS, Tenn. — Starkville Trailways, a member of the charter and tour division of the Trailways Transportation System, has established an operation in Memphis.

Randy Futral, president of Starkville Trailways, set up a new operation, called Memphis Trailways of Tennessee, to expand his company into a much larger market.

To facilitate the expansion, Futral purchased a couple of coaches that formerly belonged to Browder Coaches of Bartlett, Tenn., a suburb of Memphis.

The new operation also expands the Trailways brand into the Memphis market. Metropolitan Memphis, which is about 175 miles

northwest of Futral's base in Starkville, is roughly 21 times larger than Starkville and surrounding Oktibbeha County, Miss.

"I have already seen how the Trailways name has positively impacted our business here in northern Mississippi," says Futral, "and I believe the brand will achieve even more by expanding further north."

Futral said company revenues have grown by more than 25 percent since he joined the Trailways system last year.

"We have certainly stepped-up our advertising in the Mississippi market," he said, "but a lot of our added business has come from

leads we've gotten directly from the Trailways national office and other (Trailways) team members."

Futral also has expanded his company's services, adding Friday and Saturday casino runs between Starkville and Philadelphia, Miss., which has three nearby casinos.

Futral says his customers prefer the 90-minute round trip to Philadelphia than the much longer drive to the casinos on the Mississippi Gulf Coast.

Starkville Trailways operates 13 motorcoaches, including an entertainer coach, and serves a diverse customer base, including schools, churches, Department of Defense units and corporate groups.

## Make other equipment green with envy.

**Lifting Systems** - superior quality while providing maximum safety and durability.

**Exhaust Systems** customized to improve the **safety** of your shop by providing quick and easy ways to control harmful gases.

**Wheel Service** equipment built to handle **heavy-duty** needs while offering ease-of-use.



**GSA** Schedule  
Contract GS-07F-7172B  
© Copyright 2006 ARI-HETRA



Call for a **FREE** demo

**800.562.3250** [www.ari-hetra.com](http://www.ari-hetra.com)

**ARI**  
**hetra**  
lifting systems  
exhaust systems  
wheel service

# THE DOCKET

## No. 2 official at FMCSA, Warren Hoemann, resigns

WASHINGTON — Warren Hoemann, the No. 2 administrator at the Federal Motor Carrier Safety Administration for most of the past three years, has resigned.

Hoemann announced his resignation barely more than a week after becoming acting administrator of the agency that's responsible for improving bus and truck safety on U.S. highways.

Hoemann became acting administrator when Annette Sandberg resigned as administrator and left the job March 31. Hoemann took on Sandberg's responsibilities from his position as deputy administrator, which he had been appointed to in August 2003. He joined the agency in March 2003, as chief counsel. His last day at the FMCSA is May 13.

Replacing Hoemann as deputy

administrator will be John Hill, the agency's assistant administrator and chief safety officer. Hill joined the FMCSA in June 2003, from the Indiana State Police, where he served as the commercial vehicle enforcement division commander from 1989 to 1994 and from 2000 to 2003.

Hill also commanded the Indiana State Police field enforcement and logistics divisions. He joined the state police in 1974.

In a one-page statement to FMCSA employees, Hoemann gave no indication why he was leaving. There was immediate speculation, however, that he was departing because (a) the FMCSA is facing a huge workload of rule-makings stemming from last year's highway bill; (b) because Sandberg was leaving; (c) because of the on-



Warren Hoemann John Hill

going inability of the FMCSA to come up with revised hours-of-service rules for truckers that satisfy truckers, safety advocates and unions, and (d) all of the above.

Hoemann, who has been something of a favorite of motorcoach industry lobbyists, joined the FMCSA with a trucking industry background. Before coming to Washington, he was vice president of the California Trucking Association.

Before working for the trucking association, Hoemann was vice president of government relations at Yellow Corporation, one of the nation's largest trucking companies and the corporate parent of Yellow Freight System.

## FMCSA moves slowly on plan to target outlaw motorcoach, truck firms

WASHINGTON — Federal regulators are starting to take aim at rogue bus and truck operators with a program that will combine education and enforcement.

As a first step, the Federal Motor Carrier Safety Administration has awarded a contract to Consolidated Safety Services Inc. of Fairfax, Va., to devise a plan for the agency's new Non-Entrants Education and Outreach Program.

The primary target of the program will be motorcoach operators and truckers throughout the country that offer interstate services but are not registered with the U.S. Department of Transportation. Infractions include failing to apply for operating authority and/or a USDOT number.

The motorcoach industry has advocated for years that federal regulators step up their efforts to get unregistered operators off the highways.

Such companies, sometimes called outlaws or rogue operators, are conducting business outside the law and below the regulatory radar screen, and their numbers appear to be growing.

Data from fiscal 2003 and 2004 show an alarming trend. Violations for operating without federal authority totaled 7,466 in 2003, more than doubling to 16,408 in 2004, the FMCSA says.

Violations for operating without a USDOT number rose from 20,713 in 2003 to 38,951 in 2004.

"This number includes carriers who did not mark their CMV (Commercial Motor Vehicle) properly," the FMCSA says, meaning they did not affix a DOT number to the side of their vehicle.

In response to a question, Duane DeBruyne of the FMCSA office of communications declined to characterize the new program as a crackdown, rather he said "the contract is charged with getting us off the ground. It begins with helping us think through the best way to address this topic."

"The contract requires that they develop a plan to carry us forward."

The contract emphasizes very strong stakeholder participation, including bus and trucking operators, DeBruyne said.

"They will conduct town hall meetings, seeking input from

stakeholders," he said. "Once they have the information, they will present a recommended plan on how we go forward."

The proposed plan must be submitted by next April.

In its 2005 budget request, FMCSA committed to addressing the issue of identifying carriers that are required to be registered with the USDOT, alerting carriers of safety and compliance requirements, and improving compliance and enforcement efforts on carriers that fail to register.

The goal of the Non-Entrants Education and Outreach Program is to educate carriers and drivers regarding the definition of non-entrants, along with their responsibility to comply with FMCSA regulations.

The ultimate goal, however, is to reduce the number of motor carrier-related crashes, resulting in injuries, fatalities and property damage, according to an FMCSA statement.

Consolidated Safety Services won the \$1 million contract to help the FMCSA develop the non-entrant program. The company is known throughout the motorcoach industry as the organization that conducts Department of Defense audits of bus operators.

"The contract is intended to help us understand the breadth of the question, what is the best way to address it, and by that I mean the most effective method," said DeBruyne of FMCSA. "No one-size-fits-all. Some have a DOT number that is not on their (vehicle), and others are not aware of the need to get it."

DeBruyne says there also may be regional differences in how to deal with non-entrants. Research will show whether non-entrants are more prevalent in rural areas of the West or among inner city urban carriers, and why.

"There may be different strategies needed," he says.

What will happen when non-entrant operators are identified?

"It may be a combination of working with our state partners (state DOTs), and there may be elements of a public information campaign and there may be increased emphasis on enforcement," DeBruyne said.

## Refiner begins biodiesel blending

DALLAS — The fledgling biodiesel industry has taken another step toward becoming more mainstream with the opening of a blending facility at an oil terminal here.

Advocates of biodiesel say terminal blending is critical to making the fuel available to more users. It eliminates the necessity of fuel trucks having to make two stops, one to pick up biodiesel and another to pick up petrodiesel.

Additionally, terminal blending assures the correct blending of the products, eliminating so-called splash blending in which the two products are loaded at different locations and mixed in the truck. Terminal blending will provide a much-more consistent product, say

industry executives.

"By having blending equipment on the premise of a major terminal operator on an exclusive basis, we are able to minimize transportation costs of both the petroleum diesel used for blending, as well as the final blended biodiesel product, since most major terminals have been strategically located to reduce logistical delivery costs," said Dennis McLaughlin, CEO of Earth Biofuels.

The blending facility is at a terminal owned and operated by petroleum refiner Motiva Enterprises of Houston. McLaughlin, whose Earth Biofuels is one of the partners in the \$120,000 pilot program, said Motiva's move will help boost the biodiesel industry.

Motiva said it has no immediate plans to provide blending at other terminals, though a company official said the program will allow the refiner to build business relationships with biodiesel distributors and customers.

Houston-based Motiva refines, distributes and markets oil products, and markets gasoline to about 8,900 Shell and Texaco stations. The company is a joint venture of Shell Oil and Saudi Refining, a wholly-owned subsidiary of Saudi Arabian Oil, the national oil company of Saudi Arabia.

Earth Biofuels produces and distributes biodiesel fuel through a network of wholesale and retail outlets. Its fuel is sold under Willie Nelson's brand name, "BioWillie."

## Transit agencies seek charter operators

The following public transit providers have informed the United Motorcoach Association of their intent to provide charter bus service unless willing and able private charter operators step forward to offer their service, or to bid on contract opportunities.

Operators are urged to take the time to respond to these public notices.

**Clarendon, Kershaw, Lee, Lower Richland and Sumter counties, S.C.** Deadline: April 21, 2006. Write to: Ann D. August,

Executive Director, P.O. Box 2462, Sumter, SC 29151. Phone: (803) 934-0538.

**Berlin/Gorham, N.H.** Deadline: April 28, 2006. Write to: Beverly Raymond, Transportation Director, North County Transportation, 31 Pleasant St., Berline, NH 03570. Phone: (888) 997-2020.

**Winchester, Va.** Deadline: April 29, 2006. Write to: Sharon Ormond, Transit Office Manager, City of Winchester Transportation Department, 310 East Pall Mall St.,

Winchester, VA 22601. Phone: (540) 667-1815.

**Dutchess County (Poughkeepsie), N.Y.** Deadline: May 1, 2006. Write to: Mark Pritchard, General Manager, Dutchess County Division of Mass Transit, 14 Commerce St., Poughkeepsie, NY 12603. Phone: (845) 473-0171.

**Chico, Calif.** Deadline: May 4, 2006. Write to: Janice Fratallone, Transit Manager, Butte Regional Transit, 2580 Sierra Sunrise Terrace, Ste. 100, Chico, CA 95928. Phone: (530) 879-2468.

# New tolling system helps Illinois reduce congestion

CHICAGO — Illinois, which last year became the first state to begin switching from a barrier toll plaza system to what is called “open road tolling,” says its new system is performing as advertised in reducing travel times.

Illinois’ conversion from traditional toll plazas to a barrier-free system allows I-PASS users to

travel at highway speeds while tolls are collected electronically by a monotube overhead, reducing congestion and travel time.

Vehicles without I-PASS, or that need to exit shortly after the plaza, pull right into traditional toll plazas where they can pay cash to collectors. They do not impact the flow of traffic on the main roadway.

Separating I-PASS users from vehicles paying cash also is designed to improve safety at toll plazas.

A survey of users of Illinois tollways found that more than half of those responding said that open road tolling has saved them up to 10 minutes on one-way trips. One-fourth said they saved 15 minutes or more per trip.

Nine of the 20 mainline Illinois toll plazas have been converted to barrier-free open road tolling and the others are being changed this year.

The nine toll plazas with open road tolling lanes are the Cermak, Irving Park Road, Touhy Avenue, 82nd St and 83rd St. toll plazas on the Tri-State Tollway (I-294); the

Army Trail Road plaza on I-355; the Edens Spur plaza on I-94, the Aurora plaza on I-88, and the Boughton Road plaza on I-355.

The open road tolling technology is part of a 10-year, \$5.3 billion Illinois roadway congestion-relief program.

For more information, go to [www.illinoistollway.com](http://www.illinoistollway.com).

## Road work slows travel in Chicago

CHICAGO — The Dan Ryan Expressway, which carries 300,000 vehicles a day through Chicago’s South Side, is getting a major facelift that will restrict traffic for at least two years.

This month, the roadway was narrowed to six lanes from 14, as the scheduled two-year construction project got underway. Significant delays are expected for the duration of the project.

The situation is expected to be so bad for local hauling companies that some truckers are considering implementing surcharges to offset costs they think they will incur as a result of the delays caused by the project.

The construction will revamp the expressway and will include temporary and permanent ramp and express-lane closures, according to the Illinois Department of Transportation.

## Guns in vehicles is hot Ohio issue

COLUMBUS, Ohio — Ohio legislators are considering making changes to a relatively new law that covers the carrying of a weapon in a vehicle.

Current law requires that the holder of a gun permit, who is in a vehicle, to either lock the gun away or carry it in a holster that’s in plain sight.

Legislators who want to change the law say the requirement is both unreasonable and unenforceable. The new bill removes the plain-sight requirement because “it’s legal fiction that can’t be reasonably complied with by Ohio citizens,” one legislator told the *Columbus Dispatch*.

But a Highway Patrol spokesman says there has been no confusion thus far in enforcing the plain-sight provision, and it should not be altered.

Sen. Steve Austria of Beavercreek, a point person for Republicans on gun issues, said it’s important that law-enforcement officers be able to identify whether a vehicle occupant is carrying a gun. But he said there is a better alternative than the plain-sight provision.

# Series 60

Committed To Reliability.

100 Million Miles, That's Reliability And That's How Far Series 60 Engines Travel Everyday



Series 60

Detroit Diesel's Series 60 engine, proven for 15 years with more than 800,000 on the road, delivers outstanding performance whether climbing mountains, cruising over the plains or operating in extreme temperature conditions.

## SERIES 60®

- Will Meet 2007 EPA Standards
- Improved Performance And Electronics
- Heavy Duty Durability
- Dedicated Service Network

**DETROIT DIESEL**



The North American Company  
For Series 60 And Mercedes-Benz Engines.

## What about next time?

Once again it appears that an operator that shouldn't have been on the road continued to operate because the Federal Motor Carrier Safety Administration doesn't have an effective system for monitoring operators that flaunt its rules.

The story about Auto-Bus on page one paints a sad picture of an operator that once was held up as an industry standard, falling on hard times, and trying to scrape by without insurance.

More than two years ago, the FMCSA flagged and fined Auto-Bus for operating without insurance and ignoring regulations. Yet, it appears Auto-Bus continued to turn its back on the rules and operate with no coverage.

And the FMCSA wouldn't, couldn't, didn't keep the company off the road. It is, in a word, outrageous.

One has to wonder how many hundreds or thousands of passengers and other motorists were put at risk because Auto-Bus didn't have insurance.

Or, how many competitors lost business to Auto-Bus because they had to charge prices that reflected the cost of maintaining proper insurance and operating legally.

Or, how many competitors knew Auto-Bus was operating without insurance, looked the other way, and didn't report the company to regulators. Their complicity also is reprehensible.

Motorcoach industry leaders have been beefing about this issue for years. And while FMCSA officials have publicly acknowledged the problem, they have been incredibly slow to act.

They can count their lucky stars Auto-Bus avoided a tragic crash while it was operating without insurance. With their handling of Auto-Bus, they proved the old adage about it being better to be lucky than good.

## New Orleans Jazz Festival is next big test

NEW ORLEANS — By most accounts, New Orleans passed the first real test of its recovery as a tourism Mecca by conducting a successful — if scaled back — Mardi Gras 2006.

Another test comes later this month with the city's other signature event, the New Orleans Jazz & Heritage Festival, scheduled for April 28-30 and May 5-7.

This year's festival is boasting as impressive a lineup of musician as ever, with headliners to include Paul Simon, Bob Dylan, Gulf Coast native Jimmy Buffett, the Dave Mathews Band and Elvis Costello, as well as scores of local stars.

Plus, Bruce Springsteen and the Seeger Sessions Band will make its first-ever Jazz Fest appearance Sunday, April 30.

Springsteen and the new band are releasing an album April 25, featuring songs associated with American folk music legend Pete Seeger. Their Jazz Fest debut will feature most of the musicians who worked on the recording.

"When Bruce and the Seeger Sessions band take the stage at the festival it will be a moment to remember," said Quint Davis,



The 2006 New Orleans Jazz Festival will feature an exceptional line-up of big-name performers, including Bruce Springsteen

producer-director of the festival.

Etta James, Herbie Hancock, Dave Bartholomew, Warren Haynes and many musical artists others have been added to the lineup, Davis said. A complete day-by-day music lineup is available at [www.nojazzfest.com](http://www.nojazzfest.com).

The festival's signature Louisiana Heritage Fair, held at the New Orleans Fair Grounds Race

Course, runs from 11 a.m. to 7 p.m. each of its six days, with artists appearing on multiple stages at the same time. The Heritage Fair also features a food fair with more than 100 varieties of Louisiana and international foods.

Tickets for Jazz Fest are on sale at [www.nojazzfest.com](http://www.nojazzfest.com) and [www.ticketmaster.com](http://www.ticketmaster.com), or by calling (800) 488-5252 (outside

Louisiana).

Gray Line Tours/Hotard Destination Services will operate bus round-trip transportation daily from 10:30 a.m. – 7:30 p.m. For information about the express service call (504) 569-1401 or (800) 535-7786.

For an updated list of open New Orleans' attractions, go to [www.QuarterCrawl.com](http://www.QuarterCrawl.com).

## UMA adds 'LiveChat' quick communication to Web site

ALEXANDRIA, Va. — The United Motorcoach Association has added a valuable new feature to its Web site, called LiveChat, allowing users to communicate directly and almost instantly with UMA staff members.

The quick access is provided via a "pretty face" icon that has been inserted on the left side of the splash page of the UMA Web site, [www.uma.org](http://www.uma.org).

Clicking on the icon brings up

an "Online Support" page with three categories of questions that UMA staff members are prepared to handle. The categories are Membership, Legislative & Regulatory, and General Information.

The next steps are simple: Checkmark one of the categories, type in your name, ask a question, and click on the Start Chat button.

Instantly, computer screens in UMA offices will start flashing, indicating a question is being

asked online. The appropriate UMA staff member will respond and the chat will be initiated.

The service is for those folks who don't want to pick up a telephone, or who want to ask questions at odd hours. If a question rolls in while no one is in the office or at a computer terminal, it will be responded to when the staff is available.

"The live chat function is always on when we are in the

office," said UMA membership and marketing assistant Amy Stalknecht. "If no one is here, a message can be left in one of the three categories to be answered when we return."

The service operates live on weekdays from 9 a.m. to 5:30 p.m. eastern time.

"This is just another way UMA can better serve the industry," said UMA President & CEO Victor Parra.

### How to contact us:

To submit or report news, Letters to the Editor, articles, news releases:

E-mail: [bsankey@busandmotorcoachnews.com](mailto:bsankey@busandmotorcoachnews.com)

Fax: (866) 930-8426

Mail: 4930 W. Glendale Ave., Suite 6  
Glendale, AZ 85301

Call: (623) 930-8423

To subscribe or inquire about your subscription:

Call: (623) 930-8421

E-mail: [ebalm@busandmotorcoachnews.com](mailto:ebalm@busandmotorcoachnews.com)

Fax: (866) 930-8426

Mail: 4930 W. Glendale Ave., Suite 6  
Glendale, AZ 85301

To report corrections:

Call: (623) 930-8421

E-mail: [bsankey@busandmotorcoachnews.com](mailto:bsankey@busandmotorcoachnews.com)

To advertise or to mail advertising-related materials:

Call: Johnny Steger

(623) 930-8422 or (602) 980-0840

E-mail: [jsteger@busandmotorcoachnews.com](mailto:jsteger@busandmotorcoachnews.com)

Mail: 4930 W. Glendale Ave., Suite 6  
Glendale, AZ 85301

To contact the  
United Motorcoach Association:

Call: (800) 424-8262

Online: [www.uma.org](http://www.uma.org)

To send advertisements or photographs  
via the Internet:

E-mail: [BMNews@jezac.com](mailto:BMNews@jezac.com)

©2006 by the United Motorcoach Association.  
Reproduction in whole or in part without  
written permission is prohibited.

## Bus & Motorcoach NEWS

A PUBLICATION OF THE UNITED MOTORCOACH ASSOCIATION

### Staff

Editor & Publisher  
Victor Parra

Sales Director  
Johnny Steger

Editorial Assistant  
Tara Sheehan

Accountant  
John Giddens

Art Director  
Mary E. McCarty

Senior Editor  
Bruce Sankey

Associate Editor  
Ellen Balm

Editorial Assistant  
Amy Stalknecht

Editorial Assistant  
Melissa Harden

William Allen  
Sierra Trailways  
Sacramento, Calif.

Larry Benjamin  
Northfield Lines  
Northfield, Minn.

Dave Bolen  
New World Tours  
Bristow, Va.

Bob Brisman  
West Point Trailways  
Vails Gate, N.Y.

David Brown  
Holiday Tours  
Randlemann, N.C.

Steve Brown  
Brown Coach  
Amsterdam, N.Y.

Bob Foley  
ABC Companies  
Faribault, Minn.

Steve Haddad  
Carl R. Bieber Tourways  
Kutstown, Pa.

Rick Hillard  
Tri-State Tours  
Galena, Ill.

Todd Holland  
Ramblin' Express  
Colorado Springs

Robert Hume  
Travel Mates Trailways  
Harrisonburg, Va.

Daryl G. Johnson  
J & J Charters  
Crosby, Texas

Dale Krapf  
Krapf Coaches  
West Chester, Pa.

Godfrey LeBron  
Paradise Trailways  
West Hempstead, N.Y.

Joan Libby  
Cavalier Coach  
Boston, Mass.

Jeff Polzien  
Red Carpet Tours  
Oklahoma City

Tom Ready  
Ready Bus Lines  
LaCrescent, Minn.

Brian Scott  
Escot Bus Lines  
Largo, Fla.

Michelle Silvestro  
National Interstate Insurance Co.  
Richfield, Ohio

T. Ralph Young  
Young Transportation  
Ashville, N.C.

ISSUE NO. 75

Coming to a city  
near you

# The MCI Grand Tour

With test drives,  
workshops and prizes  
at every bend

**GRAND PRIZES**  
REI 10.4" LCD six  
monitor retrofit kit,  
Turbo Graphics  
package or  
Sardo seat covers

**Come for lunch, and stay for seminars on the latest MCI coach innovations:**

- ▶ Test drive MCI coach models
- ▶ Learn about 2007 engine changes and model updates
- ▶ Enjoy special pricing on parts and service
- ▶ Take advantage of pre-owned coach inventory specials
- ▶ Participate in our website development workshop.



**Enter our drawing for a chance to win these prizes:**

- ▶ Sirius Satellite Radio with 2 year subscription
- ▶ DVD system package by REI
- ▶ A website homepage makeover
- ▶ MCI leather jacket courtesy of ZF Industries
- ▶ Turbo Graphics and Sardo Gift certificates
- ▶ Registration fees to UMA EXPO 2007 in New Orleans

## Mark your calendars!

All Grand Tour events will be held at MCI Sales and Service Centers or host locations:

**New Orleans, La., Thursday, April 27**  
Louisiana Trailways  
5056 Taravella Road, Marrero, La.  
RSVP: marketing@mcicoach.com

**Orlando, Fla., Wednesday, May 3**  
RSVP: Leslie Eberline 407-246-1414, ext. 14

**Blackwood, N.J., Wednesday, May 10**  
RSVP: Teresa Neris 856-401-2229

**Montreal, Canada, Wednesday, May 17**  
RSVP: Elaine Payette 514-938-4510, ext. 10

**Toronto, Canada, Tuesday, June 6**  
Toromont CAT  
3131 Highway 7 West  
Concord, Ontario, Canada  
RSVP: marketing@mcicoach.com

**Des Plaines, Ill., Thursday, June 8**  
RSVP: Sue Nay 847-285-2180

**Calgary, Alberta, Canada, Tuesday, June 13**  
Calgary CAT  
6735 11th Street NE  
Calgary, Alberta Canada  
RSVP: marketing@mcicoach.com

**Vancouver, B.C., Canada, Thursday, June 15**  
Western Bus Parts & Service  
95 Philip Avenue, North Vancouver, B.C.  
RSVP: marketing@mcicoach.com

**Minneapolis, Minn., Tuesday, June 27**  
Ziegler CAT  
8050 County Road 101 East  
Shakopee, MN 55379  
RSVP: marketing@mcicoach.com

For directions to the locations and prize rules and regulations, please visit [www.mcicoach.com](http://www.mcicoach.com)



MOTOR COACH  
INDUSTRIES

*Going further!*

The MCI Grand Tour  
event is co-sponsored by:



## Highway funding

CONTINUED FROM PAGE 1

conventional highway financing schemes.

In recent months, reports issued by the Bush Administration and private think tanks have indicated that the Highway Trust Fund — the federal account where fuel taxes and other fees are deposited and from which highway funds are drawn — could be in serious peril by the end of the current highway bill in 2009, perhaps even start running a deficit.

While experts disagree on when the fund will start gushing red ink, they all agree on the cause of the problem: More fuel-efficient vehicles have reduced the fund's expected revenues. A fuel tax increase or other more drastic changes in the way roads are financed — such as more tolling or implementing so-called use taxes — will be needed to make-up the expected shortfall.

Earlier this month, advocates of the status quo, including those in the bus industry, got a new reason to stay up nights fretting about future highway funding.

Bills were introduced in the U.S. Senate and House of Representatives that would strip the Federal Highway Administration of

its authority over the Interstate system and give it to individual state departments of transportation.

Senate Bill 2512, by Sen. Jim DeMint, R-S.C., and House Resolution 2284, by Rep. Jeff Flake, R-Ariz., titled the Transportation Empowerment Act, would make each state responsible for funding its own highways and mass transit projects, and allow them to determine their own transportation priorities, eliminating the all-knowing federal bureaucrats from the equation.

In other words, each state would be responsible for generating the funds to maintain the highways within its borders. The bill would encourage states to privatize highways, and weaken the authority of the federal government to set standards for the Interstate system.

"The national interstate highway system was completed years ago, and it's time for us to empower states to make their own transportation decisions," said Sen. DeMint. "The highway funding

process has lost its focus, with the majority of dollars going to earmarks for state and local projects that serve no national purpose.

"States send their road funds to Washington, and then have to fight tooth and nail to get a portion of those dollars back. Clearly, states better understand their residents' needs than bureaucrats and politicians in Washington and states should make these decisions," DeMint added.

Specifically, the Flake and DeMint bills would turn over control of nearly all highway programs to individual states in the form of block grants, starting in 2010 when the current highway program expires.

After a multi-year transition period, the bill reduces the federal gas tax from 18.3 cents to 3.7 cents in 2013 "to fund only the limited number of programs that serve a clear national purpose," said DeMint.

In return, states could adjust their fuel tax rates and keep nearly

all of the revenue they collect instead of funneling it through Washington. The legislation also proposes alternative ways to finance roads and gives states the power to partner with other states to undertake major multi-state projects.

The bill will pit states like Arizona and South Carolina, which get back less federal highway money than they send to Washington, against those states that have a lot of highway miles but not a lot of people to pay for them, and northeastern states that benefit from the current federal highway funding formula.

Both Arizona and South Carolina, the homes states of Flake and DeMint, receive substantially less in federal highway funds than they contribute. In the case of North Carolina, for example, that state receives 90.5 percent of its fuel taxes back in transportation funding.

"I'm hearing donee states complain about the federal (highway funding) program in a way I never have before, so it's even possible

you'd get some of those to take a look at this, too," said one bus industry lobbyist.

Still, the DeMint-Flake legislation seems like an incredible long shot given the powerful forces that will be arrayed against it. In fact, some industry groups have already begun efforts to rally their members against the legislation and preliminary legislative alerts have gone out in the motorcoach industry.

"So, does it have some legs?" asked one bus industry lobbyist rhetorically. "I think so, but it is still radical. The problem will always be that the committees of jurisdiction that would have to enact something like this are so vested in the federal program because that's the biggest program they manage in their committees, so you'd have to have members willing to be giving away some of their power and authority to make this happen, which is always a tough climb," said the lobbyist.

"Federal programs are like sacred cows and it's hard to slaughter them.

"All that being said, these kinds of ideas will perhaps get their most serious look this go around and the commission looking at financing alternatives will also take a good look at it also, so it's something to watch," said the lobbyist.

## I-40 project in Knoxville to disrupt traffic for years

KNOXVILLE, Tenn. — The Tennessee Department of Transportation is warning travelers of major traffic disruptions along Interstate 40 in the Knoxville area for the next several years.

The major construction and rebuilding project is being called SmartFIX40 and uses an accelerated construction process that calls for having the interstate closed at a specific location for

around-the-clock work.

Then, in May 2008, I-40 will be closed to through traffic for about a year.

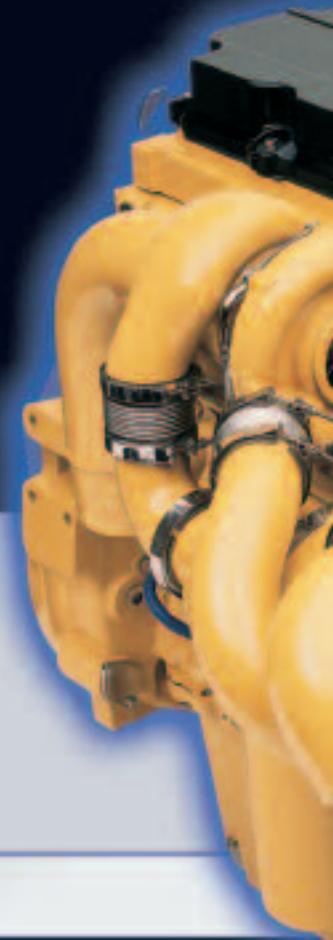
For updates and other information, go to [www.tdot.state.tn.us/](http://www.tdot.state.tn.us/).

# PURE POWER FOR MOTORCOACH PERFORMANCE & ECONOMY

## CAT® C13 WITH ACERT™ TECHNOLOGY

Step up to high performance and superior fuel economy for your motorcoach fleet. The compact Cat C13 delivers heavy-duty reliability and durability, plus up to 430 horsepower to handle the steepest highway grades. And it features innovative ACERT Technology that meets today's clean air regulations while delivering low overall operating costs. With a Cat engine on board, you can always count on value.

© Caterpillar 2006. All rights reserved.  
CAT, CATERPILLAR, ACERT, their respective logos and "Caterpillar Yellow," as well as corporate and product identity used herein, are trademarks of Caterpillar and may not be used without permission.



## Promotions, staff moves made by ABA

WASHINGTON — The American Bus Association has promoted three top staff members to senior vice presidents, and announced a handful of personnel changes.

The new senior vice presidents are:

- Lynn Brewer, formerly vice president, meetings and education
- Linda Bauer Darr, formerly vice president, policy and external affairs

• Clyde Hart Jr., formerly vice president government affairs

Eric Braendel, who left the ABA two years to join a CPA firm, has rejoined the association as chief financial officer. Kenneth Musiime, controller, has left the association.

Brandon Buchanan has been promoted to manager of special projects and assistant to ABA President and CEO Peter Pantuso.

## Trailways System elects four board members

FAIRFAX, Va. — Four new members have been elected to the board of Trailways Transportation System. The elections came at the 70th annual Trailways conference last month in Scottsdale, Ariz.

The new directors are: Gaetan Bolduc, president and CEO of Prevost Car; Frank Montgomery, president of Capital and Colonial

Roderick Lewis, formerly regional advertising manager at ABA's *Destinations* magazine, has been named manager, marketing, membership and partnership development. Chrystal Farmer, former membership marketing manager, has left the association.

Daniel Hoff has been hired as a coordinator of the ABA Foundation and a policy analyst. He replaces Michael Florio, who has left the association.

Earlier, ABA announced the selection of new board members, including the election of two tour operators to the board. Last fall, the ABA board voted to create a category for tour operators.

New to the ABA board are: John Crosswell of Crosswell Lines in Williamsburg, Ohio; Alan Glickman of Starr Tours in Trenton, N.J.; Jim Deibel of Hanover

Holiday Tours in Hanover, Ont.; Tom JeBran of Trans-Bridge Lines in Bethlehem, Pa.; Jennifer Hopkins-George of Palladin Tour and Travel in Linwood, N.J., and Frank Montgomery III of Capital Trailways in Montgomery, Ala. Deibel and Hopkins-George are the new tour operator members.

Re-elected to three-year terms were: Bill Brannan, Ronald Eyre, Thom Forseth, Jack Haugslund, Stuart Kendrick, Gordon Mackay, TJ Morgan, Charlie Neal, Peter Picknelly, Patrick Scully and Francis Tedesco.

In addition, Steve Haddad, president of Bieber Tours in Kutztown, Pa., was elected to the board for a one-year term as chairman of the ABA Marketplace.

Those leaving the ABA board are: James JeBran, John Kemp and Curtis Riggs.

Trailways, with operations in Huntsville, Mobile and Montgomery, Ala., and Richland, Miss.; Aerial Fullington Weisman, president and CEO of Fullington Trailways in Clearfield, Pa., and Jerry Williams, president and founder of Lone Star Trailways in Tyler, Texas.

The four were elected to three-

year terms.

Sitting board members Scott Henry and Tim Hancock were re-elected to three-year terms.

Three board members completed two consecutive terms and left the board: Donald Ferrone of Prairie Trailways; Patrick Conner of Sierra Trailways, and Godfrey LeBron of Paradise Trailways.

## Museum sets annual 'fling'

HERSHEY, Pa. — The Museum of Bus Transportation will conduct the first of its two annual events on the first Saturday in June.

The yearly Spring Fling will take place at the museum's bus storage facility in nearby Myerstown, Pa., from 9 a.m. to day's end June 3.

The many buses not currently on display in the museum will be taken out of storage, washed and lined up outside with enough room for camera buffs to take pictures.

As usual, other buses are expected to be driven to the event.

The interior of the old airplane hanger — that's used for bus storage — will be cleaned and room provided for those who wish to set up bus memorabilia flea-market tables. Last year, 22 tables offered bus-related materials.

There is no admission for the event. A hot lunch will be available with proceeds benefiting the museum. A bus ride to the museum and return to Myerstown will take place in the early afternoon.

For information or to register tables for the flea market, call Tom Collins at (717) 566-7100, ext. 119.

## Calendar

### APRIL 2006

**22-27 Commercial Vehicle Safety Alliance Annual Meeting**, Hartford, Conn. Info: (202) 775-1623, or go to [www.cvsa.org](http://www.cvsa.org).

**30-May 3 American Public Transportation Association Bus and Paratransit Conference**, Orange County, Calif. Info: Go to [www.apta.com](http://www.apta.com).

### MAY 2006

**4-7 New England Bus Association Annual Meeting**,

Hyatt Regency, Newport, R.I.

Info: Go to

[www.newenglandbus.org](http://www.newenglandbus.org).

### JUNE 2006

**3-6 Georgia Motorcoach Operators Association Annual Meeting and Marketplace**, Pigeon Forge, Tenn. Info: Go to [www.gamotorcoachoperators.org](http://www.gamotorcoachoperators.org).

**20-22 FedFleet 2006**, Los Angeles Convention Center, Los Angeles. Info: Go to [www.fedfleet.org](http://www.fedfleet.org).



- Displacement 12.5 L (763 cu in)
- Weight 2270 lbs (1030 kg)
- Horsepower 380-430
- Operating Range 1100-2100 rpm
- Torque 1450-1650 lb-ft @ 1200 rpm



PURE VALUE

TAKING CARE OF PRIVATE AND PUBLIC FLEETS SINCE 1985



**COACH CRAFTERS INC.**  
20TH ANNIVERSARY

**COLLISION REPAIR • RETROFIT • REMANUFACTURING**

**Lifts** **AC**  
**Seating** **Electric**  
**Drive Trains** **Sales & Lease**

**800-334-2871**

**Minnesota**  
450 Armstrong Road  
Northfield, MN 55057



[jhagel@coachcrafters.com](mailto:jhagel@coachcrafters.com)

**Florida**  
27612 Cty Rd 561  
Tavares, FL 32778

[www.coachcrafters.com](http://www.coachcrafters.com)

Serving the nation from facilities in Florida and Minnesota.

**UNDER the BUS?**



**NO PROBLEM**

The safest lift on the market!

**SEFAC**

Where Safety Matters

**800-826-3486**

email us at: [sefac@sefac.com](mailto:sefac@sefac.com)

or, visit our site at: [www.sefac.com](http://www.sefac.com)



We Listen,  
**You Drive**



Transit

Suburban

Shuttle

From our tailor-made customer approaches to the design and engineering of our vehicles, we work with passion, energy and conviction. The Nova Bus experience stands for quality, on-time delivery, great performances and attention to details. At Nova Bus it's built in: **We Listen, You Drive.**

1 800 350-6682

[www.novabus.com](http://www.novabus.com)



**NIMCO/Bus Division**

973 589-9265 • Toll Free 800-526-8055  
FAX 973-589-2253 • P.O. BOX 5157 • NEWARK, NJ 07105  
[www.nimcobus.com](http://www.nimcobus.com)

*Supplying the Transportation Industry with  
Used, Serviceable & Rebuildable Bus Parts  
for Over 25 Years!*

**VOLUME DISCOUNTS • PRIDE IN PERFORMANCE**

**DEEP DISCOUNTS!**  
on all Detroit Diesel & Allison  
Transmissions

**SAVE MONEY ~ SAVE TIME**

We sell good running qualified bus components.

**NO RISK PURCHASE PLAN**

We unconditionally guarantee our customers satisfaction.

**WE ALSO STOCK**

- Front and Rear Axle Parts • Engine Accessories
- Alternators and other Electrical Components
- Air Conditioning Components • Body Parts

*We Buy & Sell Buses... Call for a Quote*

# Puncture-proof tires: Will bus industry ever see 'em?

AKRON, Ohio — A new tire from Goodyear called the DuraSeal that seals punctures so drivers can keep on driving has caught the eye of the motorcoach industry.

But the tire maker says it isn't ready to transfer the award-winning technology it uses on some truck tires to buses.

"Our engineers are looking into it, but as of right now we do not have any plans to make DuraSeals available for motorcoaches or buses," said company spokesman Dave Wilkins.

He said the DuraSeal tires were a big hit in January at Motorcoach Expo 2006 in Tampa where Goodyear had them on display, along with a device that allowed visitors to puncture one of the tires with a nail to see how it sealed itself.

"The response to the tire by Expo attendees was overwhelming," said Wilkins.

The tires also were mentioned for possible use on motorcoaches during a presentation by Goodyear at an ABC Companies workshop in

Winter Garden, Fla., last month.

One reason Goodyear may be slow in introducing the tire to the bus industry is because of concerns expressed by law enforcement officials. Police and state troopers worry they might not be able to use their Stop Sticks to slow or stop a hijacked bus if the coach is using Duraseal tires.

Stop Sticks are the world's lead-

ing tire-deflation devices. They are used extensively by law enforcement agencies throughout the world to end high-speed pursuits. They are specifically designed to deflate tires, not cause a blowout.

One Goodyear executive said the issue is being examined by both the company and law enforcement.

The new technology, announced by Goodyear last year,

## Advanced cruise control is planned

LOUISVILLE, Ky. — Bendix and Knorr-Bremse are working with Robert Bosch GmbH to develop driver-assistance systems for commercial vehicles, including adaptive cruise control.

Bosch is providing components and expertise for its radar technology to Bendix and Knorr-Bremse, which will adapt and develop the technology for use in commercial vehicles.

Adaptive cruise control identifies vehicles on the road ahead, computes their speed and alerts the

driver of the cruise control-equipped vehicle when he or she approaches too close.

Bosch's adaptive cruise control has been used in passenger vehicles since 2000.

However, Bendix and Knorr-Bremse plan to take it a step further and market an active collision mitigation system for commercial vehicles. The system would tie into the Bendix ABS system and would provide emergency braking when an accident is imminent.

Bendix officials say the system

uses a gel-like compound built into the inner liner of the tire that instantly and permanently seals punctures up to one-fourth inch in the tread area. Air pressure from the tire pushes the compound into the hole once the area is breached.

Steve McClellan, vice president of commercial tire systems, said the DuraSeal technology, which won two national trucking awards

last year, offers a far superior sealing efficiency than aftermarket liquid sealants.

"The tire casing maintains its sealing capability even after it is retreaded," he said. "The technology is a long-term solution for an age-old problem, while aftermarket sealants are temporary fixes."

A test tire that was punctured 120 times lost only one-half pound of pressure, according to Thomas H. Eaton, an operations manager at Goodyear.

He said the company has initially concentrated on the waste-haul industry where trucks get frequent flats while driving in landfills and alleys. "The DuraSeals have virtually eliminated their flats," he added.

More sizes of the tires now are being introduced for the logging, forestry, construction and service industries.

Goodyear officials said they did not know if or when DuraSeals might be introduced to the motorcoach industry.



**C.E. Niehoff & Co.**  
BRUSHLESS ALTERNATORS

**DESIGNING FOR TOMORROW'S DEMANDS**

## Reliable High-Output Power Designed for Coach & Transit

C.E. Niehoff & Co. is a custom alternator manufacturer dedicated to meeting the specific needs of our OEM & Aftermarket customers.

### Features

- Air Cooled, no more oil leaks
- High Efficiency
- Long Life Bearings
- Overvoltage Protection
- Stationary Field and Stator Winding

### Warranty

OEM - 2 yr, **3 yr(C703)** / Unlimited Mileage  
Aftermarket - 1 yr, **2 yr(C703)** / Unlimited Mileage

### For More Information

Phone: (847) 866 - 1500

Fax: (847) 492 - 1242

E-Mail: [sales@CENiehoff.com](mailto:sales@CENiehoff.com)

2021 Lee Street, Evanston IL, 60202 USA

[www.CENiehoff.com](http://www.CENiehoff.com)



C703  
28V / 330A



C803  
28V / 500A

Both models equipped for existing saddle mount brackets.

# COLLISION REPAIR & PAINTING SPECIALISTS

## ALL MAKES & MODELS

COACHES • CHARTERS • TRANSITS • MOTORHOMES

Since 1971

- 50,000 sq. ft. Repair Facility
- Refurbishing
- Frame Repair
- Major Collision Repair
- Computerized Alignments
- Also Handle MCI, Prevost & Other Bus Manufacturer's Warranties
- Complete Suspension
- Painting & Design
- Fire Restoration
- Vinyl Lettering
- Towing & Lowboy Services Nationwide

"When Quality Counts"



1269 Breezy Lane • Winona, MN 55987  
www.jimstruckandtrailercoachwerks.com

**RICON** Authorized Dealer

PHONE: 800-264-1294 or 507-452-1294 FAX: 507-452-2701

**RBS, Inc.**  
Relational Bus Systems

Welcome to the RBS Knowledgebase Website.

**GoChart 2000 - Charter Management**  
North America's Most Popular Charter Management System  
[Click Here to Request Evaluation](#)

**GoTour Online**  
Internet Based Passenger Reservation and Tour Management Application  
[Click Here to Test Drive](#)

**Re-Designed Site**  
Point your web browser to [www.rbs2000.com](http://www.rbs2000.com) for information and evaluation copies of North America's most popular tour and charter management systems.  
[Or call us at 800-448-7001](tel:800-448-7001)

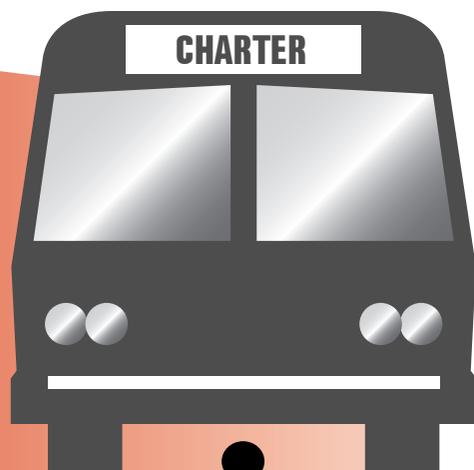
Home  
About RBS  
GoChart 2000  
GoMile 3000  
Driver Time 3000  
Supplemental Charter Modules  
Prophesy Mileage & Routing Subsystem  
Maintenance - RTA  
Go Tour Online - GTO  
Customers  
Contact US  
Evaluation  
[Documentation](#)  
Site Map  
Members Only

Start a New Search  
search  
powered by

RBS, Inc.  
THE BEST SELLING TOUR AND CHARTER SOFTWARE IN THE BUSINESS  
10 LANCASTER ST.  
CHERRY VALLEY, NY 13320  
800-448-7001  
ADMIN@RBS2000.COM

Dump  
**CLEAN...**

Dump  
**LEGAL!**



### WASHROOM WASTE DISPOSAL UNIT

Installs directly into your existing sewer system!

**L**avatory dump hopper is assembled and ready to install in your existing sewer system. Its cover plate is easily rolled back with the remover tool. Each of your service lanes can easily be equipped with this time-saving unit, which has been the industry standard for over thirty years. All major credit cards accepted.

Call 1-866-LAV-DUMP or email [lavdump@yahoo.com](mailto:lavdump@yahoo.com) for additional information.

▲ Washroom waste is removed quickly, easily and safely

**HUDSON RIVER CORPORATION**

Call toll free: 1-866-LAV-DUMP | Fax: 1-201-420-3322

# Inca Gold PRODUCTS LLC

You can always depend on INCA GOLD for bus restroom maintenance. A trusted name in the Transportation Industry since 1971!

CONCENTRATED CONVENIENT COST EFFECTIVE

## INCA GOLD Powder



- Pre-measured packaging-hermetically sealed pouches
- Allows toilet to be charged in remote locations
- Effective management control over product application (cost control)
- Original formaldehyde and non-formaldehyde formulas
- Fresh pine scent
- Bulk packaging also available - 30 lb. pails & 180 lb. kegs

## INCA LIQUID GOLD II



- Non-formaldehyde
- Biodegradable - completely safe for discharge into sewage treatment facilities
- Concentrated
- Packaged in 1-gallon bottle with pump dispenser, shipped 4 per case
- Pleasant "Airy" scent

Phone : (800) 789-9969 or (310) 808-9359 Fax : (310) 808-9369

VISIT [www.incagoldonline.com](http://www.incagoldonline.com) TODAY!!

# Long, hot summer: Diesel fuel price may again top \$3

Retail diesel fuel and gasoline prices may climb above \$3 a gallon this summer during the peak driving season, industry analysts say.

With crude oil prices nearly \$10 a barrel higher than a year ago, analysts said formulation changes for gasoline and diesel could lead to the fourth straight

summer of record prices.

The U.S. Department of Energy has said that formulation changes to both diesel fuel and gasoline have the potential to cause regional supply disruptions, with periods of increased price volatility.

New regulations to phase in ultra-low-sulfur diesel by October

will be a challenge because a single pipeline frequently carries gasoline, diesel, home-heating oil and jet fuel in succession.

That creates the potential for sulfur from fuels such as home-heating oil to contaminate the ultra-low-sulfur fuel as it makes its way through the pipeline.

At the same time, Valero

Energy Corp., the largest U.S. refiner, estimates that removing the additive MTBE from gasoline this year will reduce supplies by about 145,000 barrels a day, or about 1.5 percent.

Gasoline reached a record \$3.069 a gallon last Sept. 5, following Hurricane Katrina, while diesel hit a record \$3.157 on Oct.

24, following Hurricane Rita.

The rising gasoline prices of recent weeks have encouraged refiners to buy more light sweet crude oil, driving up the price of the benchmark oil grade. The record high price for crude is \$70.85 a barrel set Aug. 30, following Hurricane Katrina making landfall

## Auto-Bus

CONTINUED FROM PAGE 1

enforcement officials have been urged to stop Auto-Bus vehicles if they are on the road, Grossman said.

After initially losing federal authority to operate its buses about two-and-one-half years ago, Auto-Bus was fined in August 2004 for ignoring the order and operating trips to other states.

The Pennsylvania Utility Commission also has levied fines totaling \$8,000 against the company on four separate occasions, PUC spokeswoman Cyndi Page said. The state regulatory agency revoked the company certificate to operate two years ago because it did not have insurance.

Page said Auto-Bus, which is registered as Central Florida Coach Lines and Orange Blossom Coach, paid the fines last month but is prohibited from running in-state trips.

"They have no (state) authority and would have to come back in and reapply," she told a Pennsylvania newspaper. "They can't offer intrastate trips and on the federal side, can't offer interstate trips, either."

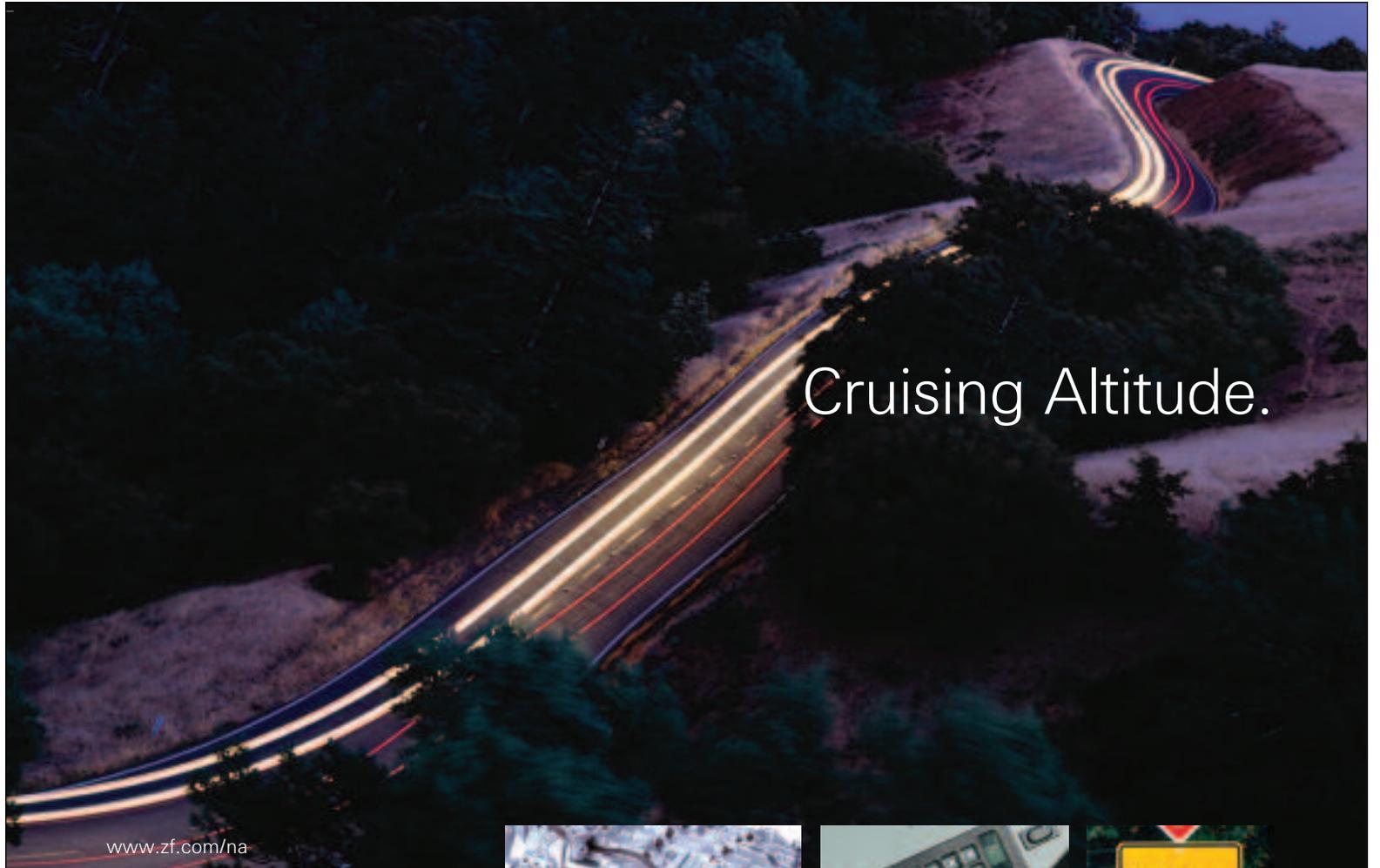
Auto-Bus, which operates regular runs to New York City and Atlantic City, has been using buses from Martz Trailways and other companies to fulfill obligations to customers.

Martz sales manager Ted Patton told a Pennsylvania newspaper that Deets' company had been using Martz coaches for about two weeks and has vehicles booked for at least two more weeks.

Deets acknowledged in an interview with a reporter that his fleet is without insurance but said it's a temporary situation. He said he was unaware of action taken by the federal or state regulators.

"We're negotiating with three different companies for the best price," Deets said. "We have the authority to operate but we don't have the proper insurance."

Deets also operates North East Transfer Inc., a trucking company; Rinehimer Bus Lines, and The Stagecoach Inn. He founded the trucking company in 1947.



[www.zf.com/na](http://www.zf.com/na)



Climb to new heights with the ZF-AS Tronic automatic transmission.

Through the superiority of nonsequential shifting, drivers can now effortlessly maintain speed on hilly terrain. A power-shift transmission takes time to shift up and down in steps, but the ZF-AS Tronic automatically shifts directly to the correct gear ratio, retaining uphill momentum and engine power more efficiently.

Smooth and quiet, lightweight and highly fuel-efficient, this completely integrated bus transmission has been enhanced to offer even less routine maintenance and more ratios than the original. High-torque capacity has been increased to 2050 ft-lbs. and both 10-speed and 12-speed models are now available.

Turbulence-free shifting. Only with a ZF-AS Tronic transmission.  
Only from ZF.

## You are now free to move about nonsequentially.

### ZF Sales and Service North America, LLC

Commercial Vehicle and Special Driveline Technology  
Vernon Hills, IL  
847.478.6868  
[onhwyinfo@zf.com](mailto:onhwyinfo@zf.com)

Driveline and Chassis Technology



# Cat bears claws over EGR, heating up engine market

LOUISVILLE, Ky. — Although 2007 is still eight months away, Caterpillar has gone on the offensive, touting its ACERT engine technology as the best solution for the '07 diesel-engine emissions standards.

Company executives even say that "a day of reckoning" is coming for engines that depend heavily on exhaust gas recirculation systems to help reduce emissions.

Jim McReynolds, general manager, Caterpillar Power Systems North America, said "there's a huge storm cloud over EGR engines," adding Cat's own testing has proven increased EGR use will result in soot build-up that will

deteriorate fuel economy and shorten engine life.

McReynolds' remarks, made at a trucking show here, have been challenged by executives from other engine makers, including Detroit Diesel. (See story that begins on page one).

Caterpillar is continuing to rely on its ACERT technology for 2007, but it will add a new process called clean gas induction to help it meet the new standards. It also will use a diesel particulate filter, much like other manufacturers.

Clean gas induction (CGI) involves drawing off a small amount of noncombustible gas after it passes through the particu-

late filter. The gas is cooled, blended with incoming cool, clean air and returned to the combustion chamber, explained Greg Gauger, director of Caterpillar On-Highway Power Systems.

If that sounds a lot like EGR that's because, in essence, it is, admitted Gauger.

"Is CGI actually EGR? The answer is yes. It's simply not dirty EGR," he maintained.

Caterpillar executives insist that EGR systems that use unfiltered exhaust will result in substantial soot accumulation in the engines, which will impact fuel economy and engine life expectancy.

"Rather than re-introducing

dirty, sooty exhaust back into the system, CGI uses more cool, clean air to reduce combustion temperatures and achieve the necessary reduction in NOx and particulate matter," Gauger said.

He added that CGI will allow Caterpillar engines to maintain current fuel economy levels. Service intervals also will remain the same as today, Gauger noted.

In terms of the particulate filter, Caterpillar's system will differ from those of competitors by utilizing a regeneration process that's similar to a gas-fired furnace. To ensure regeneration can occur under any condition, Caterpillar developed its Cat Regeneration

System (CRS), which introduces fuel into a closed combustion chamber rather than the filter itself. Officials say the system uses the precise amount of fuel required to heat and oxidize the soot.

Cat's 2007 C13 engine, which it markets to the motorcoach and over-the-road bus industry, will provide "higher torque, better response, improved driveability, automatic transmission compatibility and higher compression braking," according to Gauger. "This allows Caterpillar to offer a version of the C13 that exceeds current vocational customer requirements while still meeting emissions regulations at a competitive price."

## Detroit Diesel

CONTINUED FROM PAGE 1

modified for next year and is continuing to undergo stringent testing that will make it ready for full production by January when heavy-duty diesel engines must meet tough new federal emission standards.

Timothy Tindall, director of the Series 60 2007 program, said testing of the engine is the most extensive he has seen in 33 years with the company.

The program, which has been going on for more than two years and which will involve 14 million test miles, includes test-cell dynamometers, durability testing, vehicle reliability testing and customer demonstration programs. Test vehi-

cles have been driven in winter weather in Oregon, summer weather in Arizona and below freezing temperatures in Canada.

Additionally, in the next several weeks, 10 trucks and coaches powered by the new engine will be placed on the road by some select customers for real-world testing.

"We are not sure how they're going to be using them yet, but they will be undergoing extensive testing by our customers," noted Richard Shearing, manager for heavy-duty on-highway application engineering.

Among the biggest modifications made to the Series 60 engines was the exhaust after-treatment system that replaces the muffler assembly and reduces the amount of particulate emissions released

into the air. A diesel oxidation catalyst and diesel particulate filter combine to oxidize the soot that builds up during normal engine operation.

The system, developed to meet the 2007 federal government's new emission standards, will require some extra maintenance — the filter will need to be removed and cleaned about every 200,000 miles — and will add anywhere from \$7,000 to \$10,000 to the price of a new coach.

In addition to the emission reduction equipment, the Series 60 has a new piston design that will reduce oil consumption by as much as 40 percent, an improved turbocharger that automatically adjusts its boost across the operating range, a new fuel injection system

that improves engine performance and an upgraded electronic engine management system — DDEC VI — with a more powerful microprocessor, increased memory and enhanced diagnostics.

Some changes also have been made specifically for motorcoach use, including positioning of the oil fill and oil dipstick for ease of

maintenance, special air conditioning bracketry and new cold pipe routing.

Along with the modifications and improvements, the Series 60 will continue to use the EGR, or exhaust gas recirculation, technology to help it reduce emissions. EGR, which Detroit Diesel has been using since 2000, works by circulating cooled exhaust gas back into the engine air intake, which lowers the combustion temperature and reduces the formation of nitrogen oxides or NOx.

Reinhardt brushed aside recent criticism of the EGR technology by competitor Caterpillar. Cat claimed that the EGR system used by Detroit Diesel and other engine makers creates too much soot buildup, which will reduce engine life and fuel economy.

"They've chosen a different technology," Reinhardt said. "We are very convinced that our technology works and we are one of many manufacturers who have chosen this route."

He said he's confident Detroit Diesel engines can turn one million miles, the same amount of miles that Caterpillar said its engines can run using its ACERT technology.

Detroit Diesel has built more than 40,000 Series 60 engines with the EGR technology and by 2007 it expects to have about 300,000 Detroit Diesel and Mercedes-Benz engines operating in North American with it.

"We will demonstrate again that our engines are million-mile engines," Reinhardt added.

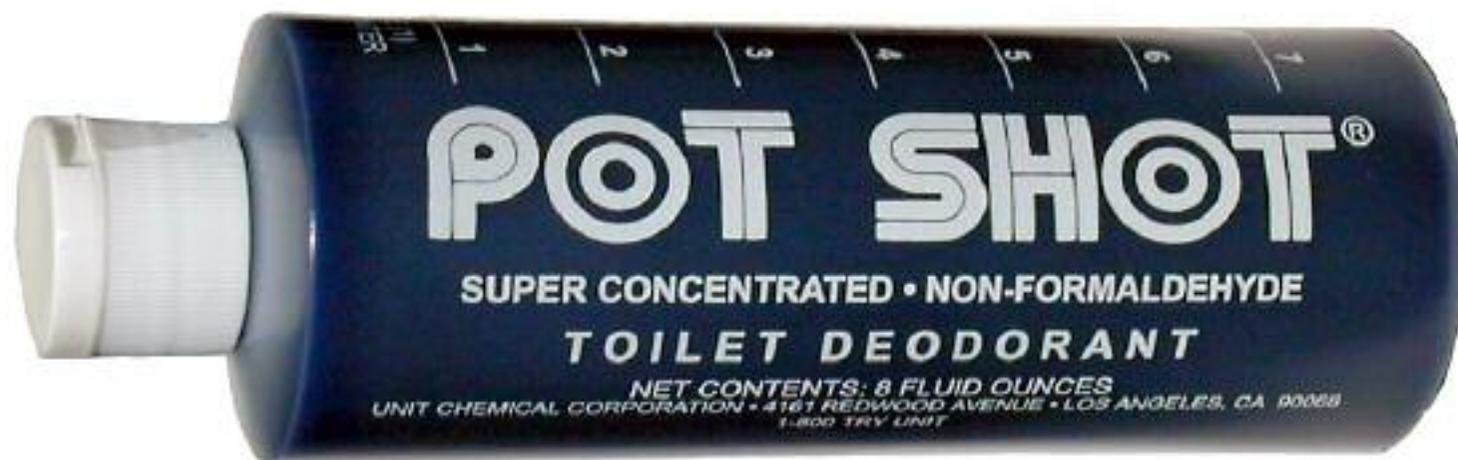


Carsten Reinhardt



Timothy Tindall

## RESTROOM COMPLAINTS? YOU'RE NOT USING ...



**CALL US TODAY TO FIND OUT HOW YOU CAN ENTIRELY ELIMINATE  
SUMMER RESTROOM COMPLAINTS AND SAVE UP TO 50% OR MORE.**

**UNIT CHEMICAL CORP (800) 879-8648 www.unitchemical.com**

# Directions, instructions for RFK Stadium bus parking

WASHINGTON — The opening of RFK Stadium to tour bus parking in Washington is expected to help put an end to years of misery for hundreds of motorcoach operators. (See April 1 *Bus & Motorcoach News*.)

However, like most things in Washington, there are rules and nuances for using the stadium lots that have been designated for coach parking between now and the middle of October. The lots are open daily from 8 a.m. to 5 p.m.

On most days, tour buses using the stadium parking must go to Lot 8. On days when the professional sports teams that play at RFK Stadium have day games, bus parking will switch to stadium Lot 6. (See list below.)

Because the lots are on opposite sides of the stadium, directions to them are very different. Here are instructions and directions for using Lot 8, which is on the south side of the stadium:

- To enter Lot 8, motorcoaches will use the SE/SW (Eisenhower) Expressway

Eastbound.

- Follow signs to RFK Lot 8, which will take you underneath Barney Circle at the east end of the expressway.

- On days when there is a night game at the stadium, access to Lot 8 for motorcoaches will not be possible after 4 p.m. Night games typically begin at 7.

- Motorcoaches already in Lot 8 on game days will be encouraged to depart the lot as soon after 4 p.m. as practical.

- Motorcoaches exit Lot 8 on the same road used for entry and take the expressway westbound to reach downtown sites.

- Exiting Lot 8 will be via the East Capitol Street Bridge, south on I-295, east on Howard Road, north on South Capitol Street, and west onto the SE/SW (Eisenhower) Expressway – to downtown destinations.

- This I-295 return route to downtown Washington is exactly the same as the exit route used from Lot 6, which is described in greater detail below.

Lot 6, which is on the north side of RFK Stadium, must be used by tour buses on the days when there is an afternoon game. Here are directions and instructions for that lot:

- Motorcoaches will be required to enter and exit Lot 6 using Benning Road, NE, which is easily accessible from I-295.

- For access to Lot 6 from downtown, motorcoaches will use the SE/SW (Eisenhower) Expressway eastbound.

- Follow signs to RFK Lot 6.
- At the east end of the expressway, do not take the underpass to go underneath Barney Circle.

- Instead, take the right lane exit (to Pennsylvania Avenue), up the exit ramp to the light just before the bridge.

- Turn right onto Pennsylvania Avenue SE, and drive one-quarter mile — across the Anacostia River.

- As you cross the bridge and approach the first traffic light, move into the left lane.

- Turn left at this light and go north

on I-295 for two miles.

- En route, after you pass the East Capitol Street exit, move into the left lane.

- Take the Benning Road exit (to the left).

- On the exit ramp, watch for crossing traffic from the left and merging traffic from the right.

- As soon as you are on Benning Road, NE, be sure to obey the 30 mph speed limit, especially as you pass by the photo radar camera, and move into the left lane.

- Take Benning Road (west) for one mile.

- Turn left into RFK parking at Lot 6.

Motorcoaches will be required to return to downtown Washington as follows:

- Exit Lot 6 through the same gate used for entry onto Benning Road, NE.

- Turn right (east) onto Benning Road, NE (go one mile).

- Turn right (south) onto I-295 (go three miles).

- Enroute, do not take the East Capitol Street exit.

- Take Exit 3B, the “Howard Road/Downtown” Exit, to the right (to merge onto South Capitol Street).

- Turn right onto Howard Road at the light at the end of the exit ramp.

- Take Howard Road one-quarter mile to merge onto South Capitol Street.

- Take the South Capitol Street Bridge across the Anacostia River.

- Continue northbound on South Capitol Street or west on the SE/SW (Eisenhower) Expressway into downtown.

## Events to alter bus parking

Here is the schedule when tour bus parking at RFK will only be available in Lot 6:

- Apr 26 – Wednesday
- May 7 – Sunday
- May 21 – Sunday
- May 25 – Thursday
- May 27 – Saturday
- May 28 – Sunday
- Jun 10 – Saturday
- Jun 11 – Sunday
- Jun 15 – Thursday
- Jun 17 – Saturday
- Jun 18 – Sunday
- Jul 2 – Sunday
- Jul 4 – Tuesday

- Jul 6 – Thursday
- Jul 9 – Sunday
- Jul 22 – Saturday
- Jul 23 – Sunday
- Jul 27 – Thursday
- Aug 13 – Sunday
- Aug 17 – Thursday
- Aug 19 – Saturday (DC United)
- Sep 3 – Sunday
- Sep 4 – Monday
- Sep 17 – Sunday
- Oct 1 – Sunday
- Oct 15 – Sunday (DC United)

For more information and maps, go to [www.ddot.dc.gov](http://www.ddot.dc.gov) or [www.dcsec.com](http://www.dcsec.com).

## CLASSIFIED ADVERTISING

### National Account Manager

ARI-HETRA, a leading International (U.S.) Manufacturer of heavy-duty vehicle maintenance and service equipment, is seeking an energetic and dynamic National Account Manager. Candidate must have 5-10 years experience in industry-related field and have a willingness to assume a key role on our corporate management team. Travel is required. Position based in Greater Washington DC Metropolitan Area, relocation expenses paid.

Email Resume to [nam@ari-hetra.com](mailto:nam@ari-hetra.com)  
or Fax to (703) 359-6405  
[www.ari-hetra.com](http://www.ari-hetra.com)



### FOR SALE

(1) 1999 MCI 102EL3 – 54 pax, Series 60, B-500R, 250,000 miles, one owner, factory

updates, VCR w/6 monitors, 6 disc CD w/ wireless mic. Overhead blowers, shades, enclosed racks, beam central vac w/ inverter (not installed), fabric on sidewalls, rear bulkhead, under racks, kneeling, flush lav. New white paint. \$175,000.00

**845-658-3960 ask for Gary**  
Arrow Bus Line, Inc. • Tillson, NY



## Signature SERVICE WARRANTY PROGRAM CUSTOMER BENEFITS

The REI Signature Service Warranty Program GUARANTEES motorcoach operators the BEST WARRANTY COVERAGE and SERVICE in the industry.

## It's FREE Sign-up TODAY & Begin RECEIVING the FOLLOWING BENEFITS:

- Exclusive 2 Year Warranty
- Overnight Exchange Service with FREE Shipping
- Warranty Repair Service with FREE Shipping
- 24/7 Technical Support Hotline
- Service Training Seminars
- Service Bulletins
- Special Discount Offers
- Quick Repair Service

## Why is REI Offering this program to YOU?

We are confident of the QUALITY our products and understand the importance of having a WORKING ENTERTAINMENT SYSTEM on your motorcoaches AT ALL TIMES. REI's Signature Service Program ensures that you will have a WORKING SYSTEM EVERYDAY.

## Have Your Customers Ever Expected A Refund or Discount Due to a Non-Working System?

While most audio/video suppliers simply try to sell their product by offering the lowest price, REI provides the BEST VALUE. We know the cost related to maintaining your audio/video systems. Over the life span of your motorcoach we SAVE YOU MONEY by PROVIDING RELIABLE PRODUCTS and the BEST WARRANTY COVERAGE and SERVICE available in the industry.

## How Does SIGNATURE SERVICE WORK?

In the unlikely event of equipment failure, CUSTOMERS can choose overnight exchange or have the product repaired. The CHOICE is YOURS! If an immediate replacement is needed, the REI exchange program is perfect for you. Simply call REI and we will arrange for a replacement to be shipped to you overnight at NO COST TO YOU. After you receive the new replacement, as always, REI 24/7 TECHNICAL SUPPORT IS AVAILABLE TO ASSIST YOU.

## How Do I ENROLL In SIGNATURE SERVICE?

SIMPLY CALL REI and speak to a motorcoach sales representative. Tell them you need the SIGNATURE SERVICE ENROLLMENT MATERIALS so YOU can BEGIN RECEIVING the BENEFITS.

[www.radioeng.com](http://www.radioeng.com) • 800.228.9275

# The SMART Choice



**PrevoSt X3-45**



**PrevoSt H-Series**

With the longest wheelbase in the touring coach market, the **PrevoSt X3-45** gives passengers the smoothest ride and features the largest underfloor surface area (ft<sup>2</sup>) in the industry. The PrevoSt X3-45 also provides easy access to virtually any pick-up or drop-off site thanks to its low overall height.

The tallest high-deckers in the industry, **PrevoSt H-Series** coaches give passengers and drivers an outstanding panoramic view and provide the greatest luggage capacity (ft<sup>3</sup>) of all seated coaches. The PrevoSt H-Series premium touring coaches stand a cut above with style and technology.

## **Superior Amenities – Outstanding Reliability and Performance**

Featuring removable  
and interchangeable wheelchair lift  
(in less than 30 minutes).



[www.prevoStcar.com](http://www.prevoStcar.com) For sales inquiries : 877-773-8678

**PREVOST**  
THE SMART CHOICE