

Bus & Motorcoach NEWS

June 1, 2003

THE NEWS RESOURCE FOR THE BUS AND MOTORCOACH INDUSTRY

Coach operators to feel impact of Bush plan

WASHINGTON—The six-year, \$247 billion highway and public transportation plan unveiled by the Bush Administration last month will impact motorcoach operators at many turns, especially when it comes to safe operation of coaches.

The massive legislative proposal contains a half-a-dozen key ele-

ments that have been at the top of the most-wanted safety priorities of the United Motorcoach Association and American Bus Association for years. Some go beyond.

For example, the Bush Administration wants to impose huge fines or prison sentences for violating out-of-service orders. An employer who knowingly and will-

fully ignores an out-of-service order is liable for imprisonment for up to a year or a fine of \$100,000 if the violation does not result in death. An out-of-service order violation that results in a death increases the fine to \$250,000.

The bill also proposes doubling penalties for routine out-of-service order violations.

Another section of the law addresses the issue of rogue operators who routinely violate commercial motor vehicle laws and when they get caught they simply declare bankruptcy and begin operations anew under a different name. A pattern of this kind of conduct will result in the operator being shut down.

The bill also would allow the U.S. Department of Transportation to create standards that doctors would have to follow when performing physical exams for drivers. And, DOT could create a national registry of approved doctors.

"We have been urging Congress

CONTINUED ON PAGE 11 ▶

Tax cuts will help operators

The Bush Administration's Jobs and Growth Tax Act of 2003, adopted by Congress and signed into law on the eve of the Memorial Day holiday, will be a boon to small motorcoach operators. It will:

- Increase small-business expensing limits from \$25,000 to \$100,000, and increase the overall investment limit to \$400,000. In addition, these two figures would be indexed for inflation.

Economists like the idea of allowing small-business owners to immediately expense critical investments, saying it is a key component to expanding the economy since this money will be used to grow businesses and create new jobs.

- Accelerate the income-tax relief enacted in 2001. At least 85 percent of small-business owners file their tax returns as individuals—so any tax refunds and increased earnings will go back into their businesses.

- Significantly reduce the tax rate on capital gains and dividends.



The New Blue

Blue Bird Corporation's Fort Valley, Ga. coach assembly plant is producing the new Express 4500 motorcoach. Across the street is a former school bus plant that is turning out three commercial bus models. All of the buses are new designs developed after Blue Bird was purchased by Henlys' of Great Britain.

Blue Bird stakes claim to be major player

FORT VALLEY, Ga.—Blue Bird, a name synonymous with school buses for 76 years, has officially served notice that it expects to become a significant and committed player in the North American commercial bus market, including the motorcoach sector.

Richard Maddox, president and CEO of Blue Bird Corp., delivered that message late last month to the bus industry trade press. Maddox and top executives of Blue Bird's

commercial bus unit held a series of briefings, one-on-one interviews and tours of the companies retooled manufacturing facilities.

Maddox and his chief lieutenants, including Barry Hines, vice president and general manager of Blue Bird Commercial Bus, state matter-of-factly that "the new Blue" intends to set the standard for commercial buses by marketing innovative products that are popular with both customers

and riders.

The new panache at Blue Bird stems from a wholesale corporate, culture and product makeover that has taken place since the company was purchased three and one-half years ago by Henlys Group plc of Herts, England. Henlys is the largest bus and coach manufacturer in North America by virtue of its ownership of Blue Bird and a 50 percent stake in Prevost Car and Nova Bus.

Within months of the acquisition, Blue Bird and Henlys' executives and engineers began developing and executing a comprehensive strategy designed to position and drive Blue Bird to the forefront of the commercial bus market.

A key element of the strategy is one many Blue Bird customers will appreciate: Avoid making the same mistakes the company made

CONTINUED ON PAGE 9 ▶

THE DOCKET

TAG Briefing

UMA organizes an all-day briefing for members of the Federal Motor Carrier Safety Administration motorcoach TAG team. **Page 4**

Action in Illinois

Back-to-back run-ins with Illinois state government has prompted operators to form a state association. **Page 6**

The Illinois General Assembly adopts a bill that eliminates an onerous requirement that forced

motorcoach drivers to have a school bus driver license. Now it's up to the governor. **Page 6**

After a slow start, operators in Illinois are organizing to fight a proposal to take away the rolling stock sales tax exemption. **Page 6**

Just Arrived...

50

1993-1997 Neoplans



Prices Starting At
\$23,000

- 17 – 1993 -1995 40ft. Buses
- 33 – 1995 -1997 45ft. Buses
- Seating up to 58 Passengers
- Automatic Transmission
- Low Total Coach Miles
- Restroom Equipped
- Excellent Interiors
- 43 Coaches Equipped with 6 Monitor Video
- Many Coaches with Aluminum Wheels
- Financing Available

DETROIT SERIES 60 ENGINES

QUANTITY DISCOUNTS AVAILABLE!



MIDWEST

800-222-2875

SOUTHEAST

800-222-2871

NORTHEAST

800-222-2873

877-222-2879

SOUTHWEST

800-222-2877

WESTERN

800-322-2877

For additional photos and information visit our website

www.abc-companies.com

Sale of more Coach USA units may be close, sources report

PERTH, Scotland — Stagecoach Group, parent company of Coach USA, may have lined up a buyer for a huge chunk of the company's motorcoach operations.

Sources tell *Bus & Motorcoach News* that Stagecoach has reached a tentative agreement to sell the western and southern regions of Coach USA, plus Coach Canada, to an unidentified Canadian investment company.

The deal could be wrapped up by the end of this month, following completion of due diligence by the potential buyer last month.

Coach USA's western region includes California, Arizona,

Nevada and Colorado, while the southern region includes Texas, New Mexico and a handful of states in the south. Coach Canada is the name Coach USA operates under in Ontario and Quebec.

Employees at some Coach USA operations have been told the buyers intend to retain the staff at each of the locations being acquired.

"They will depend on us to continue to provide the quality services that we do now, and continue to look for more opportunities," said a senior manager at one Coach USA location.

Stagecoach Group has been working since late last year to sell

the motorcoach operations of its Coach USA subsidiary. The sell-off is part of a strategy to transform Coach USA from a predominately tour and charter company to a commuter and contract operator.

In December, Stagecoach announced it was selling five companies that comprise its New England region. The buyer is Peter Pan Bus Lines of Springfield, Mass. That deal cleared a major hurdle two weeks ago when the Surface Transportation Board in Washington, D.C., approved the transaction for a second time.

Coach USA declined comment for this story.

Coach USA transit division is sold

PERTH, Scotland — First Transit, which manages more than 60 public transit systems in the U.S., is purchasing the transit division of Coach USA.

The \$22.5 million cash deal is expected to close by the end of this month.

Like First Transit, Coach USA Transit manages bus services on a contract basis for public transit systems and other organizations. It operates in 35 U.S. locations, including California, Florida, New

York, North and South Carolina, Puerto Rico and Washington, D.C.

The division has roughly 2,000 employees and operates 1,200 vehicles.

The transaction was announced by Perth-based Stagecoach Group, the parent company of Coach USA. Martin Griffiths, Stagecoach Group finance director, said proceeds from the sale will initially be used to reduce outstanding debt.

Combining of cruise ship companies produces huge coach operation in Alaska

SEATTLE—One of the largest motorcoach operations in North America has been created as a byproduct of the operational merger of the parent companies of several of the world's leading cruise ship lines, including Carnival, Princess and Holland America.

The \$5.4 billion deal that combined Carnival Corporation of Miami and P&O Princess Cruises PLC of London includes the sizeable motorcoach fleets operated by subsidiaries of the cruise ship companies in Alaska. Holland America Line, a subsidiary of Carnival, operates Gray Line of Alaska, and Princess Cruises operates Princess Tours in Alaska.

David Beagle, vice president of Holland America Tours and Gray Line of Alaska, said the combined fleet of Gray Line of Alaska and Princess Tours totals more than 350 motorcoaches.

That would make the combined operation the sixth largest fleet of 40-foot and longer coaches in North America, behind Coach USA, Greyhound Lines, Academy Bus, Pacific Western and Liberty Lines, according to figures compiled by Metro magazine.

The Alaska operations of Gray Line and Princess primarily transport thousands of cruise ship passengers daily to major sightseeing destinations in land from the sea and waterway ports. The coaches operate virtually nonstop during Alaska's busy tourist season from late spring to Labor Day. The

heavy schedule is probably the toughest duty cycle of any coach operation in the United States.

No changes to Gray Line of Alaska and Princess Tours will be implemented during the current season, but operations will be streamlined and any redundancies eliminated by next year, said Beagle.

In addition to their motorcoach fleets, both Gray Line of Alaska and Princess Tours also have more than 100 vans and operate more than a dozen sightseeing railcars. This year, Gray Line added four of the largest railcars in the world to its Alaska sightseeing fleet. The cars, built in Colorado and shipped by ocean barge from the West Coast to Alaska, are 89 feet long and 18 feet high. They cost \$3 million each.

The mega deal that brought Carnival and P&O Princess together is an unusual business arrangement, allowing the companies to combine their management and operations as if they were a single company, while retaining their separate legal identities. The arrangement is called a dual listed company structure.

The structure allows P&O Princess shareholders to retain their shares, while the operational merger creates the world's largest cruise vacation group, with a number of well-known brands and the potential to generate significant cost savings. P&O Princess has changed its name to Carnival PLC.



A 1940 White Model 786-1 (above) and a 1971 Golden Eagle 05 (bottom) will be on display at the museum.

Bus museum opens June 29

LEMOYNE, Pa. — The only museum devoted exclusively to the North American bus industry has its soft opening Sunday, June 29, with more than a half-dozen of its vintage buses going on display.

The Museum of Bus Transportation, which has been in development for more than a decade, is on Route 39 near Hershey, Pa.

Besides historic buses, the museum also will display bus-related memorabilia, including bus sta-

tion signs, scale model buses and historic bus photographs.

J. Thomas Collins, president of the museum, said there will be at least one vintage bus on display to represent each decade from the 1910s through the 1970s.

The museum is sharing space with the Antique Automobile Club of America Museum, which also is opening its display of antique automobiles.

The museum will have a formal

grand opening in the fall, probably October.

The museum location is central to a number of tourist attractions, including Chocolate Kingdom, the Gettysburg National Battlefield and Lancaster County, home to Amish and Mennonite communities.

Information about the museum can be obtained by calling museum Vice President John Dockendorf at (717) 787-1220.



THE DOCKET

Top FMCSA officials get industry briefing

RANDALMAN, N.C. — Top officials from the Federal Motor Carrier Safety Administration, who regulate the coach industry, got a comprehensive briefing on the industry at a day-long event coordinated by the United Motorcoach Association.

The fast-paced program in late May included presentations by the owner of an award-winning motorcoach company, executives from Setra of North America, and officials from UMA.

Those participating in the briefings from the FMCSA included John Steinhoff, chief of the commercial passenger carrier safety division, and the members of Steinhoff's National Motorcoach Technical Advisory Group,

including Wes Barber from the FMCSA office in Little Falls, N.J.

"They clearly came away with a better understanding of motorcoaches, the coach industry and the challenges facing operators," said Patrick Scully, president of Setra of North America. "They were happy and excited that so much time had been devoted to bringing them up to date."

Added Victor Parra, president and CEO of UMA: "I think the TAG members walked away with a great appreciation for the safety of our equipment, and how it compares to trucks and school buses, and how a coach company works, including how charters are booked and tours are packaged and sold at retail. It was a very

good meeting."

The activities began with Parra providing the federal regulators with an industry and UMA overview. Parra's presentation also included key industry statistics, as well a rundown on important industry organizations.

Norman Littler, UMA senior vice president of government and industry relations, followed with a state-of-the-industry presentation, as well as a briefing on the key operational, legislative and regulatory issues facing motorcoach operators.

At Setra's headquarters in Greensboro, N.C., Scully provided an equipment overview, including a discussion of the design, engineering and manufac-

turing characteristics of contemporary motorcoaches, and pointing out the critical differences between over-the-road coaches and trucks and school buses. "I think they now have a very good understanding of the differences and the significances of those differences," said Scully.

Scully also led the group on a tour of Setra's facility, which includes a parts distribution center and maintenance operation.

The afternoon was devoted to a visit and briefing at Holiday Tours, a charter and tour operator based in Randalman. The company is headed by Dave Brown, who is an officer of both the North Carolina Motorcoach Association and UMA.



Patrick Scully of Setra.

Brown briefed the FMCSA officials on such critical operator issues as maintenance, safety, pricing, management, operations, scheduling, packaging tours, selling charters, customers, and sales and marketing. He also gave an overview of the International Motorcoach Group.

NTA urges administration to support tourism industry

LEXINGTON, Ky. — In an effort to boost the struggling tourism industry, the National Tour Association has sent a letter to President Bush urging his administration to support travel.

The NTA board of directors made a decision at its April meeting to contact President Bush and ask for his support for the travel and tourism industry. The letter is part of an ongoing effort that began when NTA contact U.S. governors and Canadian premiers encouraging them to back the industry as well.

"Americans need to travel again and experience the many and varied natural and historic sites our country has to offer," said the NTA board in its letter to President Bush.

The letter made no attempt to sugar coat the travel industry's problems. "The American travel industry is in distress. The economy, heightened security advisory levels, the war in Iraq and SARS-related anxiety have all combined to depress America's travel industry, the nation's largest services export industry, responsible for more than \$555 billion in gross receipts in 2001.

"Hotels have low occupancy

rates not seen for more than 10 years, and more than 500,000 travel and tourism industry-related jobs have been lost since Sept. 11, 2001."

The letter went on to ask Bush "to encourage Americans to travel and experience the sites, sounds and cultures that comprise the fabric of this great land. In 1991, your mother showed support for the travel industry by taking a commercial flight during a period of industry distress and your father recorded public service announcements on behalf of the industry. And your public service announcements on behalf of the industry immediately following Sept. 11, 2001 were appreciated.

"We respectfully ask you to once again seek out some means for showing your support of the American travel and tourism industry."

NTA also is urging members of the travel industry to promote tourism in their own states. NTA Chairman Charlie McIlvain said grassroots promotion of travel is essential to improving the industry overall.

The NTA is an organization of nearly 4,000 tourism professionals.

Tour alliance, receptive group form new link

LEXINGTON, Ky. — The National Tour Association and the Receptive Services Association have formed an alliance to create business opportunities for each other's members.

NTA and RSA also say they will cooperate to develop joint education programs and government relations initiatives.

The National Tour Association is an organization of nearly 4,000 tourism professionals representing the packaged travel industry.

RSA is the leading travel association dedicated to inbound travel to North America with more than 300 receptive operators, hotel, destination, attraction and other supplier members.

"Reaching out to industry partners and looking at new ways to enhance value for both RSA and NTA members is key for future success," RSA President Suzi Steiger Kavanaugh stated.

"Now more than ever, the travel industry needs to find creative ways of working together in order to bring more business opportunities to our members."

Texas, Oklahoma, New Mexico motorcoach operators unite

ARLINGTON, Texas—What started out as a meeting to discuss forming an association to represent motorcoach operators in Texas quickly became a tri-state affair here last month.

A total of 33 private coach operators from Texas, Oklahoma and New Mexico showed up for the meeting at a restaurant near Six Flags over Texas. The event had been organized by former motorcoach operator turned coach sales executive Tim Vaught of ABC Companies.

The gathering covered a lot of ground, including the naming of a five-member steering committee, setting a date for a second meeting, and completing a to-do list for steering committee members.

Among other things, the steering committee is compiling possible names for the association, putting together a roster of potential members who will be solicited to join the group, and assembling samples of bylaws from similar organizations. The next meeting will be July 1, at a place and time to be determined by the steering committee.

"We're putting the pieces of the puzzle together," says Vaught, who operated Vaught Charters of

Fort Worth for a dozen years before selling to Coach USA in the mid-1990s. He's now regional vice president for ABC at its sales and service center in Grand Prairie, Texas.

The five members of the steering committee chosen at the meeting were: Glen Adair of Whirlwind Tours in Clovis, N.M.; Mark Steelman of Amtour & Lone Star Coaches in Grand Prairie; Jeff Polzien of Red Carpet Charters in Oklahoma City; Patrick Conner of Sierra Trailways in South Houston, Texas, and Robie Morgan of Tyler Shuttle in Tyler, Texas.

The committee represents a cross-section of operators, including an intercity carrier, a company with a fleet weighted toward 15-passenger vans and minibuses, and tour and charter operators. Steelman was named chairman of the group.

Also attending the meeting were Peter Pantuso, president of the American Bus Association; Norman Littler, senior vice president of the United Motorcoach Association, and Linda Morris of Morris Meeting Management, which specializes in managing state motorcoach associations.

THE DOCKET

Pa. Turnpike makes changes to western leg

HARRISBURG, Pa.—A 19-month project to revamp the westernmost segment of the Pennsylvania Turnpike was wrapped up the first week of the month with the opening of a \$23 million, 13-lane toll plaza at milepost 30.

The new complex, called the Warrendale Toll Plaza, streamlines fare collection and improves traffic flow through one of the fastest growing and most congestion-prone sections of the turnpike. The plaza extends across Interstate 76 at the former site of the Butler Service Plaza, which was closed last year to make way for the new toll plaza.

The Warrendale plaza is just one aspect of what the Pennsylvania Turnpike calls its Western Toll Improvement Project. Also taking effect June 1, is the elimination of tolls at three western interchanges and conversion of the Gateway plaza to a cash-exchange facility. Here's what all of the changes mean to coach operators:

The Warrendale plaza becomes the western limit of the turnpike's "ticket" system. That is, all westbound or exiting vehicles—except E-ZPass users—will stop, hand in their tickets and pay their toll. Eastbound or entering vehicles—except E-ZPass users—will stop to pick up a ticket. Warrendale has E-ZPass lanes.

The Gateway Plaza, which previously has been the western limit of the turnpike ticket system near Ohio, has been converted into a flat-fee, ticketless facility. Now, both eastbound and westbound vehicles pay a fixed rate (over-the-road coaches pay \$3.25 or \$4 depending on size).

Previously, coaches paid \$1.30 to \$3.95 to travel among the four exits nearest the Ohio state line, depending on the weight of the coach and how far it traveled.

Tolls, tollbooths and fare-collection offices have been eliminated at three interchanges between the Gateway and Warrendale plazas, allowing unimpeded travel to the New Castle, Beaver Valley and Cranberry exits.

Not All Low Floor Buses Are Created Equal



All-aluminum construction

Powerful Mercedes-Benz engine

Class 1 Multiplex Electrical Network

Exceptional fuel economy

Premium Performance

Greater Accessibility

And a really Super Low Floor...
9-inches kneeling to be exact.



DaimlerChrysler's SLF 200.
**Still the Lowest.
Still the Best.**

DAIMLERCHRYSLER



DaimlerChrysler Commercial Buses | 1.800.882.8054 | www.dcbusna.com

THE DOCKET

Association in works for Illinois operators

A one-two punch by Illinois state government has prompted a group of operators and vendors to begin discussions that are expected to culminate in the formation of a state association of Illinois coach operators.

For 10 months, operators in Illinois have been battling to revise a five-month-old state law that requires coach drivers to have an Illinois school bus driver license before transporting children on school-related trips. (See related story on this page.)

As that battle was heating up earlier this year, Illinois Gov. Rod Blagojevich suddenly announced plans to repeal the state's rolling stock exemption. The exemption means coach companies, along with truckers, railroads and airplane operators, don't have to pay sales taxes on the equipment they purchase to move people and goods in and out of Illinois. (See related story at bottom of page.)

That blow was enough for Donald Ferrone, president of American Sightseeing Tours in Chicago, to take action. Ferrone wrote a letter to fellow operators across the state, urging formation of an organization that would serve as a state watchdog and lobby for coach operators.

Ferrone's letter was followed by at least two conference calls

involving a handful of operators, plus representatives from ABC Companies and Motor Coach Industries, and staff members from Consulting 4Biz Inc., a Springfield, Ill.-based association management and lobbying firm.

The operators included Ferrone, Richard Hausman of Robinson Coach in Evanston, Bill Winkler of Peoria Charter Coach in Peoria, Dennis Streif of Vandalia Bus Lines in Caseyville, Larry Cavallo of Cavallo Bus Lines in Gillespie, Karen and Richard Bingham of Mid-American Charter Lines in Elk Grove Village, Rick Hillard of Tri-State Travel in Galena and others. Participating from MCI was Pat Ziska, and Lee Loper represented ABC Cos.

Hillard, who is chairman of the United Motorcoach Association, was designated point person for the group.

During one of the conference calls, the group agreed to tackle two issues right away. First, they approved the hiring of Consulting 4Biz to fight the governor on his rolling stock tax exemption proposal. Each of the operators has been asked to kick in \$2,000 to retain Consulting 4Biz.

Any money left over from that effort will be used to help finance the Illinois Motorcoach Association.

Consulting 4Biz has been lead-



Rick Hillard of Tri-State Travel in Galena, Ill., has been designated point person by those organizing a state motorcoach association.

ing the lobbying effort to fight the school bus licensing law. It was able to get bills out of both houses of the Illinois legislature and onto the governor's desk.

Next, the group agreed to begin the effort to form an association. Consulting 4Biz was tasked to determine the feasibility, including gauging whether there is sufficient commitment and potential financial support from operators and potential associate members to sustain an association.

Consulting 4Biz also will look into setting up a database of potential members, establishing bylaws and filing legal paperwork. Both ABC and MCI will supply mailing lists of operators for the potential member database.

By this fall, there is expected to be a solicitation effort to join an association. A successful membership drive likely would result in the start-up of an association on January 1.

Illinois license bill moves to governor; second bill possible

SPRINGFIELD, Ill.—Legislation that revises an Illinois law requiring coach drivers to have state school bus drivers licenses before transporting children on school trips has passed both houses of the Illinois legislature and is now sitting on the governor's desk.

"While we're pleased we were able to turn this situation around sooner than anyone expected, a threat remains as the state of Illinois considers eliminating the rolling stock exemption," said Victor Parra, president & CEO of the United Motorcoach Association.

"As I've been saying for almost a year, our policy battles at the local and state levels will intensify as budget deficits grow and states and municipalities see our industry as a potential new revenue source."

The final hurdle in the legislature was cleared when the Senate adopted House Bill 2840 and sent it to Gov. Rod Blagojevich for signature.

What the governor will do with the legislation is anyone's guess, but lobbying of his staff has begun. The governor was not expected to act on the measure until after the legislature adjourned on the last day of May.

When the governor turns to

the bill, he may find a second piece of legislation vying for his signature. That's because the Senate version of the bill is still alive and kicking.

Separate House and Senate bills have moved through the legislature simultaneously this spring. The two bills are identical except for a provision the Illinois State Police got inserted in the Senate version. The state patrol wants language that spells out how the law's fingerprinting requirements are handled. Among other things, the State Police want to be reimbursed for the cost of processing fingerprint requests.

Supporters of the House bill that is on the governor's desk are not opposing the Senate bill or the State Police provisions. There apparently is opposition, however, from some members of the House to the police request. In any event, if the police are successful and get their version of the bill through both houses and to the governor, he will have a choice of which legislation to sign.

That possibility does not disappoint those who have been advocating the legislation. Two bills are thought to increase the chances of one of them being signed.

Illinois operators organize to fight sales tax proposal

SPRINGFIELD, Ill.—Motorcoach operators in Illinois are organizing to fight a proposal by Gov. Rod Blagojevich to eliminate the state sales tax exemption on rolling stock. They face a tough, uphill battle, however.

Blagojevich wants to get rid of the exemption as part of his plan for balancing the state budget, which has a \$5.2 billion hole in it. Eliminating the near-50-year-old rolling stock exemption would produce an estimated \$92 million to \$120 million annually for the state.

The exemption applies to sales of passenger buses, trucks, tractors, trailers, aircraft and railroad equipment used in interstate transportation. The exemption also extends to parts that become a component of a vehicle, including such items as brakes and anti-freeze. All of the states surrounding Illinois have similar rolling stock exemptions.

A group of Illinois operators got together by conference call in mid-May to discuss fighting the governor's plan. The group hired a lob-

bying firm, Consulting 4Biz Inc. of Springfield, to represent them.

Consulting 4Biz and its lobbyist, Tim Hennessey, represented operators this spring in the fight to revise an Illinois law that requires motorcoach drivers to have a state school bus driver license before they can transport children for school-related events.

Hennessey was retained by the United Motorcoach Association and the American Bus Association to lead the fight on the school bus licensing issue. Illinois

operators are footing the bill for Hennessey to tackle the sales tax exemption issue.

Although there is a large coalition of trucking, railroad and other organizations opposing elimination of the rolling stock exemption, the governor appears to be in the driver's seat on the issue.

Because his budget plan is predicated in part on eliminating the rolling stock exemption, he is not likely to back down unless an alternative revenue source can be found, or \$92 million in further

budget cuts are made. Neither is very likely.

About the only prospect on the horizon is a gambling expansion bill that, if adopted, could take off some of the pressure, says Hennessey. Still, the industries opposing the plan have no choice but to fight the proposal.

"This is bad for everybody and it will not benefit the people of Illinois in the long run," said William D. McCreary, general manager of Bluebird Express and Charter in Aurora, Ill.

Diesel prices stabilize

Diesel fuel prices appear to have stabilized as the nation headed into the Memorial Day weekend.

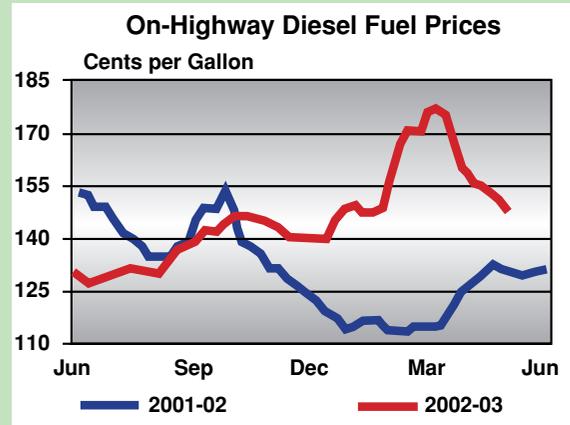
The average retail price was virtually unchanged—at \$1.44 a gallon—in the most recent national survey by the Energy Information Administration of the U.S. Department of Energy.

Diesel fuel prices are now roughly 33 cents a gallon less than they were during the all-time highs posted in March, but still 10 to 20 cents a gallon higher, than they were a year ago, depending on the region you live in.

As crude oil prices have stabilized or moved slightly higher, the price decline of diesel fuel also has slowed. Additionally, the diesel fuel spot market-to-retail-price spread is now close to traditional levels, another strong indication that prices will halt their 10-week decline.

Regionally, the latest survey showed that prices declined 3 cents a gallon in New England, 2 cents a gallon in East Coast and Lower Atlantic states, and a penny or more in the Central Atlantic states and California. Prices increased a cent a gallon in the Midwest and on the Gulf Coast, which still has the lowest diesel fuel prices in the nation, averaging \$1.37 a gallon.

In New England and the Central Atlantic states, the price is below \$1.60 a gallon since mid January.



SOURCE: U.S. DEPT. OF ENERGY

Diesel Fuel Prices

Cents per Gallon	Price	Change from	
		Week Ago	Year Ago
U.S.	144.3	▼-0.1	▲ 13.4
East Coast	147.7	▼-2.0	▲ 16.4
New England	158.1	▼-3.1	▲ 18.4
Central Atlantic	159.0	▼-1.7	▲ 19.3
Lower Atlantic	141.9	▼-2.1	▲ 15.0
Midwest	143.4	▲ 1.0	▲ 14.0
Gulf Coast	137.5	▲ 0.9	▲ 10.1
Rocky Mountain	148.3	▼-0.5	▲ 12.7
West Coast	148.4	▼-0.7	▲ 10.1
California	152.2	▼-1.2	▲ 12.3

Coach software maker appoints U.S. distributor

HAMILTON SQUARE, N.J.—Distinctive Systems of York, England, a leading supplier of computerized booking systems for motorcoach operators in the United Kingdom, has appointed a U.S. distributor for its software.

The appointment of Paradigm Technology Consulting of Hamilton Square, N.J., follows successful introduction of Distinctive Systems' Coach Manager Charter Booking System at the United Motorcoach Association Motorcoach Expo 2003 and the American Bus Association Marketplace earlier this year. Distinctive Systems has developed a Windows-based U.S. version of its software.

In addition to Coach Manager, Paradigm Technology also will distribute Distinctive System's soon-to-be-launched Vehicle Maintenance System.

Distinctive Systems is a 20-year-old company that has supplied more than 1,250 Coach Manager systems to operators throughout the U.K. and Ireland. Paradigm is a four-year-old company whose primary business service is providing software solutions. Paradigm becomes responsible for all U.S. sales, training and support of Coach Manager. Technical support is available weekdays from 8:30 a.m. to 5:30 p.m., eastern time.

Michael Whitehead, managing director of Distinctive Systems, said that Paradigm's enthusiasm about the appointment, combined with the flexibility, power and ease of use of the product, means "an absolutely unbeatable software solution for the U.S. motorcoach industry."

Further information: (866) 782-4636 or go to www.ptcllc.com.

Shuttle Bus Leasing

"Your Solution For Shuttling & Fixed Route Contracting"



*Leases Terms Available
From 3 Months to 2 Years
High Quality, Transit
Shuttle Buses
22' To 60' Models Available
Over 1000 Buses In Inventory*

*Parking Lot Shuttles
Seasonal Coverage
Peak Demand Coverage
Employee Shuttling To
and From Job Sites*



Top Quality Transit Buses Also Available for Sale



800-287-7253

1863 Service Court, Riverside, CA 92507
www.ShuttleBusLeasing.com

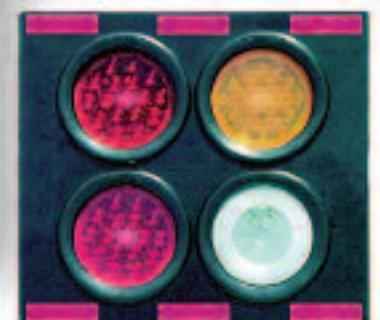
NEW! L.E.D. Taillight Modules

For MCI-102A-D

AFFORDABLE

- * Brighter - Safer
- * Easy To Install
- * Bolt On Design
- * No Modification Needed
- * Better Than OEM

**Complete Conversion
Kits Starting at \$495.00**



*Another Cost Saving Solution
from:*

Prevost & Van Hool L.E.D.
Modules Coming Soon...



INTERNATIONAL BUS & PARTS, INC.

"Cost Saving Solutions Since 1987"

2055 Sprint Blvd. • Apopka, Florida 32703
407-880-9700 • 800-468-5287 • Fax: 407-880-2026
www.1800intlbus.com

OPINION

A lot to like

A disproportionate amount of space in this issue of *Bus & Motorcoach News* is devoted to coverage of the Bush Administration highway and public transportation reauthorization plan — SAFETEA.

Doubtless you saw the story on Page 1 and its jump on Page 11. There's also a long, gray analysis of eight sections of the bill starting on Page 10. Plus, there's this editorial. Obviously, we think there's a lot of meat in the latest TEA legislation.

Frankly, the more we dissect the bill, the more goodies we find. On a slow day, you might want to wade into the Internet yourself and take a look at the U.S. Department of Transportation's own analysis of the various sections of the bill. Be forewarned, however. The department's breakdown runs to more than 175 pages.

Buried in all of that verbiage are scores of nuggets that suggest someone at USDOT has been paying attention to what the motorcoach industry has been preaching to these many years.

One of the latest tidbits we noticed is that DOT wants to require private, not-for-hire carriers of passengers to hold the same level of insurance as private, for-hire carriers. Given the current state of insurance pricing, that provision could be significant. It could act as a powerful disincentive to not-for-profits, especially church buses, from competing illegally against motorcoach operators or from operating at all. Potentially, this could be very good for operators' business.

Here are other provisions we like:

There is authorization for DOT to finally take concrete steps to clean up the physical examination mess. The department could create standards that medical examiners would have to meet before they could perform physical exams of drivers. The department could even create a list of medical examiners who have received qualification training to perform examinations. The airline industry has had provisions of this sort for years.

A couple of sections of the bill target rogue operators. Companies that knowingly and willfully violate out-of-service orders could be in for a tough and expensive time. Fines of \$100,000 or more and jail time would be possible.

Or, the operator who knowingly orders a driver to proceed despite an out-of-service order could end up paying a civil penalty big enough to pay for regulators' junkets for years.

And, the folks who open and close coach operations when they get caught violating the law could more easily be shut down.

We especially like the idea that federal charter rules would be toughened, making it possible for a transit system that violates the rules to lose part of the federal largesse that buys their shiny new buses.

We could go on, but you get the idea. Now, you need to write your representative and senators and implore them to keep these kinds of provisions in the bill. Someone will be there to fight every one of them, you can count on that.



Tom DeMatteo

Doing it right to maintain the Corporate Veil

By Thomas D. DeMatteo
Vice President and General Counsel
ABC Companies

Many operators run separate corporations for their charter, school and limousine businesses. Many operators also have other family-owned businesses they help operate, manage or have a financial interest in.

This article will help you identify the principles used by the courts to disregard a corporate entity to get to the assets of related companies.

The general rule is that shareholders of a corporation are not personally liable for the obligations of the corporation. There are many exceptions, however,

particularly if you run the corporation as your alter ego.

Of course, if you sign a personal guaranty, you are also liable for the debt of the corporate entity. Courts may also disregard the corporate entity when the corporate set up is used:

- As a means of perpetrating a fraud,
- As a protection of crime or to justify a wrong,
- To circumvent a statute or avoid a legal obligation, or
- As a tool or conduit of another corporation.

Courts will not disregard a corporate entity merely because of a commonality of financial interest, ownership, management or control, though these items are important considerations. Courts focus on the financial strength or weakness of the corporation to determine if the corporate fiction is used as a device to achieve an inequitable result to an injured party.

Courts also will focus on the following factors to determine whether a corporate entity should be disregarded to reach the assets of a related company:

- Is the entity adequately capitalized for the type of business that it is involved in?

• Are funds commingled in same bank accounts?

• Are the same properties used by both entities?

• Are employees shared between the related companies?

• Are employees covered by the same employee benefit plans?

• Is there a consolidated tax return?

• Are separate books and records kept?

• Do the entities share operating capital?

• Do the companies have separate board of directors and shareholders meetings?

• Does the related entity have the power to control the policies and procedures of the company in question?

No one factor is determinative; the courts look at the totality of the circumstances. Following separate corporate formalities for each entity will help you avoid having the corporate veil pierced and exposing the assets of related entities.¹

¹ Joel Reese, *Texas Bar Journal*, No.5

Thomas D. DeMatteo also is an adjunct Professor of Law at Hamline University School of Law in St. Paul, Minn.

Does anyone really know what's going on?

U.S. Treasury Secretary John Snow says the U.S. is suffering from a "soggy" economy and President Bush's tax cut package will help solve the problem by creating jobs.

Federal Reserve Chairman Alan Greenspan says that despite recent disappointing data, the U.S. econo-

my is poised to grow at a faster pace.

Greenspan told the Joint Economic Committee he believes interest rates are low enough to spur consumer and business spending.

Meanwhile, he says Fed officials do not yet have enough post-Iraq war data "to make a firm judgment

about the current underlying strength of the real economy." Greenspan thinks the quick Iraq war boosted the economy some.

Snow says Bush's tax cut will boost the economy because most of the \$350 billion in tax cuts come in the early years of the legislation.

How to contact us:

To send or report news, Letters to the Editor, articles:
E-mail: BusNews2003@aol.com
Fax: (877) 510-5598 or (877) 510-5602
Mail: 717 West Pierson #260
Phoenix, AZ 85013
Call: (602) 242-7361

To advertise or to mail advertising-related materials:
Call: Johnny Steger
(602) 980-0840
E-mail: Redboots44@aol.com
Mail: Post Office Box 12903
Tempe, AZ 85284

To e-mail advertisements or photographs:
reidhelms@yahoo.com

To subscribe or inquire about your subscription:
Call: Ellen Balm
(602) 488-8378

To send subscription orders or changes of address:
E-mail: busdirect@qwest.net

Fax: (877) 510-5602 or (877) 510-5598

Mail: 16845 North 29th Ave. #759
Phoenix, AZ 85053

Bus & Motorcoach NEWS

ISSUE NO. 7
A PUBLICATION OF THE UNITED MOTORCOACH ASSOCIATION

Staff

Editor & Publisher
Victor Parra

Managing Editor
Danielle Staudt

Senior Editor
Bruce Sankey

Government Editor
Norman Littler

Art Director
G. Reid Helms

Editorial Assistant
Tara Sheehan

Associate Editor
Ellen Balm

Accountant
John Giddens

Editorial Assistant
Rosa Funn-Bradby

Sales Director
Johnny Steger

Advisory Board

Alex Allen
Amador Stage Lines
Sacramento, Calif.

Todd Holland
Ramblin' Express
Colorado Springs

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

Robert Hume
Travel Mates Trailways
Harrisonburg, Va.

David Brown
Holiday Tours
Randlemann, N.C.

Daryl G. Johnson
J & J Charters
Crosby, Texas

Bob Foley
ABC Companies
Faribault, Minn.

Godfrey LeBron
Paradise Trailways
West Hempstead, N.Y.

Mitch Guralnick
Victoria Bus
Boston, Mass.

Joan Libby
Cavalier Coach
Boston, Mass.

Rick Hillard
Tri-State Tours
Galena, Ill.

Warren Miller
Pacific Coach Bus Service
San Francisco, Calif.

Jeff Polzien
Red Carpet Tours
Oklahoma City

Robert L. Quick
Quick-Livick Inc.
Stauton, Va.

Tom Ready
Ready Bus Lines
LaCrescent, Minn.

Bill Rohrbaugh
Bill Rohrbaugh's Charter Services
Manchester, Md.

Brian Scott
Escot Bus Lines
Largo, Fla.

John Silvanie
Suburban Charter Services
White Plains, N.Y.

Alan Spachman
National Interstate Insurance Co
Richfield, Ohio

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



Blue Bird's new commercial bus line-up includes the Ultra LF, The Ultra LMB and the XCEL 102.

Blue Bird

CONTINUED FROM PAGE 1

in the past when it made forays into the commercial market.

Gone, for example, are a whole range of less-than-stellar commercial buses that were derivatives of Blue Bird school buses—minus many of the exterior rivets—or Wanderlodge recreational coaches. Relegated to the corporate memory bank are such well-intentioned but under-performing commercial products as the Q-Bus, the CS Series, the TranShuttle and the LTC coaches.

Replacing them are purpose-designed and manufactured buses that target specific niches of the commercial bus and coach market.

Another key element of the Blue Bird-Henlys' strategy is to avoid going head-to-head with any of the coaches produced by its "sister" companies, Prevost and Nova Bus. That means Blue Bird will not be building a 40-foot, heavy-heavy-duty, low-floor transit bus to compete with the Nova Bus LTS. Nor, will it be building a top-of-the-line motorcoach or conversion shell that will compete with the Prevost H3-45 and the LeMirage XLII.

Instead, Blue Bird has launched a new-from-the-ground-up, "value-priced" motorcoach that has all of the brand-name components of other manufacturers' coaches but sells for \$40,000 to \$60,000 less. "It's positioned one step below Prevost," says Maddox.

Blue Bird won't be targeting high-end tour and charter operators, instead it is going after what it calls the day-charter market, colleges and universities, shuttle operators and the commuter market. That puts the new Blue Bird Express 4000 and 4500 coaches in line to compete with MCI's popular D-model Commuter Coaches. Blue Bird, like MCI, meets Federal Transit Administration Buy America requirements, notes Bill Fay, product sales manager for commercial buses and coaches.

Henlys has invested \$85 million during the past three years to essentially bring four new models to market and retool Blue Bird's manufacturing operations to produce them. Substantial money was saved and development time reduced by borrowing and fusing European design technology and concepts.

The result is buses that appear to be a quantum improvement in terms of quality, innovation, serviceability, flexibility and reliability over the commercial buses previously built by Blue Bird. In many cases, the buses offer features and amenities not yet found on products offered by competitors.

Here's how Blue Bird's new product line shapes up:

Express 4500 and 4000 motorcoaches. Semi-integrated, stainless-steel construction. Independent front suspension, air ride, I/O Controls' multiplex electrical system, roof exhaust, American Seating, Recaro air driver's seat and insulated panoramic windows.

Ultra LF low-floor commercial bus. A 12-year bus aimed at the transit and shuttle markets. 29- and 35-foot lengths; 102 inches

wide. Independent front suspension, air disk brakes, fully multiplexed and available with a diesel, CNG or LPG engine.

Ultra LMB low-floor commercial bus. A 10-year, purpose-built, aluminum-bodied bus for the light- to medium-duty shuttle and paratransit markets. Under 28 feet; 96 inches wide. Will compete with 5-year cutways and 7-year rail chassis products.

XCEL 102 standard-floor commercial bus. A 12-year bus aimed at transit and shuttle markets. Available in 29-, 35- and 40-foot lengths, 102 inches wide. Diesel or CNG engines.

Blue Bird executives say because they are playing catch-up with the competition, they must both differentiate their products and leapfrog the competition if they're to win sales when the bus market recovers from the economic slowdown and the slump in funding available to purchase transit buses.

For example, three of Blue Bird's new products are designed to meet the 12-year, 500,000-mile Altoona testing requirements, and the fourth is said to be the first bus

available in the 10-year market at under 28 feet.

Other innovations adopted for the new product line include:

- Low-mass engineering that makes heavy use of aluminum in an integral body structure, producing a bus that is light but remarkably strong and durable. The lighter weight means a smaller, more fuel-efficient engine can be used to power the bus. (Ultra LF and Ultra LMB models.)

- Independent front suspension that not only improves the ride but increases maneuverability. (Express, Ultra LMB and Ultra LF models.)

- Multiplexed electrical systems. (Express, Ultra LMB and Ultra LF models.)

Blue Bird has addressed other issues that have long undermined its position in the commercial market—parts availability, service, reliability, distribution, sales organization, and quality.

For the first time, Blue Bird has:

- An engineering team for its commercial buses.
- A quality Control team.
- A production facility and production team.

- A parts and service network for commercial buses.

- A customer-focused sales team.

- An internal bid team to support FTA procurements.

Buddy Cox, sales manager for both commercial buses and motorcoaches, says the new emphasis on parts and service support is critical if Blue Bird is to compete successfully in the commercial market. "If we do everything we say and we don't support it, we fail."

The goal of the beefed up parts and service operation, says Cox, is to provide prompt, consistent service. That means eventual 24/7 customer service and 24/7 technical support. An 80,000-square-foot parts distribution center staffed by veteran parts professionals has been set up at the company's sprawling Fort Valley complex.

No longer at Fort Valley, however, is school bus manufacturing. That, in and of itself, is evidence of a remarkable company transformation. For decades, Blue Bird Body cranked out thousands of school buses annually, making the company the largest school bus maker in the world.

Today, the company's two Fort Valley plants produce only commercial buses and motorcoaches. The former school bus plant has been heavily reconfigured to handle the new shuttle and transit models. Work on overhauling the interior of the plant continues.

The product and cultural makeover at Blue Bird, or "the New Blue" as the company has dubbed its transformation, is being driven, of course, by its aggressive owner. Henlys said at the time it bought Blue Bird it intended to expand the company's commercial sales.

Three years, \$85 million and a nearly unbelievable amount of change later, Blue Bird says it is ready to become a player. "We will become a leading commercial bus and coach manufacturer in North America," asserts commercial bus boss Barry Hines.

Lawsuits settled in crash, no admission of liability

NEW ORLEANS—All but one lawsuit against a doctor who cleared the driver involved in the infamous Mother's Day 1999 bus crash that killed 22 people have been settled out of court, a New Orleans newspaper reports.

Nearly 70 people had sued Dr. Shaunda Jones, insurance companies, a physicians' network and Jones' partners for unspecified damages in connection with the crash on Interstate 610 near City Park, La. Terms of the settlements were confidential, according to a report in the *New Orleans Times Picayune*.

Dr. Jones had given a clean bill of health to the driver, Frank Bedell, 46, who died three months after the crash a heart-related ail-

ment. In August 1998, Jones, an internist at a Tenet HealthSystems clinic in Marrero, La., examined Bedell and cleared him to continue driving buses even though he was suffering from congestive heart failure and a host of other maladies.

Peter Sperling, an attorney for Jones, said the doctor "did not admit liability" as part of the settlement. He declined to elaborate, saying a confidentially agreement tied to the settlement prohibited him from commenting further or providing details. "I think it was a fair settlement for all concerned," he allowed.

Originally, 30 suits were filed against Jones, Physician Network Corp. of Louisiana, Tenet

Healthcare Corp., Hospital Underwriting Group and several physicians who are partners in the network.

The plaintiffs were either riders who survived the crash or relatives of those who died in the crash. Individual settlements have been reached with plaintiffs over the past couple of months, according to court records, with the most recent settlement occurring about three weeks ago.

One suit remains to be settled involving the estate of a passenger who survived the crash but died of unrelated causes later, said Robert Ates, one of the lead attorneys for the plaintiffs. Ates said that "all of the individual plaintiffs are happy" with the settlements.

INDUSTRY NEWS

SAFETEA provisions will help, haunt coach operators for years

The Bush Administration's massive highway and public transportation spending bill contains literally hundreds of programs, initiatives and regulatory elements. Here are a handful of examples that motorcoach operators may bump up against in the next few years.

Increased Penalties for Out-of-Service Violations

This section doubles penalties for violations related to out-of-service orders, including provisions that could send violators to prison.

Currently, the civil penalties for recordkeeping violations are \$500 for each day the offense continues, up to a maximum of \$5,000; or, \$5,000 for each recordkeeping violation that can be shown to have misrepresented a fact constituting a non-recordkeeping violation.

These penalties would double, up to \$1,000 for each day the offense continues, or up to \$10,000 for an offense that misrepresents a non-recordkeeping violation.

Recordkeeping violations frequently have no other purpose than to conceal a safety violation, and they often succeed. Higher penalties should reduce both the number of recordkeeping violations and, indirectly, the number of safety violations as well.

The current penalties for a driver who violates an out-of-service order are, for a first offense, a 90-day disqualification from operating a bus or truck and a civil penalty of at least \$1,000 and for a second offense, disqualification for one to five years and a civil penalty of at least \$1,000.

An employer who knowingly allows or requires a driver to violate an out-of-service order is subject to a civil penalty of up to \$10,000.

Because enforcement officers cannot afford to spend hours monitoring a single out-of-service vehicle—and tracking possible movements of an entire out-of-service fleet is even more difficult—many out-of-service orders are violated.

One effective deterrent to violating an order is to raise the cost to violators. This section increases to a maximum of \$25,000 the civil penalty for a motor carrier that knowingly orders a driver to pro-

ceed despite an out-of-service order.

An employer that knowingly and willfully ignores out-of-service orders is liable to imprisonment for up to a year, or a fine of up to \$100,000 if the violation did not result in death, or up to \$250,000 if it did result in death, or both.

If a driver decides on his or her own to ignore an out-of-service order, the driver's penalty for a first offense would be increased to a 180-day disqualification and a civil penalty of at least \$2,500, and, for a second offense, to a two to five year disqualification and a civil penalty of up to \$5,000.

Motor Carrier Safety Grants

This program would make a number of changes to the Motor Carrier Safety Assistance Program (MCSAP). No. 1, it increases funding levels. No. 2, it requires states to include information about best practices for safely sharing the road with trucks and cars in the training manuals states give for auto and truck licensing examinations. No. 3, it requires states to place out of service vehicles that are unregistered or operating beyond the scope of their registrations.

States also would be authorized to use MCSAP funds to enforce traffic laws and regulations against non-commercial vehicles when the behavior of drivers of smaller vehicles increases the risk of accidents with buses and trucks.

Notably, the Transportation Department could designate up to \$17 million annually of MCSAP funds to conduct the new entrant motor carrier audits required by the Motor Carrier Safety Improvement Act of 1999.

The funds would be allocated to states and local governments without a matching contribution. It is expected that these jurisdictions would normally use government employees, not contractors, to carry out the audits. Should they be unable to do so, the Transportation Department would be authorized, but not required, to expend the funds directly to carry out new entrant audits in those jurisdictions.

There is a grant program that

helps states improve implementation of their commercial driver's license programs. The Motor Carrier Safety Improvement Act of 1999 and the USA Patriot Act of 2001 imposed CDL requirements that demand additional expenditures by the states. These grants would ensure states are able to keep pace with the responsibilities placed upon them.

Medical Examinations

This section would authorize the Transportation Department, through notice and comment rule-making, to create standards that medical examiners would have to meet to perform physical examinations of commercial motor vehicle operators.

DOT also would be authorized to create a list of medical examiners who have received qualification training to perform the examinations. After the adoption of the list, only medical examiners on the list could examine a commercial driver and issue a medical certificate.

The intent of this provision is to assure that medical professionals are knowledgeable of driver quali-

fication standards and guidelines, understand the physical and mental demands involved in driving a commercial vehicle, and perform physical examinations with full awareness of the conditions in which the examinee will be working.

A new Medical Review Board would be set up to provide up-to-date medical advice to the Federal Motor Carrier Safety Administration on matters related to driver qualification rules, guidelines for medical examiners, and standards for medical exemptions.

Pattern of violations by company managers

Some motor carrier managers order, encourage or tolerate widespread regulatory violations and, when caught, declare bankruptcy, rename the motor carrier and reshuffle the managers' titles, and

sell its assets to a pre-existing shell corporation owned and managed by the same people.

They also attempt to evade the payment of civil penalties, obscure the identity of the motor carrier and thus its safety record, and perpetuate a casual indifference to public safety. Although the total number of such managers is small, their actions create a risk disproportionate to their numbers.

SAFETEA addresses these problems. It authorizes USDOT to suspend, amend, or revoke the registration of a for-hire motor carrier if any of its officers has engaged in a pattern or practice of avoiding compliance or concealing non-compliance with federal motor carrier safety standards.

USDOT could also deny an application to register as a for-hire motor carrier if any of the proposed officers of the carrier has engaged in a pattern of non-compliance. In this context, "officer" means owner, chief executive officer, chief operating officer, chief financial officer, safety director, vehicle maintenance supervisor and driver supervisor.

Intrastate vs. Interstate

This section requires that when the USDOT is determining the safety fitness of commercial bus or truck owners and operators, it must consider the accident and inspection record of such owners and operators both on interstate and intrastate trips. Previously, intrastate accidents and violations were not considered or escaped the attention of USDOT inspectors.

In addition, owners and operators of motorcoaches and truckers who are determined to be unfit and prohibited from operating in interstate commerce, would also be prohibited from operating in intrastate commerce until they are able to demonstrate their fitness.

Finally, USDOT would be required to place all interstate operations of a motor carrier out of service if a state uses federal safety fitness standards to place

out of service the intrastate operations of a carrier that has its principal place of business in that state.

A federal safety determination that an interstate motor carrier is unfit would thus halt both its inter-

state and intrastate operations, while a state safety determination that an intrastate carrier is unfit will halt both its intrastate and any interstate operations. An unfit carrier should not be allowed to operate anywhere.

Intermodal Facilities

USDOT says there is a critical need for the nation's surface public transportation modes to link to each other and to airports at intermodal facilities. Only a few intermodal passenger terminals in the country bring together all the surface public transportation modes: motorcoach, intercity rail, urban mass transportation, and rural local transit. Further, current surface transportation programs fail to address the importance of intercity bus service to the nation's transportation infrastructure. Intercity buses serve over 4,200 U.S. communities in regular service and virtually every community in the United States through regular route, charter or tour service. Intercity bus service connects sparsely populated rural routes to larger corridors.

For these reasons, USDOT believes it is in the economic interest of the United States to improve the efficiency of public surface transportation modes by ensuring their connection with and access to intermodal passenger terminals, thereby streamlining the transfer of passengers among modes, enhancing travel options and increasing passenger transportation operating efficiencies.

This section of SAFETEA would accelerate intermodal integration among North America's passenger transportation modes by assuring intercity public transportation access to intermodal pas-

'There is a critical need for public transportation modes to link to each other.'

enger facilities; encouraging the development of an integrated system of public transportation information, and providing intercity bus intermodal facility grants.

Under this section, USDOT would make grants, on a competitive basis, to state and local governmental authorities for financing intermodal facilities that are related physically and functionally to intercity bus service and that estab-

CONTINUED ON NEXT PAGE ▶

SAFETEA

CONTINUED FROM PAGE 1

for years to make the medical community more accountable for its role in highway safety," said Norman Littler, senior vice president for government and industry relations at UMA. "Too many doctors are either ignorant of the requirements or treat them too casually," said Littler.

The American Bus Association warmly welcomed the administration's plan to include an Intermodal Passenger Facilities Program in the bill. The program would establish or enhance coordination between intercity bus service and other modes of transportation.

There's also a provision in the bill that strengthens the federal charter rules by requiring the secretary of transportation to bar an operator from receiving at least some portion of its federal transit assistance if found to be in violation of the charter rules.

The administration's Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003, or SAFETEA, was unveiled by U.S. Secretary of Transportation Norman Y. Mineta. In making the announcement, Mineta touted the fact the bill represents the largest highway and public transit investment in history.

Still, while the administration wants a 13 percent increase in highway and public transportation spending, many in Congress are saying far more money is needed to relieve highway congestion and strengthen public transit.

Key members of the House, for example, are advocating spending as much as \$375 billion over the next six years for highway and other ground transportation pro-

Impact

CONTINUED FROM PAGE 10

lish or enhance coordination between intercity bus service and other modes of transportation.

The federal share for such facilities would not exceed 50 percent of the net project costs. Up to 30 percent of the non-federal share could include amounts appropriated to or made available to a federal department or agency for transportation purposes.

Under the proposal, \$100 million in contract authority would be available from the Highway Trust Fund for each of fiscal 2005 through 2009.

The funding would further assist the intercity bus industry in linking passengers arriving and depart-

What's in SAFETEA?

Highlights of the Bush Administration \$247 billion surface transportation and highway bill. If adopted by Congress, it would succeed the current program that expires Oct. 31.

Total spending would increase 13 percent to \$247 billion, from \$218 billion authorized in 1998.

Spending for public transit would increase 2 percent to nearly \$46 billion.

Federal gasoline or diesel fuel taxes would not be increased from the present 18.4 cents a gallon, nor would they be indexed to inflation.

Environmental permitting processes for major highway projects would be streamlined.

Interstates would be exempt from historic preservation reviews.

Spending for highway safety programs would more than double to \$8.66 billion.

grams. Most Washington observers are anticipating a knock-down drag-out fight over the administration proposal.

The law it replaces, the Transportation Equity Act for the 21st Century, or TEA-21, expires at the end of October. Fierce battles are likely between the Senate and the House because of the Senate's current reluctance to

ing through airports, public transportation facilities, train stations and seaports with their final home, work, and tourism destinations.

Rest Area Pilot Projects

This program allows states to set up pilot projects on the interstates that permit commercial operations at existing or new rest areas. Such commercial operations include providing goods, services and information that are of interest to travelers, state promotional or tourism-oriented items, and commercial advertising and displays (visible only in the rest areas). The state could permit private operators to run the projects.

The states would be required to use the income derived from the

blow the federal deficit sky high.

Notably, the administration's proposal would more than double federal spending for highway safety compared to the levels in TEA-21, including increased funding for commercial vehicle safety and research programs, and expanding and improving safety auditing of new entrant motorcoach operators and trucking companies.

Mineta said that saving lives is the No. 1 priority of USDOT and the proposed law. Another major goal of the bill is to minimize delays on major highway projects. This would be accomplished by streamlining the environmental review process through better linkages between the transportation planning and project development processes, strengthening provisions that establish time frames for resource agencies to conduct environmental reviews and make decisions on permits, and simplify the processing of Categorical Exclusion approvals.

It also would provide for timely resolution of outstanding legal disputes by establishing a six-month statute of limitations for appeals on the adequacy of projects' environmental impact statements and other environmental documents.

The only increases in highway spending contained in the administration bill are modest by Congressional standards. The 2.5 cents per gallon tax on gasoline that currently goes into the federal government's general fund would be redirected to the Highway Trust Fund, and an additional \$1 billion a year of Highway Trust Fund dollars over and above each year's estimated receipts would go into the Highway Trust Fund to improve highway infrastructure performance and maintenance.

commercial operations for other highway projects.

Idling Reduction Facilities on Interstate Rights-of-Way

This would allow states (either directly or through contracts) to place electrification or other idling reduction facilities in rest areas that could be used to provide heating, air conditioning, electricity and communication to motor vehicles used for commercial purposes. Through these facilities, motor vehicles operators would be able to receive these services without turning on their engines, thereby reducing vehicle emissions. States, other public agencies and private entities would be allowed to charge for these services.

Intermodal facility tour attracts USDOT officials

WASHINGTON — Operator members and staff of the American Bus Association hosted federal and state transportation officials last month for tours of intermodal facilities in three northeastern states.

The tours were designed to emphasize the congestion mitigation and transportation efficiencies gained by using intermodal facilities, as well as the importance of the intercity bus system to the U.S. transportation network.

The intermodal facilities visited on the tours were the Boston South Station, the Portsmouth (N.H.) Transportation Center and the Portland (Maine) Intermodal Facility.

Jeff Shane, under secretary for policy at the U.S. Department of Transportation; Emil Frankel, assistant secretary for policy and director of the Office of Intermodalism at USDOT, and department of transportation officials from the three states participated in the tours. Leading the program was Peter Pantuso, ABA president and CEO.

The tours coincided with National Transportation Week and the release of the Bush Administration's Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003 (SAFETEA).

Pantuso noted that relatively

few intermodal facilities have been developed in the U.S., and not many of them have included facilities for intercity buses. That's because there has been no money dedicated to such facilities, said Pantuso, and because "the intercity bus industry has not been included in the planning process necessary for development of state and local transportation projects."

He said ABA is hopeful SAFETEA will change that. The legislation includes an Intermodal Passenger Facilities program to be funded at \$85 million annually from fiscal 2005 through 2009. The initiative is designed specifically to integrate intercity buses into the intermodal transportation network.

"We are encouraged by the administration's recognition of the industry and look forward to working to implement these proposals," Pantuso said.

Among the ABA operators participating in the event were Jim Jalbert of C&J Trailways in Portsmouth; Harry "Woody" Blunt of Concord Coach Lines in New Hampshire; John T. Cyr & Sons Inc./Cyr Northstar Tours in Old Town, Maine; Vermont Transit of Burlington; Peter Pan Bus Lines of Springfield, Mass., and Greyhound Lines of Dallas.

Washington fuel taxes increase July 1

Washington state motor fuel taxes will jump by a nickel a gallon to 28 cents on July 1, the first increase in 12 years.

The increase is part of a \$4.2 billion transportation package signed by Gov. Gary Locke. It also features a boost in various fees.

The 10-year transportation program includes about \$3.4 billion

for highways, \$605 million for public transportation and \$100 million for new four new auto ferries and work on existing vessels.

News services reported that a local "tax rebel," Tim Eyman, has threatened a "voter veto" of all tax and fee increases, and may mount a referendum or initiative to try to overturn the transportation deal.

New York wants old E-ZPass tags returned

Vehicle operators in New York could face a \$23 penalty if they do not return worn-out E-ZPass tags.

The New York Thruway Authority has sent out almost 140,000 new tags to replace old ones that are failing earlier than anticipated.

An estimated 20,000 customers

have failed to return their old tags so far.

The old tags can be returned by mail or brought to an E-ZPass Service Center.

The state wants the old tags back to ensure the devices, which contain lithium batteries, are disposed of properly

OPERATOR NEWS

Greyhound is honored by AFL-CIO

PITTSBURGH—Greyhound Lines has received a top award from the AFL-CIO for demonstrating a “commitment to the collective bargaining process” and “exemplary labor-management relations” while “producing competitive, union-made products and services.”

The 2003 Labor-Management Award from the Union Label & Service Trades Department of the AFL-CIO was presented last month at the annual Union Industries Show in Pittsburgh.

Greyhound was nominated for the award by Amalgamated Transit Union President Jim La Sala. The ATU represents Greyhound’s drivers and mechanics.

Greyhound and the union have rebuilt labor-management relations after a devastating 39-month strike that ended a decade ago.

La Sala described the current relationship between ATU and Greyhound as a “model that others might profit from studying,” adding that “after almost a decade, I think we can declare this process a success.”

Greyhound workers reject contract

DALLAS — It’s back to the bargain table for Greyhound Lines and the union representing its drivers and mechanics.

Members of the Amalgamated Transit Union who drive and repair Greyhound coaches have overwhelmingly rejected a new labor agreement that called for wage increases totaling 9 percent during the 44-month life of the proposed contract.

The contract would have replaced the current five-year agreement that expires at the end of January.

A total of 2,149 Greyhound employees participated in the contract balloting, with 813, or nearly 38 percent, voting in favor of the agreement, while 1,336, or 62 percent, voted against. Nearly 20 percent of the votes were cast over the Internet. There were 3,647 eligible voters.

The tentative contract was negotiated during 30 days of what Local 1700 of the ATU said was intense bargaining in Tucson, Ariz., ending in late March. Voting took place during April and May.

The union executive board had recommended ratification of the deal, saying it saved health benefits and represented as much as the company could afford to shell out. In fact, Mike Jin, a labor economist for the union, said the agreement was “the best deal the union could currently negotiate.”

In a statement released to *Bus & Motorcoach News*, Greyhound spokeswoman Kim Plaskett said the company “entered into negotiations a year early because dramatic cost increases in health care over the last few years put the health and welfare benefit plan in crisis.

“The company and union worked hard to reach an agreement. We are disappointed that this tentative agreement was not ratified. However, we will continue to work with the union as in the past.”

The union estimated the proposed contract would cost Greyhound a total of \$53 million over the life of the agreement. At the beginning of negotiations, Greyhound offered \$39 million in wage and benefit increases.

Among the contract highlights:

- Wage increases of 4 percent in August 2003, 2 percent in January 2005 and 3 percent in April 2006.

- A 67-33 percent split on premiums for health benefits, with Greyhound paying the higher percentage.

- \$150 yearly tool allowance for mechanics.

Currently, Greyhound drivers with five or more years experience operating on scheduled routes are paid \$19.85 hourly. A driver with more than a year of service but less than two years earns 90 percent of the experienced rate. Charter pay is 75 percent of the schedule rate.

Pay for mechanics varies by location. An experienced Greyhound mechanic in Syracuse, N.Y., is paid \$15.43 hourly, while a company mechanic 2,768 miles away in Seattle earns \$22.14 an hour. Those are the two extremes; everyone else is somewhere in between.

The current Greyhound-ATU agreement went into effect Oct. 1, 1998, and expires Jan. 31, 2004.

Bus Recall

The National Highway Traffic Safety Administration has announced a safety recall of AmTran school buses.

NHTSA publicizes recalls to alert vehicle owners to safety problems and encourages them to take action. Under federal law, safety problems must be remedied by the manufacturer or dealer without cost to the owner.

In most cases, the federal agency recommends owners wait until they receive notification before contacting the manufacturer or dealer to schedule repair.

Here’s the AmTran recall:
IC Corporation of Conway, Ark. Model: AmTran CE for 2002-03. Total number of vehicles recalled: 159. Certain units fail to comply with requirements of Federal Motor Vehicle Safety Standard No. 217, “Bus Emergency Exits and Window Retention and Release.” Seats with seat belts were bolted to the floor without the use of required reinforcements under the floor as required by the standard. The seats could come loose during a crash. Remedy: Dealers will add reinforcements to the seat mountings at the floor. Notices were to be mailed last month. Owners may contact IC at (800)843-5615.

UMA Members Receive Only the Best!

Members of the United Motorcoach Association receive only the best information, advice and services. When you join the United Motorcoach Association, you will receive the **'New Member Information Kit'**. This kit includes products that will help you drive your business to the next level. Items include:

UMA Membership Directory

Instantly puts you in touch with over a thousand operators and suppliers in the motorcoach industry.

Public Relations & Media Guide

This is a must-have guide for every operator. It outlines strategies to obtain effective PR relations, crisis management and helps you to leverage public relations effectively.

Safety and Courtesy Video

This video, produced by UMA, welcomes your passengers aboard your coach in a professional way. The video gives an excellent introduction to the motorcoach and informs passengers of the safety guidelines that should be followed.

Process Agent Service Information

Every operator member is eligible to use UMA as their blanket process agent for in satisfaction of USDOT regulations. Just fill out the form and fax it to the UMA office and your BOC-3 form will be processed electronically within 5 days of receipt of your form.

Guide to Congress

A handy booklet directory listing all of the members of Congress.

How to Join the United Motorcoach Association

Call 1-800-424-8262 to see if you are eligible for any new member discount offers. You can also visit our web site www.uma.org for additional membership information.

If you have any questions please call the Membership Department toll-free at 1-800-424-8262.

Once again, thanks for your interest in membership in the United Motorcoach Association.

Save Hundreds of Dollars!

Membership in the United Motorcoach Association will not only keep you abreast of all the latest issues affecting the industry, the latest market trends and the latest technology; but we will also save you money!

There are hundreds of dollars in discounts that you can only receive by becoming a member of the United Motorcoach Association including:

Operating Ratio Study

LabelMaster Regulatory & Compliance Products

Fuel Administration Program

Credit Card Merchant Acceptance Program

MOTORCOACH EXPO Discounts

Maintenance Seminar Discounts

...and much, much more!



113 South West Street, 4th Fl.
Alexandria, VA 22314-2824
Toll-Free: 1-800-424-8262
Fax: 703-838-2950
Web: www.uma.org

People



Earl Mountain

Earl Mountain, a fixture at Motor Coach Industries' delivery center at Pembina, N.D., for more than 20 years, has retired.

For most of 22 years, Mountain gave operators the red-carpet treatment when they picked up new coaches. Sporting his trademark cowboy hat and MCI belt buckles, Mountain built a reputation for inspecting and delivering new coaches.

Mountain joined MCI after a long career on the family farm and part-time work as a school bus driver. At MCI, he began driving coaches and picking up parts, which led to coordinating deliveries.

In retirement, the 72-year-old Mountain is returning to his 800-acre farm. He plans to spend a good deal of time tinkering in his workshop where a high priority project will be to encase his collection of bus models, many given by customers.

Mountain's new address is P.O. Box 245, Cavalier, ND 58220.

John H. Hill has been named chief safety officer and assistant administrator of the Federal Motor Carrier Safety Administration. Hill joined the FMCSA on the first day of this month from the Indiana State Police where he had worked since 1974. Most recently he had been the com-

mercial vehicle enforcement division commander, with the rank of major.

Hill's appointment came as something of a surprise. He replaces longtime FMCSA official **Brian McLaughlin**, who had been acting chief safety officer for five months. McLaughlin goes to the National Highway Safety Administration as senior associate administrator for traffic injury control.

President Bush approved Hill's appointment. Candidates for FMCSA chief safety officer require presidential approval before they can take office. It is one of three career employee positions in the Department of Transportation to require such approval.

Alan Mann has joined DriveCam Video Systems of San Diego as vice president of sales. Mann has more than 20 years experience in high technology sales management with a number of companies, including Sun Microsystems. Most recently he operated Sales Elevation, a sales process consulting company.

Steve G. Sprague, former chief operating officer of the United Motorcoach Association, has been named branch chief for highway infrastructure at the Transportation Security Administration.

Tony Douglas, former vice president of safety and risk management at Easton Coach Co. of Easton, Pa., and Cryogenic Transportation of Houston, has been named president of Smith System Driver Improvement of Richardson, Texas.

Thomas Dennis' name is switched to Daimler-Chrysler

GREENSBORO, N.C. — Thomas Dennis Co. has changed its name to DaimlerChrysler Commercial Buses North Carolina, completing the separation of the founders of the joint-venture, Thomas Built Buses and The Mayflower Corporation's Dennis Company.

"When DaimlerChrysler Commercial Buses North America took complete ownership of Thomas Dennis Co. earlier this year, a new company name was necessary to best reflect its products and ties to DaimlerChrysler," said Andy Strecker, president of DaimlerChrysler Commercial Buses North America.

The renamed company will continue to manufacture the SLF 200 low-floor and CL 100 shuttle buses at its plant in Greensboro.

Strecker said production levels of the SLF 200 and CL 100 models continue to grow.

As a result of the name change, the SLF 200 will now be branded an Orion bus and carry an Orion name plate. Orion also is owned by DaimlerChrysler Commercial Buses North America. The CL 100, which is built on a Ford chassis, will continue to have a CL 100 label affixed to the body.

Late last month, DaimlerChrysler introduced a 29-foot version of the SLF 200, with availability of a Mercedes-Benz engine, multiplexed electrical system and other features. The SLF 200 also is available in 32-foot and 35-foot models.

Designs and concept vehicles for additional products are underway with plans for market introductions later in the year.

Bikes to take over Lake Shore Drive in Chicago

Chicago's popular Lake Shore Drive will be closed from 5 to 10 a.m. Sunday, June 15, for the second annual Bike The Drive, a bicycle tour event expected to draw upwards of 18,000 cyclists.

The drive's southbound lanes will be closed from Hollywood Blvd. to 57th Street during the tour.

For more information, go to www.BikeTheDrive.org, or call (312) 427-3325.

SUBSCRIBE

- **Yes.** Start my one-year subscription (24 issues) to Bus & Motorcoach NEWS for \$49* (only \$2 per issue).
 - Save even more, 2 years for \$79.
 - I'm a member of UMA, but I want a second (or third or fourth or whatever number) subscription for \$39 (each). Bill me.**
 - Charge my credit card.**
 - My check is enclosed.**
- * Rate outside U.S. is \$59 (U.S.) per year
** Photo copy this ad, complete it, and fax or mail to Bus & Motorcoach News.

NAME _____
TITLE _____
COMPANY _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE _____ FAX _____
E-MAIL _____
CREDIT CARD NO. _____
_____ VISA _____ MASTERCARD _____ AMERICAN EXPRESS
EXPIRATION DATE _____

Satisfaction is Guaranteed

Our promise: If you are not satisfied with Bus & Motorcoach NEWS, we will send you a full refund on all unmailed copies. You may cancel at any time, for any reason.

Bus & Motorcoach NEWS

16845 North 29th Avenue #759, Phoenix, AZ 85053
Fax toll-free to: (877) 510-5602; if busy, (877) 510-5598
Questions: busdirect@qwest.net . . . or call (602) 488-8378.

Super Sized European Axle Covers FOR LARGER EUROPEAN BUS AXLES



High Quality Stainless Steel • Over-The-Lug Mounting
For 22.5" Aluminum or Steel Wheels

REALWHEELS 1-800-982-1180
www.realwheels.com

RealWheels Cover Co., Inc. • 847-662-7722 • Fax 847-662-7744

Made In The U.S.A. • Best Guarantee In The Industry

Classified Advertising

COACHES FOR SALE

1987-88 MCI 102A3s
New interiors, 8V-92
low-mileage engines.
Some automatic or
5-speed (willing to
convert), maintenance
records. Coaches are
currently in service.
Carl R. Bieber Tourways
Kutztown, Pennsylvania
(800) 243-2374
Ask for Steve
E-mail: SHADDAD@
BIEBERTOURWAYS.COM



DEALERS WANTED!

For Optare's Model
30-LFN heavy duty
low-floor shuttle bus.

Contact:

John M. Maddox
Optare International
US Sales & Marketing Dir.

760-941-1448

OPTARE

FOR SALE

1993 FORD/DIAMOND MINI-
COACH, 7.3 DIESEL. SEATS 20
OR 16 + 2 W/C. FREEDMAN
HI-BACK RECLINER SEATS. ALL
RECORDS SINCE NEW. VERY
GOOD CONDITION.
HIGH MILES.
\$7,500.
(715) 659-4391

WANTED

VAN HOOL T-835
MUST BE CLEAN,
NO RUST OR DENTS.
ALL RECORDS MUST BE
AVAILABLE.

(800) 231-4391

Attention JONCKHEERE OWNERS

We own two 1984
Jonckheere coaches.
We are looking for
individuals who might have
parts to sell for these buses.
Call: Nick at

(800) 492-2601

FOR SALE MCI Coaches

Excellent condition,
charter/tour coaches,
47-pax, lav, PA, VCRs.

1992 102C3 Auto
Detroit Diesel

1993 102C3 Auto

Detroit Diesel

1994 102C3

7-speed Cummins

1995 102D3

7-speed

Cats (5)

Call Rick or Mike at (800)

779-4869 or e-mail

rhillard@tristatetravel.

com. Fax inquiries to

(815) 777-8128

Classified Advertising ORDER FORM

Bus & Motorcoach NEWS is published on the 1st and 15th of the month.
Ad deadlines are one week prior to publication.

Please print or type your advertising copy.

If you prefer, print or type your ad on a separate sheet and attach to this
form. All Classified Advertising must be accompanied by payment before
insertion. VISA, MasterCard and American Express cards are accepted.

Type of ad you prefer: Display Line

Number of issues you would like this ad to appear in: 1 2 3 4 5 6 More?

Name

Person Authorizing Advertisement - Please Print

Company

Address

City State Zip

Signature

Credit Card Information

Card No.

Expiration Date

Name on Card

Fax or Mail this form to **Bus & Motorcoach NEWS**

Toll-free fax: (877) 510-5598

Mail to: 16845 North 29th Avenue # 759, Phoenix, AZ 85053

Make checks payable to: **Bus & Motorcoach NEWS**

Questions? Call Johnny: (602) 980-0840

Email: redboots44@aol.com

COACH FOR SALE

First-rate MC-8
1977 MC-8, 8V-71 with less
than 30,000 miles on engine,
straight shift, auxiliary air,
42-pax with built-in bar.
Coach is in service.
Must be seen to appreciate.
Asking \$13,000.

**Happy Travelers Tours
Wilson, North Carolina**

**(252) 237-9327
or (252) 243-6255
Fax: (252) 243-7560**

For Sale

Charter Bus &
Limousine Company

Well-established charter bus
and limo company serving
southeast. Located in Atlanta.

New fleet of motorcoaches
and limousines. Real estate
included. Owner retiring. Bank
and owner financing available.

For additional info, contact:
John Adams Assoc. Broker
Re/Max Greater Atlanta

**(866) 256-2181
Toll Free
(678) 508-1590**

Wanted: Referrals

Don't send away customers who want to lease a conversion coach! Refer them to
Executive Motor Coach. We'll treat them right and we'll send you \$\$\$ to show our
thanks. Our coaches seat up to 21 and have lounge seating, a galley kitchen, a
restroom, TV and many other amenities. Mid- to long-term leasing is our specialty.

**Executive Motor Coach (614) 733-0006
www.executive-motor-coach.com**

For Sale Midwest Charter & Tour Company

25-bus fleet.
In business since '53.
Good business and reputation.
Please write to:
Ima Busowner,
3717 Watt Road, Ste. 2003,
Gahanna, Ohio 43230

Coaches for Sale MC-9s / 102 Look

1979-82 MC-9s.
Rebuilt w/102 look. VCRs.
Some w/auxiliary A/C; w/tires.

**Price: \$19,500
Quick's Bus Co.**

Staunton, Va.
**(540) 886-6297
E-mail: quickbus@intelos.com.**

Display Classified Advertisements

1 column x 2" minimum size.
Frequency discounts available.
CLASSIFIED:
\$20 per column inch.
RECRUITMENT:
\$30 per column inch.

Line Classified Advertisements

Set in 6 pt. Type, in paragraph
form only, with the first four
words in capital letters.
CLASSIFIED: \$20 for the first 6
lines per insert. \$15 each addi-
tional line per insert.

Payment

Prepayment required for all ad
placements unless credit has been
established. MasterCard, Visa,
American Express
accepted.

Deadlines

Seven days prior to publication
dates of 1st and 15th of the
month.

Hours

Call Monday-Friday, 8:30 a.m.
4:30 p.m. MST.

Sales Representative
Johnny Steger
Phone: (602) 980-0840
Fax Toll-Free: (877) 510-5598
E-mail: Redboots44@aol.com
Bus & Motorcoach News
16845 North 29th Ave. #759
Phoenix, AZ 85053

CALENDAR OF EVENTS**JUNE 2003**

14-18 Pennsylvania Bus Assn.: Annual Meeting, Wisp Mountain Hotel, Deep Creek Lake, Md. Info: (717) 236-9042 or go to www.pabus.com.

15-17 Transportation Marketing & Communications Assn.: Annual Conference, Hilton Head Island, S.C. Info: Contact Brian Everett (952) 442-5638.

19 California Bus Assn.: General Membership Meeting, Ontario, Calif. Info: (800) 664-2877 or go to www.cbabus.com.

21-24 National Motorcoach Network: 20th anniversary Network Marketing Seminar & Invitational 100, Radisson Hotel, Branson, Mo. Info: (888) 733-5287.

JULY 2003

18-20 Family Motor Coach Assn. Convention, Buffalo, N.Y. Info: (800) 543-3622 or go to www.fmca.com.

20-22 Georgia Motorcoach Operators Assn.: Annual Meeting & Marketplace, Marriott at Perimeter, Atlanta. Info: (404) 589-8783.

29-31 Florida Motorcoach Association Annual Meeting & Show, Ritz-Carlton Golf Resort, Naples, Fla. Info: (407) 647-2491 or go to www.floridamotorcoach.org.

AUGUST 2003

9-12 Pennsylvania Public Transportation Assn.: Summer Meeting and Roadeo, Erie, Pa. Info: (717) 234-7176 or go to www.ppta.net.

10-12 Alabama Motorcoach Assn.: Annual Meeting & Marketplace, Wynfrey Hotel, Birmingham, Ala. Info: (336) 495-4970.

17-20 South Carolina Motorcoach Assn.: Annual Meeting & Marketplace, Westin Resort, Savannah, Ga. Info: (336) 495-4970.

22-24 Greyhound Birthplace Bus Bash 2003, Hibbing, Minn. Info will be available at www.bus-mag.com, click on Bus Bash link, or call (815) 946-2341.

SEPTEMBER 2003

5-9 Virginia Motorcoach Assn.: Annual Convention, Dover Sheraton, Dover, Del. Info: (434) 376-1150, or go to www.vamotorcoach.com.

10 California Bus Assn.: General Membership Meeting, LTBA, Calif. Info: (800) 664-2877 or go to www.cbabus.com.

14-16 Kansas Public Transit Assn.: Annual Conference and Expo, Overland Park, Kan. Info: (913) 491-9094 or go to www.ktransit.com.

OCTOBER 2003

12-16 APTA: Annual Meeting, Salt

Lake City, Utah. Info: (202) 496-4800, or go to www.apta.com.

17-22 Busworld, Kortrijk, Belgium. Info: Go to www.busworld.org or e-mail info@busworld.org

26-28 BusCon 2003, Las Vegas. Info: (310) 533-2556 or e-mail: info@bobitexpos.com.

NOVEMBER 2003

1-5 California Bus Assn.: Convention & Trade Show, Doral Palm Springs

Resort, Cathedral City, Calif. Info: (800) 664-2877 or go to www.cbabus.com

2-5 Ontario Motor Coach Assn.: Annual Conference, Toronto. Info: (416) 229-6622.

MOTOR COACH PARTS
MOTOR COACH SERVICE
MOTOR COACH QUALITY
MOTOR COACH INDUSTRIES



J4500

Our name says it all. From the factory floor to the sales showroom, engineers to field service representatives, Motor Coach Industries is all about building North America's best motor coaches. Not only do we make more motor coaches than anyone, we offer more customer service, more parts and more trained technicians.

When you select an MCI model for your fleet, your investment brings unmatched experience, integrity and a proven track record of excellence. From design and production to sales, service, parts and maintenance, MCI continues to make its name on North America's roads.

Now celebrating 70 years of serving the motor coach industry.

It is all we do.

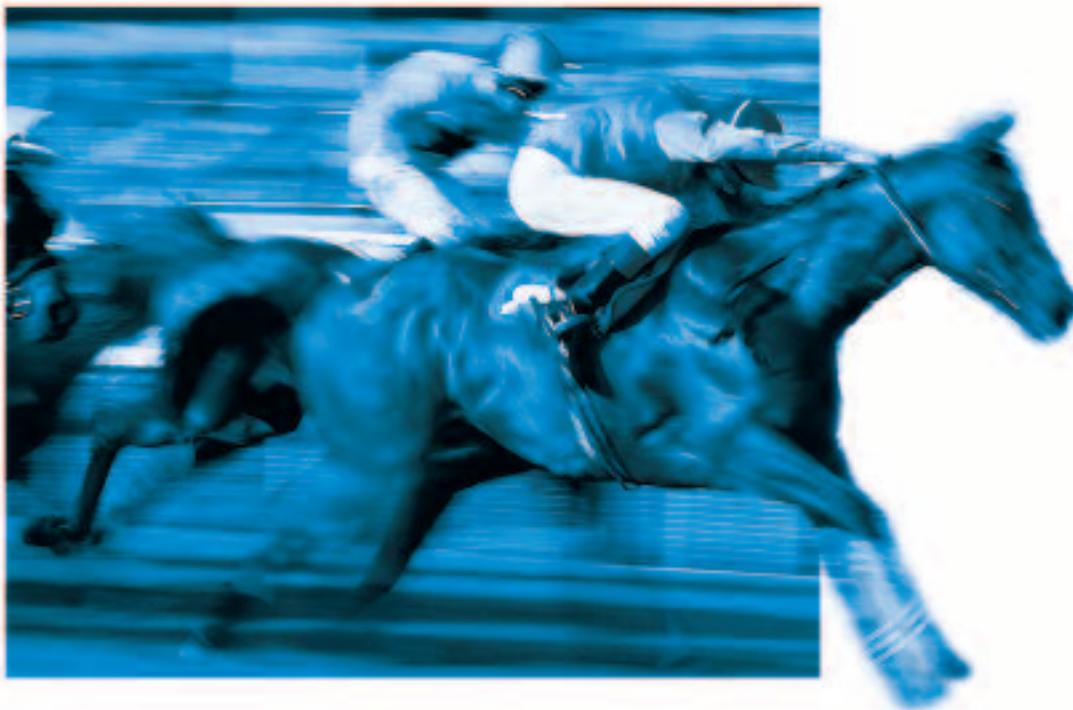
www.mcicoach.com

1-800-RIDE MCI (1-800-743-3624)



MOTOR COACH
INDUSTRIES

We are America's coach.



YOU GREATLY IMPROVE YOUR ODDS

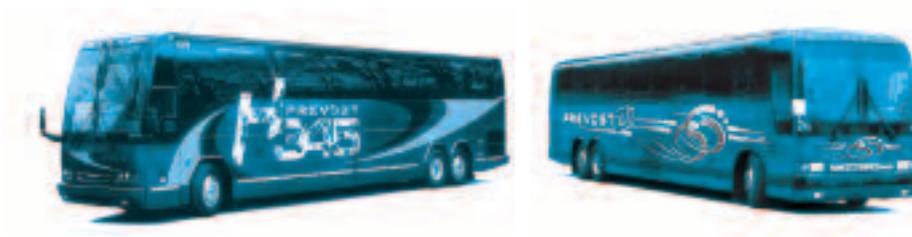
www.prevostcar.com

when you back the right horse.

Investing in a Prevost Coach is your assurance of outstanding curb appeal, impeccable road handling, delighted passengers and repeat business. Not to mention optimum resale value, minimum life-cycle cost and the best after-sales parts and service infrastructure to keep your fleet in tip-top shape.

It all adds up to the most dependable, attractive coach money can buy, backed by a company – **and assets** – you can count on years down the road. Because nothing safeguards your fleet investment over the long haul like **The Time Travelers®**.

www.prevostcar.com



PREVOST®

THE TIME TRAVELERS

Sales inquiries 877-873-8678

Service network across North America and Company-owned facilities in
Canada | California | Florida | Illinois | New Jersey | Tennessee | Texas