

Bus & Motorcoach NEWS

June 1, 2012

WHAT'S GOING ON IN THE BUS INDUSTRY

Coach America carved up; Coach USA, TMS are big buyers

WILMINGTON, Del. — Coach America, the nation's largest tour-and-charter bus operator, was broken into pieces late last month at the hands of lawyers and creditors working under the aegis of the federal bankruptcy court here.

Nine large motorcoach operations owned by Coach America were purchased by Coach USA and affiliated companies as part of a plan to speed the expansion of

megabus.com across the U.S.

Stagecoach Group plc, the Perth, Scotland-based parent company of Coach USA and megabus, said its U.S. subsidiaries would buy the nine companies for \$134.2 million.

Included in the deal are such high-profile operators as Lakefront Lines, Dillon's Bus Service, American Coach Lines of Atlanta and Kerrville Bus, plus the 800

buses operated by all nine of the Coach America subsidiaries.

Much of the rest of Coach America's charter operation, which includes subsidiaries in such major metropolitan areas as San Francisco, Houston, Phoenix, Denver, Los Angeles and Miami is being purchased by Transportation Management Services of Sandy Spring, Md.

TMS is perhaps best known in

the motorcoach industry for its transportation coordination of major events, including large conventions and trade shows, plus sporting events, like this year's NBA All-Star Game.

Additionally, Professional Transportation Inc. of Evansville, Ind., is acquiring Coach America's expansive rail crew shuttle service, which operates mostly in north central, mountain, western and

northwestern states.

The sales leave Coach America Group Holdings with virtually no other major assets and the transactions are expected to bring to a close its six-month stay in U.S. Bankruptcy Court.

Coach America and its subsidiaries filed for bankruptcy protection in early January, and since then the court-supervised restructuring

CONTINUED ON PAGE 10 ►

Canadian giant R.B. Colborne dies at age 85

CALGARY, Alberta — R.B. Colborne, who quite possibly was the most successful North American motorcoach operator of the past 50 years, died here last month after a short illness. He was 85.

At the time of his death, Mr. Colborne was the founder, owner and chairman of the Pacific Western Group of companies, the largest motorcoach operation in Canada, the second-largest family-owned motorcoach company in North America, and the fifth-largest motorcoach business on the continent.

Only Academy Bus of Hoboken, N.J., among the 4,500 family-owned bus companies in North America, is larger, according to figures compiled by *Metro* magazine. Pacific Western operates more than 500 motorcoaches.

What truly sets Mr. Colborne apart, however, is that he essentially built his company from scratch, starting in 1961, and along the way created what is perhaps the most iconic and baffling bus operation in North America, Red Arrow Motorcoaches.

But beyond his business acumen and achievements, Mr. Colborne had a consuming passion to

CONTINUED ON PAGE 12 ►



CHOP TOP. So, what would you do if you had a dozen-and-a-half Van Hool double-decker coaches with 625,000-to-825,000 miles on them? If you're Coach USA you chop the tops off, paint 'em red and convert 'em to sightseeing buses for your Chicago Trolley & Double Decker Co. subsidiary. More on Page 10.

UMA blasts Senate bus safety bill

WASHINGTON — The United Motorcoach Association has doubled down in its opposition to federal bus safety legislation, arguing it contains far too many onerous and unnecessary mandates, plus unreasonable and unattainable deadlines.

In a new document delivered to the House Subcommittee on Commerce, Manufacturing and Trade, UMA President and CEO Victor S. Parra also warned that the Senate-backed legislation could put small motorcoach operators in a

serious financial bind and possibly force some out of business.

He urged lawmakers to reject the legislation and, instead, adopt a House measure that he suggested offers a much more reasoned and reasonable approach to addressing industry safety issues.

"The House of Representatives has chosen a more deliberate, logical course to improving motorcoach safety," he asserted.

The new UMA report was a follow-up to testimony Parra gave at a subcommittee hearing in

March, in which he emphasized the industry is struggling to recover in the slow economy and now is not the time for the government to hit the industry with new and excessive mandates.

At issue are bus safety provisions in Senate Bill 1813 and House Bill 7, two competing public transportation measures that lawmakers are considering in a joint conference committee.

Parra noted in the report that the Senate proposal contains an

CONTINUED ON PAGE 12 ►

It's spring, feds step up checks in eastern states

WASHINGTON — Federal and state officials stepped up safety inspections of motorcoaches and tour buses last month in 13 eastern states and the District of Columbia.

The sweep, conducted by the Federal Motor Carrier Safety Administration, along with state and local law enforcement, is part of the expanded, year-old federal effort to check buses and drivers.

The initiative was instigated after a series of fatal motorcoach crashes early in 2011. (See related story on Page 17.)

"Especially during the peak spring and summer travel seasons, we are working hard to remove any bus or driver that places passengers and other motorists at risk on the road," Transportation Secretary Ray LaHood said in a statement about the sweep.

During the safety blitz, inspectors scrutinized buses and drivers in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia and the District of Columbia.

CONTINUED ON PAGE 17 ►

SETRA
Expect More

Finding a Pre-Owned Coach
Just Got Easier!

Home Coaches > Pre-Owned News Sales Service Parts Financing Contact Careers

Visit our pre-owned web site for a whole new experience.

WWW.SETRA-COACHES.COM/PREOWNED



ABC Companies Featured Pre-Owned Equipment

**Take your pick of
pre-owned J Model coaches:**

2008 MCI J4500 — \$295,000

- 4 units available
- 56 Passenger
- Detroit Diesel Engine
- Allison Transmission

2007 MCI J4500 — \$219,000

- 1 unit available
- 58 Passenger
- CAT Engine
- ZF Transmission

2006 MCI J4500 — starting at \$235,000

- 2 units available
- 56 Passenger
- Detroit Diesel Engine
- Allison Transmission



Shown: 2008 MCI J4500,
VIN# 64467



Shown: 2006 MCI J4500,
VIN# 63614



Contact your ABC Account Representative

ABC New Jersey 800.222.2873

- Jay Oakman, x50313
- Frank Sorvino, x50315
- Janos Bokor, x50312
- Sammy Morales, x50338

1494 Federal Street, Camden, NJ 08105

ABC Florida 800.222.2871

- Ryhan Cornell, x77107
- Jeff Jolley, x77103
- Jim Morrison, x77208
- Claude Payne, x77101
- Brian Pinckney, x77139
- Eb Vazquez, x77140

17469 West Colonial Drive, Winter Garden, FL 34787



**Watch for details on upcoming
ABC Open Houses & Auctions**

**ABC Minnesota:
Tuesday, June 26, 2012**

**ABC Texas:
Thursday, June 28, 2012**

Used vehicles sold "As-is." Actual coach may vary from photo. No warranties expressed or implied. Financing and special lease rates available to qualified customers.

Photos and additional information for these pre-owned units available at
www.abc-companies.com/inventory.asp

View hundreds of other pre-owned equipment at
www.abc-companies.com and www.busbuys.com



www.abc-companies.com

Find us on

5/21/12

NORTHEAST 800-222-2873 SOUTHEAST 800-222-2871 SOUTHWEST 800-222-2877 WEST 800-322-2877 MIDWEST 800-222-2875 CANADA 800-345-1287

L.A. investor plans to buy 3 high-profile operators

Calco/Hotard Group, All Aboard America! sign letters of intent

LOS ANGELES — A California-based private equity firm plans to buy three of the motorcoach industry's best-known operators — Calco Travel, Hotard Coaches and All Aboard America!

The deal surfaced publicly last month when the U.S. Surface Transportation Board, a unit of the

U.S. Department of Transportation, tentatively approved and authorized the transaction.

Calco, Hotard Coaches and All Aboard America! have signed letters of intent but the principals declined to discuss the deal until it has been wrapped up.

The buyer is Celerity Partners of Los Angeles, which manages roughly \$200 million in equity capital across four funds. Since 1995, it has specialized in supplying growth equity, corporate di-

vestitures, recapitalizations, deleveraging investments, and management buyouts.

Celerity's current investment portfolio includes companies in three sectors: IT products, manufacturing services, and health/life science products and services. It has investments in such companies as Rincon Industries, Streamline Circuits, PC Helps Support, Synteract, Pinnacle Treatment Centers and Analytical Bio-Chemistry Laboratories.

It has tended to specialize in industrials, capital goods, aerospace and defense, commercial and professional services, consumer durables and apparel, media, and healthcare industries. The motorcoach/bus industry seemingly is a new direction.

Celerity is buying Calco Travel of Geismar, La., from Callen Hotard, and Hotard Coaches of New Orleans from Callen Hotard and his wife, Coleen. Callen Hotard is president of both compa-



Callen Hotard

Jack Wigley

nies, with the two operations often identified simply as Calco/Hotard Group.

All Aboard America!, which

CONTINUED ON PAGE 14 ►

N.Y. operators push back against restrictive measures

ALBANY, N.Y. — The Bus Association of New York is pushing back against proposed state legislation that would require motorcoach operators to obtain special permits and parking locations for their tour and intercity operations in New York City.

Although the organization does not oppose the general concept of the regulations, it contends that two companion bills being prepared for presentation to the State Assembly and State Senate would negatively impact private operators and could even force

some of them to shut down.

"It is not the intention of BANY to inhibit regulations that truly improve safety, however, the impact on the operations of legitimate carriers will be adversely impacted should this legislation pass," Tammy M. St. Louis, executive director, warned in a letter sent to association members.

"These bills as currently written could very well put some of our members out of business and have an adverse affect to New York City tourism."

The letter calls on operators to

write their individual state legislators, alerting them to the concerns they have with the bills and urging them to consider changes that would make the legislation more plausible.

The targets of the BANY campaign are twin bills drafted by Assembly Speaker Sheldon Silver and Sen. Martin J. Golden that would give New York City authority to require operators to buy special permits for their tour and intercity buses, and to obtain designated parking locations for loading and unloading passengers.

The bills are aimed at addressing growing traffic congestion in certain areas of the city and give the city authority to regulate motorcoach companies, including those that offer curbside line runs between New York City and other cities.

About a dozen companies currently provide the service, including several major carriers and a number of so-called curbside Chinatown operators.

Washington, D.C., which also faces serious traffic problems, adopted similar regulations in 2010, first requiring trip permits for all

motorcoaches that come into the city and then forcing intercity carriers to relocate their curbside loading and unloading to a former parking facility.

Silver said the legislation he's proposing will bring order to the chaos of intercity buses on the streets of New York, particularly in Chinatown.

"By giving the city the ability to regulate this industry, we are helping to improve the quality of life for Chinatown residents by cutting down on traffic congestion

CONTINUED ON PAGE 14 ►



DRIVEN BY SERVICE

Protective Insurance Company, rated A+ (Superior) by A.M. Best, offers comprehensive insurance programs to large fleet bus operations. We have a specialized claims staff and a full service loss prevention department that are committed to working with each individual company. Our goal as your insurance partner is to help you improve your operation.

CONTACT STACY RENZ: (800) 644-5501
protectiveinsurance.com

THE DOCKET

Partisanship hovers over transportation bill

WASHINGTON — House and Senate negotiators assigned to produce compromise multi-year highway and public transportation legislation continue meeting behind closed doors in an effort to work out differences, ranging from funding to construction of the Keystone XL Pipeline.

However, the ideological divide between the parties is so deep and the issues so contentious that there are doubts everywhere about whether the conference committee can cobble together a transportation reauthorization bill.

And whatever comes out of conference committee would still have to be approved by the House and Senate, and agreed to by President Obama.

“Increasing investment is not in the vocabulary of this Congress,” said former Rep. James Oberstar, D-Minn., who used to be

chairman of the House Transportation and Infrastructure Committee.

Oberstar spoke to the National Industrial Transportation League last month and said of the reauthorization process: “I’ve never seen anything this dysfunctional.”

Indeed, House Republicans were so divided over fundamental transportation policies they could not pass a five-year bill introduced by Rep. John Mica, R-Fla., the current chairman of the Transportation and Infrastructure Committee.

The Senate passed a two-year, \$109 billion bill in March by a wide bipartisan margin, but House Republicans refused to allow a vote on the Senate measure.

As a vehicle to get to conference on the Senate bill, House leaders pushed through a 10th temporary extension of transpor-

tation legislation to fund highway projects and public transit through September.

Still, there are some observers who contend that if the conferees can agree on the funding in the Senate bill, chances are good for a reauthorization plan.

Many observers say the conferees are not terribly far apart on several critical reauthorization issues, but to produce a bill, House Republican conferees must agree to spending levels closer to those in the Senate bill than many House members want.

House conferees also will have to agree to offsets the Senate found to make up a \$12 billion funding gap between current spending levels and revenues available in the Highway Trust Fund.

“I think there was a very smart tactical move made by Speaker [John] Boehner to put all those

freshman Republicans on the committee,” said one former lobbyist. “Because if they can agree to a conference report and sign it, then they are going to have to go back and sell it to their fellow freshman Republicans.

“If you didn’t have them in the room negotiating, then you’ve got the proverbial ‘they’re on the outside looking in.’ Now they’re on the inside.”

Two issues important to Republicans — the Keystone pipeline and scaling back environmental reviews — are expected to be major sticking points.

More than one Democrat has called the two provisions “poison pills.”

Keystone, which would transport oil from Canada to Texas refineries, is opposed by President Obama and most Senate Democrats.

Court trashes ‘ambush vote’ rule by NLRB

WASHINGTON — Citing Woody Allen and the lack of a quorum of National Labor Relations Board members, the U.S. District Court for the District of Columbia overturned the board’s controversial “ambush elections” rule that would have permitted fast-track union representation elections.

The court opinion included the following: “According to Woody Allen, 80 percent of life is just showing up. When it comes to satisfying a quorum requirement, though, showing up is even more important than that. Indeed, it is the only thing that matters — even when the quorum is constituted electronically.

“In this case because no quorum ever existed for the pivotal vote in question, the court must hold that the challenged rule is invalid.”

The challenge to the rule was led by a large group of associations and other organizations called the Coalition for a Democratic Workplace and its litigation partners at the U.S. Chamber of Commerce.

Coalition Chairman Geoffrey Burr said the court had overturned a rule that would have been bad for employees and employers, “and especially hard on small business owners who would have been left with mere days to navigate an often-arcane NLRB process.”

Added Burr: “While we hope this will be the final word on this particular attack on workplace democracy, we know that hope is not a strategy and are keeping our eyes out and litigation ready on a number of fronts.”

FMCSA officially dumps remedial EOBR rule

WASHINGTON — The Federal Motor Carrier Safety Administration has officially dropped the so-called remedial final rule on “Electronic On-Board Recorders for Hours of Service Compliance” issued two years ago.

The proposed rule was vacated by a court of appeals last August.

The agency posted a notice in the *Federal Register* last month, announcing the rescission.

Based on a suit filed by the Owner-Operator Independent Drivers Association, the court found the FMCSA’s failure to address the issue of harassment — as part of the rulemaking — rendered the rulemaking arbitrary and capricious.

Although the court opinion focused on the remedial directive for carriers that demonstrated noncompliance with hours-of-service rules, the court vacated the entire rule.

Meanwhile, the FMCSA is moving forward with a proposed rulemaking issued in January 2011 that would require all over-the-road bus and truck operators to use EOBRs.

The agency had hoped to have that rule in place sometime this year, and fully implemented in three years.

But the proposed rule — so-called EOBR II by some in the ground transportation industry — dealt with driver harassment in virtually the same manner as the rule that was vacated.

The appeals court decision earlier rule was a setback for EOBR II, FMCSA Administrator Anne Ferro said during a February speech, and now the new rule might not be issued in final form this year.

The agency has held two public listening sessions to get feedback on potential harassment issues.

Meanwhile, some trucking and safety interests are pressing congressional negotiators to include an electronic onboard recorder mandate in the highway bill they are drafting.

In a letter to leaders of the House-Senate conference committee, industry interest groups strongly urged that the mandate be kept in the bill.

“Enactment of this provision is essential for improving (hours of service) compliance, assisting law enforcement in verifying compliance with HOS rules, and advancing highway safety,” the groups said.

The letter was signed by the heads or top officials of the American Trucking Associations, Advocates for Highway and Auto Safety, Public Citizen, the Teamsters Union, the Commercial Vehicle Safety Alliance, the Truck Safety Coalition, the Alliance for Driver

Safety and Security, and the Truckload Carriers Association.

The provision is opposed by the Owner-Operator Independent Drivers Association, which holds that the recorders are an unnecessary expense because they do not improve safety.

The United Motorcoach Association also has questioned the need for the recorders, contending their benefits and efficacy in reducing crashes need to be proven before they are mandated.

The EOBR mandate is included in the Senate two-year, \$109 billion highway bill.

The House does not have a comparable bill, although it has drafted a measure that says the EOBR rule that is being written by the FMCSA must include standards for performance and certification.

See related Opinion article on Page 8.

Caution to coach drivers: D.C. expands speed camera locations

WASHINGTON — Operators sending coaches to the nation’s capital this spring and summer may want to make their drivers aware that the District of Columbia is expanding its use of speed cameras.

The cameras, designed to catch speeders, are being placed at more than 25 new locations.

The first few days in June, the

registered owners of vehicles exceeding the posted speed limit will receive warning notices. Starting June 6, citations will go out and fines will be imposed.

The new camera locations are all over the district, and the speed limits in those areas range from 25 to 40 mph.

One blogger suggested drivers should be particularly alert on

Southwest Freeway (Interstate 395) around exit 4, on both sides of the highway. That’s an area where the speed limit is 40 mph but most drivers apparently think that’s too low.

Unlike Maryland’s speed camera law, the district’s doesn’t set a buffer speed between the legal limit and the speed for a citation. In Maryland, a vehicle has to be

exceeding the speed limit by 12 mph or more.

D.C. police do not say at what speed their cameras are set.

The camera locations were chosen based on the number of crashes and injuries, the number of calls for police service and the number of vehicles traveling at high speed.

Montgomery County, which

adjoins the district to the northwest in Maryland, is also expanding its speed camera locations.

A full list of D.C. camera locations — both fixed and mobile sites — appears deep in the police department website at www.mpd.cdc.gov.

In looking for the list, think Traffic Safety and Automated Traffic Enforcement.

NHTSA proposes bus-truck stability control mandate

WASHINGTON — The National Highway Traffic Safety Administration issued the first-ever motor vehicle safety standard to require electronic stability control systems on large commercial buses and trucks.

The rule would affect vehicles with a gross vehicle weight rating of more than 26,000 pounds.

As proposed, the rule would take effect between two and four years after the standard is finalized, depending on the type of vehicle.

The proposal also includes standards for performance testing of the technology.

NHTSA research shows the technology could prevent up to 56 percent of rollover crashes each year and another 14 percent of loss-of-control crashes.

An extensive NHTSA research program to determine how available stability control technologies affect crashes involving commercial vehicles found ESC systems to be the most effective tool for reducing the propensity for heavy vehicles to rollover or lose control.

“We’ve already seen how effective stability control can be at reducing rollovers in passenger vehicles; the ability for this type of technology to save lives is one reason it is required on cars and light-duty trucks beginning with model year 2012,” said NHTSA Administrator David Strickland.

“Now, we’re expanding our efforts to require stability enhancing technology on the many large trucks, motorcoaches and other large buses on our roadways.”

The NHTSA proposal resolves one major question that had revolved around the issue: Would the agency proposal call for electronic stability control, or the less-expensive roll stability control (RSC)?

Both systems perform a similar function: if sensors detect the risk of rollover or instability, the control module slows the vehicle by cutting back the throttle and applying the brakes automatically.

The difference is that RSC is triggered only when the system detects roll instability, which might occur when a bus or truck is going too fast into a turn or maneuvers too quickly.

ESC reacts to both roll instability and yaw instability, such as a skid that also could lead to a rollover or a jackknife in the case of trucks. In addition to slowing the vehicle to prevent a rollover, it applies the brakes on the wheel that needs to be slowed to counteract the skid.

Studies have demonstrated that both systems are effective, but not equally so. In 2009, the University of Michigan Transportation Insti-

tute concluded that if all five-axle tractor-trailers had RSC, there would be 3,489 fewer crashes and 106 fewer deaths each year. If all of those trucks had ESC, there would be 4,659 fewer crashes and 126 fewer deaths.

In its proposal, NHTSA estimates that a standard requiring ESC

on the nation’s large trucks and buses would prevent up to 2,329 crashes, eliminate an estimated 649 to 858 injuries, and prevent between 49 and 60 fatalities a year.

The other difference between the two systems is cost. ESC is more expensive, costing roughly \$500 to \$700 more. Electronic sta-

bility control systems add roughly \$2,000 or more to the price of a new coach.

The agency said it considered going with an RSC requirement, but went with the one it said had the higher net — ESC.

Most motorcoach manufacturers, including MCI, Prevost, Setra,

Temsa, Van Hool and Volvo, already offer stability control systems as standard equipment. It is coming to others or is available as an option.

Major industry vendors, such as Bendix and Meritor Wabco, supply the systems, and have delivered tens of thousands.

SHORE FUNDING LTD.
PUTTING YOUR COACH FINANCING OVER THE TOP SINCE 1978

Coach Financing and Leasing “Specialists”

- Coach and School Bus Financing
- Terms Up to 84 Months
- Balloons and Skip Monthly Payments Available
- 100% Financing Available to Qualified Credits
- Low Fixed Rate Equipment Financing
- Fleet Refinancing
- Used Equipment Financing
- TracLeases Available

www.shorefundingltd.com shorefund@aol.com
(800) 542-7467
 TEL: (732) 842-2828 FAX: (732) 842-2281

Logos at the bottom: **Trailways**, **UMA** United Motorcoach Association, **INTERNATIONAL MOTOR COACH GROUP, INC.**, **ABA** AMERICAN BUS ASSOCIATION

Teamsters endorse Obama

LAS VEGAS — Teamsters General President Jim Hoffa announced here that the union is endorsing President Barack Obama for re-election.

Hoffa made the announcement to more than 1,500 Teamster members attending the union's annual conference in Las Vegas last month.

The union said the endorsement was the result of a months-long process that included scientific polling of Teamster members, surveys of local union and joint council leaders and deliberations by the union's democratically elected General Executive Board.

"In these years that I've been in office, I've seen and appreciated how you support the American economy and social justice, a tradition that goes back more than a

100 years," President Obama said by phone to Teamsters at the Las Vegas conference. "America would look a lot different without the Teamsters."

In a statement, Hoffa said the union wants to keep the likely Republican presidential candidate, Mitt Romney, out of the White House, calling him a "vulture capitalist."

"Mitt Romney would be the fox guarding the henhouse," he said.

As recently as late last year, Politico notes, several labor leaders, disappointed the president hadn't focused on their agenda as much as they'd hoped, warned they might sit out the 2012 election cycle in protest.

The Teamsters also endorsed Obama in 2008 over Democratic primary rival Hillary Clinton.

San Francisco-area tolls rise

SAN FRANCISCO — Multi-axle vehicles, including over-the-road buses, will be paying higher tolls to cross San Francisco-area bridges starting July 1.

The increase is the second of a two-step toll hike that was set in early 2010.

Last year, the Bay Area Toll Authority boosted toll rates for

three-axle motorcoaches to \$10.50, from \$6.

Starting July 1, coaches with three axles will pay at the rate of \$5 times the number of axles, boosting a comparable toll to \$15.

It will be even more expensive for coaches to cross the Golden Gate Bridge, where it will be \$6 times the number of axles, with a

Ohio House OKs long school trips on district buses

COLUMBUS, Ohio — The Ohio House has passed a bill that would dramatically increase the number of miles a school district may authorize its own motor vehicles be used for out-of-state, school-related travel.

The bill, which would revise section 3327.15 of the state code, would permit school district-owned vehicles to travel up to 1,000 miles outside the state on any one trip.

The current limit is a total of 240 miles outside the state.

Based on the proposed bill's language, any school district in Ohio could use its own buses to take field trips to Washington, D.C. or New York City.

Obviously, the 33 state representatives who sponsored and co-sponsored the legislation have never ridden hundreds and hundreds of miles on a school bus, nor are they aware of the risks, discomfort and inconvenience of doing so.

\$5-per-axle rate for FasTrak customers.

Colo. marijuana limit fails

DENVER — A bill making it easier to convict people of driving high on marijuana was among the more than two dozen bills sacrificed in the Colorado House during a gridlocked debate over civil unions.

Senate Bill 117, which was only two vote-counts away from the governor's desk, failed to receive a second-reading vote by midnight when the legislative session ends.

Bills cannot receive second-reading and final-reading approvals on the same day, meaning the

bill is dead for the year.

The proposal would have made it illegal to drive with more than a certain amount of THC — the psychoactive chemical in marijuana — in the driver's system.

The limit of 5 nanograms of THC per milliliter of blood that the bill proposed is considered similar to the .08 blood-alcohol standard for drunk driving.

Supporters said the bill was scientifically sound and was needed to send a message that driving stoned is not OK. Opponents said the limit was too low.

FMCSA checklist times eight

WASHINGTON — The Federal Motor Carrier Safety Administration has developed consumer bus safety checklists in five Asian languages, plus German, Spanish and French.

The FMCSA unveiled its Multilingual Bus Safety Consumer Checklist last month.

The Asian languages are Simplified Chinese, Traditional Chinese, Japanese, Korean and Vietnamese.

The checklists are available free to the public at www.fmcsa.dot.gov/safety-security/pcs/index.aspx.

The checklist encourages travelers to look at the on-road safety performance, safety rating and consumer complaint history of a bus company before buying a ticket or booking a trip.

In addition to using the bus safety checklist, consumers can download the FMCSA's free SaferBus app at www.fmcsa.dot.gov/safety-security/saferbus/saferbus.aspx.

The application is designed to provide access to the safety records of passenger carriers.



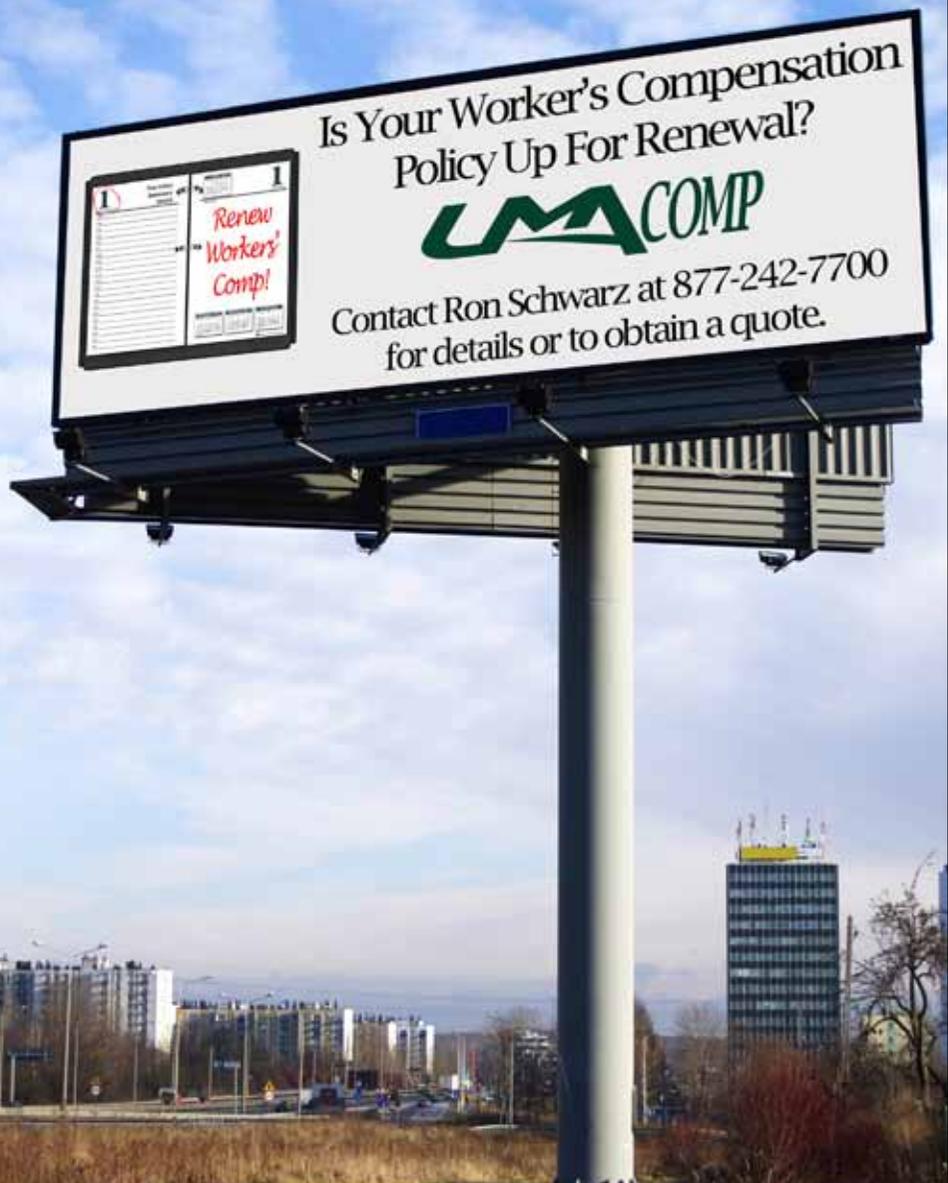
SEFAC
by **SLEC**

**Interest FREE
50/50 Promotion**

Pay 50% at signing
and 50% after one
year. Interest FREE!

heavy duty mobile lifts

800.826.3486 sefac@sefac.com www.sefac.com



Is Your Worker's Compensation
Policy Up For Renewal?

UMACOMP

Contact Ron Schwarz at 877-242-7700
for details or to obtain a quote.

N.C., S.C., Maryland associations schedule ADA training

CONCORD, N.C. — Increased federal scrutiny of Americans with Disabilities Act compliance by over-the-road bus companies has promoted motorcoach associations in three states to schedule ADA training sessions for their members and other operators who may wish to attend.

The North Carolina Motorcoach Association and the Motorcoach Association of South Carolina have teamed up to conduct a one-day training session June 26 at the Great Wolf Lodge in Concord, which is roughly 30 miles north-

west of Charlotte off Interstate 85.

The session will be conducted by personnel from Open Doors Organization of Chicago, one of the nation's premier providers of ADA training to the motorcoach industry.

The cost to a company to send representatives to the training is \$150, regardless of how many individuals attend. In other words, whether it's one or 10 attendees, the cost is \$150 per company.

For additional information or to register, contact the North Carolina Motorcoach Association at

(800) 376-1660, or by email at info@ncmotorcoach.org, or the Motorcoach Association of South Carolina at (888) 376-1150, or by email at info@scmotorcoach.org.

The Maryland Motorcoach Association also has scheduled ADA training sessions for late July in Baltimore.

The association will conduct a one-day session on July 26, and then repeat the training on July 27. The only difference in the sessions is the order of the program will be reversed between the two days, improving the convenience for

attendees.

One of the two, half-day sessions is designed for management, frontline employees and drivers, the other half is aimed primarily at management and frontline employees.

The Maryland training, which also will be conducted by Open Doors Organization, will be at the Best Western Plus in Baltimore. The sessions begin at 9 a.m. and end at 5 p.m.

For members of the Maryland Motorcoach Association there is no charge to attend. For nonmembers, the cost is \$60, which covers

meals and materials.

For more information or to register, go to www.marylandmotorcoach.org. Click on Other Events. Or, call (717) 236-4205.

The Open Doors training sessions cover a gamut of ADA-related topics, including dealing with emergency evacuations, service animals, appropriate service, the law and its enforcement, preparing for an ADA compliance review, ADA reports and forms, agreements between carriers, vehicle purchase, and more than a dozen other important issues.

Va. Motorcoach Association aids driver initiative for veterans

RICHMOND, Va. — The Virginia Motorcoach Association has joined with the Virginia Department of Motor Vehicles and other groups in a program to put former servicemen and women to work in the transportation industry.

Through the Troops to Trucks program, the Virginia DMV is making it easier for personnel trained by the military to operate heavy vehicles to obtain civilian commercial driver's licenses.

The ultimate goal is to provide transportation-related employment

opportunities with truck and bus companies for military members after their service.

"The commonwealth (of Virginia) is an ideal place to launch Troops to Trucks," said Virginia Gov. Bob McDonnell.

"Virginia has approximately 823,000 veterans, 63,000 active-duty military and 20 major military installations. The goal of the Troops to Trucks program, a first in the nation, is to help provide employment opportunities to our military as truck or bus drivers, or

in other transportation-related jobs after their service; and to members of the National Guard and Reservist even during their service."

McDonnell touted the program's collaborative arrangement, with government and the private sector assisting individuals "who have served and sacrificed for our great nation. We have a duty to ensure they have training and employment opportunities in the future," McDonnell said.

Effective July 1, Virginia DMV will utilize a new federal regula-

tion to waive the road skills test requirement for military CDL holders two years immediately preceding their application with safe driving experience. These applicants will still need to take the DMV written exam.

The road test waiver will streamline the CDL process for military personnel and eliminate the often burdensome requirement that an applicant provide a commercial motor vehicle for the skills test.

For military members without experience operating heavy vehi-

cles but interested in obtaining a Virginia CDL, the DMV is partnering with military installations to provide the necessary training.

Once the student has successfully completed the skills training and testing, the DMV will issue a Virginia CDL.

Through partnerships with the Virginia Motorcoach Association, Virginia Trucking Association, and Virginia Association for Pupil Transportation, applicants will be referred to at least three potential employers.



Coach-Transit Components, Inc.
Your Source for Aftermarket Solutions!

Contact Your Local Representative for Pricing and Availability.

NORTHEAST	Mike Hemby	352-430-7977	Mike@CTCCoach.com
WEST COAST	Richard Olsonawski	253-219-0749	Richard@CTCCoach.com
MID WEST	Chuck Gosch	870-481-5442	Chuck@CTCCoach.com
MID CENTRAL	Dwight Barnett	248-421-3631	Dwight@CTCCoach.com
SOUTHEAST	Charlie McCarron	407-403-2494	Charlie@CTCCoach.com
SALES/DESIGN	Howard Nichols	407-808-3322	Howard@CTCCoach.com

Coach-Transit Introduces Its




Before **After**

- Engineered for 12 Volt Lights
- Lights Recessed into Panel to Avoid Tail Swing Damage
- Grommet Mounted Lights for Easy Replacement
- Easy Installation
- Lifetime Warranty on Lights

"S E E"

I F C

M F O

P E N

L C O

E T M

I I

V C

E A L

Line of LED Lights and Light Kits



Kit Includes The Original

FREE Shipping on ALL Ground Orders

CALL TOLL FREE

877-500-6999



SALE PRICE
\$395
SALE EXPIRES 7/31/2012

Visit our Website for our Monthly Specials under Announcements

Coach-Transit Components will be in Charlotte for the Democratic National Convention.
Parts will be available 24 hours a day.

Why an onboard recorder mandate is a really bad idea

By David Owen

The Federal Motor Carrier Safety Administration continues to be dead set on forcing every commercial vehicle in the United States to carry an electronic onboard recorder — better known as an EOBR — despite the device's hefty price tag and general uselessness as a safety tool.

In defending its determination to saddle motor carriers with these intrusive gizmos, FMCSA insists they will improve highway safety by reducing large (commercial vehicle) crashes involving injuries and/or fatalities, but the agency cannot thus far provide statistical evidence that this assertion is true.

Safety, in fact, wasn't part of the package when the technology that makes EOBRs possible was first being developed — except in the sense of keeping our nation safe.

EOBRs are essentially byproducts of the U.S. Department of Defense Global Positioning System, which originally was developed for military purposes.

In the 1980s, the DOD released GPS for civilian use, and a commercial version became popular with larger trucking companies to help them cope with high driver turnover rates — and the sad fact is that not all drivers play by the rules when it comes to their precise location.

Let us say upfront that nothing in this editorial comment should be construed as an argument against using EOBRs as a management tool.

What we object to is a government mandate forcing carriers to invest in and use EOBRs for purposes other than their own. This is

not an appropriate function of government nor the agency, nor will it have a positive affect on safety statistics.

This form of tracking did — and still does — have benefits for those choosing to use it, including ease of communication between driver and dispatch; fewer check calls; the ability of one dispatcher to handle more (vehicles), loads and drivers; fuel tax calculations; asset management; and as a valuable marketing tool to sophisticated shippers wanting to track their shipments.

As in the beginning, however, the downside remains that good drivers resent the implication they cannot be trusted and that "Big Brother" is always tracking their movements.

In the beginning, GPS was so expensive that it wasn't a viable option for smaller carriers. However, technology now has advanced to the point that GPS technology is available for less than half of the early pricing.

Unfortunately, converting existing GPS systems into EOBRs will mean prices once again will increase drastically. And, as is so often the case, mega-fleets will absorb the costs of mandated elec-

tronic logs with relatively little pain, but EOBRs will be a significant burden for smaller companies.

'EOBRs will be a significant burden for smaller companies.'

And now that the issue of money is on the table, some things that need to be considered are:

- How states, counties and municipalities will pay to give their police cruisers the ability to pull log data from trucks into the appropriate government system and transmit the data from the roadside.

- How dysfunctional EOBRs will be dealt with, i.e., will an otherwise functional (vehicle) be deemed "out-of-service" and left on the side of the road?

- How FMCSA intends to train sheriff's deputies, highway patrolmen and others to interpret federal regulations on the shoulder of a highway. Will procedures be standardized or will inspections continue to be characterized by widespread confusion that leads to

hundreds of roadside mistakes with an immediate effect on the safety status of carriers and their drivers without due process, probable cause or any functioning appeal process?

We believe the demand for mandated EOBRs is based on the false premise that all trucking companies and all commercial truck drivers push the hours-of-service rules and cheat on their logs.

If that truly were the case, why do only about 3 percent of trucking companies audited receive an unsatisfactory rating? In 2011, out of 10,964 audits, only 323 unsatisfactory ratings were issued.

FMCSA's original plan was to mandate EOBRs only for so-called "bad actor" carriers, those with a history of playing fast and loose with log entries.

But that was before the agency devised its Compliance, Safety, Accountability program, which, for example, now insists that 35 percent of the carriers in FMCSA's database have perpetual "driver fatigue" issues.

We estimate that the true driver-fatigue figure is between 3 and 4 percent, making the EOBR mandate a monumental case of overkill.

Now, for the big question: Who benefits?

The answer is large trucking companies. Most have onboard technology in place already, making additional costs minimal. And when every carrier is so equipped, the mega-fleets will see a dramatic drop in driver turnover because the option of switching to a carrier without EOBRs will be gone.

What's more, the majority of added costs will fall on the big companies' competitors, the small fleets and independent contractors that we estimate constitute 95 percent of the trucking companies in America.

It is not surprising, given these numbers, that American Trucking Associations supports the EOBR mandate, while the Owner-Operator Independent Driver Association, the National Association of Small Trucking Companies and the National Federation of Independent Business oppose it.

In many respects, this functions like an additional tax on American consumers. But worse than that, it is the first step toward allowing our central government to track, tax and control every motor vehicle in this country — potentially a much larger issue.

The use — or not — of EOBRs is an issue best left to the marketplace for implementation as a means to compete. It should not be an expensive fiat misplaced on the vast majority of carriers who have no business use for the technology.

David Owen is president of the National Association of Small Trucking Companies, which has more than 3,000 U.S. and Canadian member companies.

This article was reprinted from Transport Topics.

Popularity of government dwindles

WASHINGTON — Here's a shocker: People don't like the government very much.

The Pew Research Center reports that only about a third of the U.S. population has a favorable view of the federal government, down from over 70 percent around 2004.

And 62 percent have an unfa-

vorable view, with just one in six people feeling the federal government is careful with their money.

In the center's latest survey, 51 percent of Democrats have a favorable opinion of the federal government in Washington, compared with 27 percent of independents and just 20 percent of Republicans.

The popularity of state and

local governments has also declined over the past decade, but by much less, from 62 to 52 percent in the case of state governments, and from 67 to 61 percent for local governments.

To find out more about the growing gap in favorable views of governments, go to: www.peoplepress.org.

How to contact us

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

E-mail: bsankey@busandmotorcoachnews.com
 Fax: (405) 942-6201
 Mail: 3108 NW 54th Street
 Oklahoma City, OK 73112
 Call: (866) 930-8421

To subscribe or inquire about your subscription:

E-mail: ebalm@busandmotorcoachnews.com
 Fax: (405) 942-6201
 Mail: 3108 NW 54th Street
 Oklahoma City, OK 73112
 Call: (866) 930-8421

To advertise or to mail advertising-related materials:

Call: Johnny Steger at (866) 930-8426
 E-mail: jsteger@busandmotorcoachnews.com
 Mail: 2200 N. Yarbrough, Suite B
 Box No. 336
 El Paso, TX 79925

To send advertisements or photographs via the Internet:

E-mail: BMNews@jezac.com

To contact the United Motorcoach Association:

Call: (800) 424-8262
 Online: www.uma.org

Bus & Motorcoach NEWS

A PUBLICATION OF THE UNITED MOTORCOACH ASSOCIATION

ISSUE NO. 216

Staff

Editor & Publisher: Victor Parra
 Senior Editor: Bruce Sankey
 Sales Director: Johnny Steger
 Industry Editor: Ken Presley
 Associate Editor: Ellen Balm
 Art Director: Mary E. McCarty
 Editorial Assistant: Michele Nosko
 Editorial Assistant: Maggie Masterson
 Editorial Assistant: Greg Lange
 Accountant: Ted Williford

Advisory Board

William Allen
 Amador Trailways
 Sacramento, Calif.

Brian Annett
 Annett Bus Lines
 Sebring, Fla.

David Brown
 Holiday Tours
 Randlemann, N.C.

James Brown Sr.
 Magic Carpet Tours
 Richmond, Va.

Steve Brown
 Brown Coach
 Amsterdam, N.Y.

Thomas Foley
 Transportation Insurance Brokers
 North Oaks, Minn.

Gladys Gillis
 Starline Luxury Coaches
 Seattle

Callen Hotard
 Calco Travel
 Geismar, La.

Larry Hundt
 Great Canadian Trailways
 Kitchner, Ontario

Dale Krapf
 Krapf Coaches
 West Chester, Pa.

Godfrey Lebron
 Paradise Trailways
 Hicksville, N.Y.

Joan Libby
 Cavalier Coach Trailways
 Boston, Mass.

Marcia Milton
 First Priority Trailways
 District Heights, Md.

Michael Neustadt
 Coach Tours
 Brookfield, Conn.

Jeff Polzien
 Red Carpet Charters
 Oklahoma City

Tom Ready
 Ready Bus Lines
 LaCrescent, Minn.

Brian Scott
 Escot Bus Lines
 Largo, Fla.

Dan Shoup
 Cardinal Buses
 Middlebury, Ind.

Dennis Strief
 Vandalia Bus Lines
 Caseyville, Ill.

Tim Wayland
 ABC Companies
 Faribault, Minn.

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

Obama Administration unveils travel, tourism strategy

WASHINGTON — The Obama Administration has announced a “national strategy” to increase travel and tourism in the United States to 100 million visitors annually by 2021.

Last month, Commerce Secretary John Bryson and Interior Secretary Ken Salazar unveiled the administration’s tourism initiative, expanding on President Obama’s call in January for a national strategy to promote domestic and international travel opportunities throughout the U.S.

The strategy, or blueprint for expanding travel, sets a goal of increasing American jobs by attracting and welcoming 100 million international visitors annually by the end of 2021, more than a 50 percent increase over the number expected this year.

The international visitors would spend an estimated \$250 billion annually.

“Tens of millions of tourists from all over the world come and visit America every year. They stay in our hotels, they eat at our restaurants, they visit our attractions, and they help create jobs. At a time when too many Americans are still looking for work, we need to make

it easier for more people to visit this country and keep our economy growing,” said Obama.

“This administration will continue to do everything we can to support travel and tourism — our No. 1 services export, which will help support millions of American jobs,” said Commerce Secretary Bryson said.

“I am proud of our work on the national strategy, a product of a strong private-public partnership, which will make the U.S. even more welcoming to visitors and reinforce our message to the world: the United States is open for business.”

The U.S. travel industry widely supports the administration plan.

“This is a very exciting initiative that will help every single bus operator in this country,” said United Motorcoach Association President and CEO Victor Parra. “UMA is behind this 100 percent.”

Parra noted the initiative “truly has bi-partisan support.

“If this is successfully implemented, it should boost business for operators.”

Rep. Jo Bonner, R-Alabama, co-chair, with Rep. Sam Farr, D-Calif., of the House Travel and

Tourism Caucus, said the new national tourism strategy “is an example of Washington working together for the benefit of American jobs and our economy.

“International tourism is a lucrative and growing market for the United States with much potential still untapped....I applaud the work that went into the creation of this new focus on tourism and look forward to its long-term benefits for our economy.”

The travel and tourism strategy maps out what the government can and will do to expand the travel and tourism industry. Among the initiatives are these:

- International travel promotion campaign. Last month, Brand USA, the nonprofit organization — created by the Travel Promotion Act — that is charged with promoting foreign travel to the United States, officially launched its first set of international marketing campaigns to promote the United States as a travel destination abroad.

Promotion efforts have begun in Canada, Japan, and the United Kingdom, and are planned for South Korea and Brazil later this year. The DiscoverAmerica.com

website has been refurbished to provide information about Brand USA’s efforts.

- Leveraging messengers and outlets. Using high-profile spokespeople, websites, social media tools, and the U.S. diplomatic presence in 192 countries, government agencies will work together to create mechanisms to communicate interesting travel opportunities to the international public and travel professionals globally.

- Partnerships with local tourism leaders. The Department of the Interior is partnering with local communities (e.g., San Francisco, Miami, Orlando, Las Vegas, Denver, Seattle, and the Chesapeake region) to develop itineraries to encourage travelers to extend their visits to well- and lesser-known destinations.

This information is designed to help local tourism officials develop partnerships with local small businesses and private-sector vendors to not only expose travelers to more of America, but also to foster increased economic activity as these tourists extend their travels.

- Supporting legislative improvements to the Visa Waiver Program. The Obama Administra-

tion is committed to working with Congress on legislation to strengthen and expand VWP eligibility to nations with low visa refusal rates and rapidly growing economies, consistent with national security requirements.

- Shortening visa interview wait times and streamlining the visa process.

- Building capacity in China and Brazil to meet demand. The Department of State is investing \$68 million this year on existing facilities in Brazil and \$22 million in China, adding interview windows, expanding consular office space, and improving waiting areas.

- Increasing consular staffing and improving hiring programs of diplomats performing consular work in China and Brazil.

- Enhancing the traveler experience at U.S. airports.

- Small business capacity building. The Small Business Administration is introducing new on-line services to provide advice and resources for small businesses in the travel and tourism industry. Additionally, SBA will host an upcoming webinar for small businesses that would like to learn how to work with travel and tour operators.

Retrofit Kits

Upgrade Your REI CRT Monitors With New LCDs!



- Easy installation
- Upgrade to larger HD monitors
- Lower power consumption saves on energy costs
- Lighter weight monitors
- Provide the latest technology and convenience for your customers
- A whole new look for your vehicle

Your Reliable Safety Messaging Solution

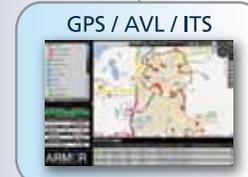
Increase Efficiency and Save Your Driver Time

Pre-loaded with UMA safety video!



- Customized audio & video passenger safety message
- Interfaces with existing entertainment systems
- Auto-play, loop or stop-start playing
- Automatically switches between other video sources
- Playback date/time recorder for verifications
- Driver one-touch playback
- Rolling text message capability

Additional solutions:



REI

Specify REI Today! Sales: 800.228.9275
Service: 877.726.4617 | radioeng.com

REI...making the best even better.

Coach USA

CONTINUED FROM PAGE 1

of the company has proceeded slowly behind a cloak of almost total secrecy.

Earlier this spring, a confidential bidding process was initiated with the goal of selling all or parts of the company. The shrouded proceedings resulted in erroneous reports the company's creditors were planning to take over the company by bidding for it at the sale. (See May 15 *Bus & Motorcoach News*.)

Although the creditors may have filed a bid, that move simply may have served as a stalking horse and there was no action taken by the court. The auction was continued until late in May when the bids by Coach USA, TMS and the others were offered, negotiated and accepted.

Although the disposition of Coach America is being supervised by the U.S. Bankruptcy Court here, virtually all of the proceedings were being conducted privately by attorneys representing the various players, and information about the deal-making was not made public until the results were transmitted to the court for eventual approval.

The Coach USA bid, for example, is expected to receive quick approval from the bankruptcy court, but it also requires other federal approvals that could take as long as three months, according to Stagecoach Group.

In addition to buying the bus operations, Coach USA is purchasing an additional 85 Coach America buses for \$25.6 million.

Maryland to California

The nine companies being purchased by Coach USA are: Kerrville Bus of San Antonio, Texas; All West Coach Lines of Sacramento, Calif.; Coach America Anaheim (Calif.); American Coach Lines of Atlanta; Lake Front of Cleveland; Powder River Transportation of Gillette, Wyo.; Coach America Elko (Nev.); Dillon's of Hanover, Md., and Raz Transportation of Portland, Ore.

The companies, which employ 1,500 people, currently offer a mix of charter, line-run, sightseeing and contract services that in 2011 produced \$13.3 million in operating profits on revenue of \$164.4 million. Their gross assets are valued at \$92 million.

Stagecoach said the businesses in Texas and California will provide depots that will enable the company to expand its megabus.com network more efficiently and without having to pay a subcontractor to run the operations.

Coach America's unit in Atlanta currently serves as a subcontractor



A Lot of Nerve

A certain amount of panache is needed to take a cutting torch to the roof of a \$700,000 motorcoach, but that's what happened to six former, high-mileage megabus double-deckers. After cutting off the tops, parent company Coach USA installed upper-level steel sidewalls, stainless guard rails, a rain-water drain system, Rhino coating everywhere, and stylish plastic seats. The newly converted sightseeing buses begin service soon on Chicago Trolley's 13-mile, 18-stop tours.



tor for megabus.com and that business is among those that will be acquired by Coach USA/megabus.

"We see significant potential to rollout megabus.com's successful package of low fares and high quality service to new locations in the United States," said Brian Souter, chief executive of Stagecoach Group.

"Our North American division is the fastest growing part of the group and this transaction will allow us to acquire selected businesses and vehicles at attractive prices in markets and regions we know well."

Back in the fold

Dale Moser, Coach USA president and chief operating officer, said he was excited about the acquisitions and being able to expand megabus' reach to other areas of the country. "We know most of those companies quite well because they used to be part of Coach USA and we are very excited to have them back," he said.

Most of the nine companies included in the Coach USA-Coach America deal were purchased by Stagecoach Group and Souter 13 years ago. That was when Stagecoach purchased all of Coach USA for \$1.2 billion.

After Stagecoach bought Coach USA it tried to continue growing the company but it was hard hit by the loss of charter business after the Sept. 11, 2001, terrorist attacks. In the aftermath, Stagecoach crashed, posting gigantic losses.

At that point, much of the value of the Stagecoach investment in Coach USA was wiped out.

Souter, who had turned over management of the company he co-founded to others, stepped back in and announced that most of Coach USA's subsidiaries were for sale.

Stagecoach sold its Coach USA companies in New England to Peter Pan Bus Lines, sold its operations in the Southwest, West and Rocky Mountain regions to the investment firm of Kohlberg & Co., which formed Coach America, and sold its companies in the southeastern U.S. to Lincolnshire Management, which rebranded the operation as American Coach Lines (which was merged with Coach America in 2006). All this was done with heavy losses to Stagecoach Group.

Stagecoach retained the Coach USA name, however, and many of its operations in the Northeast and Upper Midwest.

Now, Stagecoach and Souter are reacquiring companies they

liquidated in 2003.

The TMS piece

TMS is acquiring, for what is believed to be \$17 million, plus assumption of an unknown amount of liabilities, the Coach America operations in Los Angeles; San Francisco; San Diego; Phoenix; Las Vegas; Denver; Houston; Miami; West Palm Beach, Orlando and Jacksonville, Fla., and Charlotte, Winston-Salem, Raleigh-Durham and Jacksonville, N.C. According to court documents, the sale also includes as many as 1,000 vehicles, including motorcoaches, midsize and transit buses and vans.

"The acquisition of the Coach America businesses will significantly expand TMS' presence in many key transportation markets and will allow us to focus on delivering value-added, best-in-class service to our existing and new customers," said TMS Chairman and CEO Frank Sherman.

Among the businesses being purchased by TMS are motorcoach companies that either currently or formerly operated under such names as America Charters, Piedmont Coach Lines and Southern Coach Co., all in North Carolina; Arrow Stage Lines in Phoenix; Franciscan Lines and Gray Line

San Francisco; Gray Line of Houston, and American Coach Lines in Miami, Orlando, West Palm Beach/Lake Worth and Jacksonville Fla.

TMS currently has a fleet of more than 250 vehicles, including 165 motorcoaches, with operations in Miami, Houston, Los Angeles, Seattle and Vancouver, British Columbia. Included are two businesses it bought three years ago: Gray Line of Seattle and Horizon Coach Lines, of Vancouver. The Miami operation of TMS is called Cabana Coaches.

Sherman has been involved in the transportation industry for more than 20 years, beginning in his family bus business in the early 1970s.

His experience includes starting transit systems in five states, including one system that carries in excess of 50,000 riders daily.

Sherman started Transportation Management Services in 1995 in Vienna, Va. His company has managed transportation for numerous major events, including the Republican National Convention, the Olympics, the Asian Games and the International Builders Show.

The crew shuttle piece

The PTI acquisition includes operations in Bismarck, N.D., Gillette, Wyo., Pocatello, Idaho, Minot, N.D., Vancouver, Wash., and Seattle. The selling price was reported in court documents at \$2 million.

In addition to the sales to Coach USA, TMS and PTI, Coach America also is selling the Texas motorcoach company, El Expreso, to Tornado Bus Co. in Texas, and some key transit contracts in Los Angeles to MV Transportation of Fairfield, Calif.

Coach USA and TMS, however are the biggest buyers and between them have purchased virtually all of Coach America's charter operations.

The company had 50 businesses when it filed for Chapter 11 protection, but subsequently closed charter-and-tour operations in Las Vegas, San Diego and Dallas, plus shut down a cruise ship shuttle service in Florida. It appears TMS may have plans to restore operations in Las Vegas and San Diego.

Coach America, which at the time it filed for bankruptcy was owned by the New York investment company Fenway Partners, turned to bankruptcy early this year after being unable to get its lenders to negotiate new terms for its debt load.

When it filed for Chapter 11, the company owed \$318.7 million in secured debt, \$30.5 million in second-lien debt, \$39.5 million in secured liens, and \$15 million in unsecured claims.

Prepare for driving catastrophes before they happen

By Dave Millhouser

“You’re driving a semi up a steep two-lane mountain pass. To your right is a 2,000-foot drop and to your left is a sheer vertical wall.

“Suddenly, as you’re nearing the top, while you’re passing a gasoline tanker, a truck hauling explosives comes over the crest, barreling down the mountain right at you.

“What do you do?” asks the safety examiner.

“I wake up Fred in the sleeper.”

“Why wake up Fred?” the examiner asks.

“Because Fred ain’t ever seen a real accident.”

It’s an old joke, but like so much humor it has a basis in truth.

What can you do when the unthinkable happens? Or, is about to happen?

Are there ways to prepare for catastrophes without risking lives or crushed metal?

One option that is increasing in popularity is the use of computerized electronic driving simulators. These can be very useful in help-

ing drivers experience and react to situations that would be far too dangerous to re-create in a motorcoach.

They also save fuel, wear on the coach, and stress on the instructor.

Current bus industry simulator technology isn’t as sophisticated as what the airlines use, but it is improving rapidly. Some of the units on the market can have their software updated as improvements come along.

A number of coach operators have purchased simulators, some mounted in motorcoaches or trailers, so they can be transported to satellite locations. In many cases, companies who’ve made the investment in this technology are willing (or eager) to rent them to other nearby operators.

If either buying or renting makes sense to you, make sure that whoever is operating the simulator is familiar both with the machine and the situations to which you want your drivers exposed. A simulation is only as good as its ability to mimic and train for real life.

If you’re skeptical about how

useful simulator training is, you can probably arrange to try one yourself, either at a bus show or with someone who rents time.

Another way of preventing or mitigating catastrophe is the process of “preventative worrying.”

Ever notice that most of the things you worry about never happen? So, it stands to reason that, if you worry enough, nothing bad can happen.

Just kidding. Don’t cancel your insurance just yet.

The practical expression of “preventative worry” can be time spent in driver meetings discussing what might happen and how best to handle it.

We’re in the middle of a technological transition. Coaches live a long time, so there’s still a bunch of them out there that have different systems than the new ones, and drivers need to understand the ramifications (pun intended).

For example, contemporary brake systems rarely fail completely, but losing half the braking effectiveness to a blown air line isn’t out of the question. How does a driver know it’s happening? And,

is he or she leaving enough cushion so, if it happens, they can stop safely?

The guy who taught me to drive a coach said repeatedly: “Always assume the other driver will do the wrong thing; they rarely will disappoint you.”

It’s fair to assume technology can’t be totally trusted, and it’s worth thinking about how you’d handle a failure — before it happens.

Modern antilock brake systems are terrific but require a different technique than the older systems still in use on hundreds of coaches.

Likewise automatic stability control and automatic traction control.

When the “automatic” part fails, only a prepared driver can provide safe braking, stability and traction.

How do you handle a blown air bag? A dropped drive shaft? A blown tire? What do you do when a goose mistakes your windshield for the wide open spaces (and lands in your lap)? Do you serve it with a white wine? or red?

Within your pool of drivers, almost certainly there are folks who’ve faced many or all of these situations and a ton more. It is both fun, and instructive, to talk about disasters in the safety of a meeting, and discuss effective ways of dealing with them.

You can’t discuss (or worry about) everything, but spending some time on “What if? And how do I handle it?” certainly can’t hurt.

That type of forward thinking might have saved my friend Matt a world of hurt.

Traveling south on I-95 he blew a rear tire. The tire repair guy asked if he had a lot of weight in the rear and Matt replied: “Just my girlfriend.”

She heard.

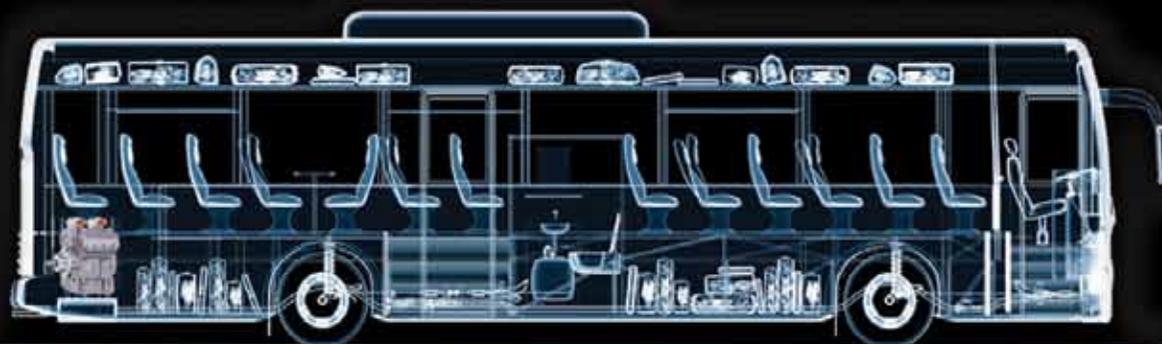
Dave Millhouser is a bus industry marketing consultant and freelance writer. Contact him by email at: Davemillhouser@gmail.com.



Dave Millhouser

You Purchase “State of the Art” Buses...
Why not Demand a “State of the Art” A/C Compressor?

Bitzer



Demand a BITZER Compressor from Your Systems Provider

Some of the Many Features:

- Highest Reliability
- Lightest and most Compact Design in the World
- Highest Speed Range of any Transit Compressor in the World
- German Designed, American Built



BITZER U.S., Inc.

To learn more, visit www.bitzerus.com

Phone: 770-503-9226

Email: sales@bitzerus.com / mlish@bitzerus.com

UMA blasts bill

CONTINUED FROM PAGE 1

unprecedented 31 separate mandates, most of them with tight deadlines that would tax the finances of operators.

He also noted that many of the mandates have been proposed without any scientific evidence supporting their supposed benefits.

Among them are requirements for passenger safety belts on new and existing buses, the use of electronic onboard recorders, minimum standards for drivers, smoke suppression equipment and driver safety fitness ratings.

He noted that of the many mandates, only 11 are part of the National Highway Transportation Safety Administration's review of bus safety standards.

"The most glaring difference is that NHTSA's approach is science based, with considerable testing and analysis that reaches optimum conclusions rather than anecdotal prescriptive 'solutions' and untenable and harmful timelines contained in Senate Bill 1813," said Parra.

The UMA executive also hammered a provision that would require operators to install passenger safety belts on existing motorcoaches, which he suggested would cost upwards of \$70,000 for each bus and more than \$2 billion industrywide.

He attributed much of the high cost to the extensive work needed to install the belts, including removal of the seats, flooring and engine and the welding of new frame structures. "Typically, safety-related components are engineered in, not added on," he emphasized.

R.B. Colborne dies

CONTINUED FROM PAGE 1

elevate the image of bus travel — and Red Arrow was how he transformed that passion into reality.

In essence, he resented the fact that much of the industry's image was reflected in and by Greyhound, and he was committed to developing a successful company that would be the polar opposite of the travel of last resort that was Greyhound.

Red Arrow phenomenon

For the uninitiated, Red Arrow is a successful luxury intercity service, operating primarily between Calgary, Red Deer and Edmonton in central Alberta.

Since Mr. Colborne created Red Arrow in 1979, a busload of U.S. and Canadian companies have tried to emulate his innovation but few have succeeded, and none have succeeded anywhere near as well as Red Arrow. (See Aug. 15, 2004, *Bus & Motorcoach News*.)

Fifteen years earlier, Mr. Col-

Parra pointed out that small operators who make up nearly 80 percent of the industry already are having problems securing financing for new equipment and they would face even more difficulties if they were required to obtain loans to finance retrofitting of their existing buses.

"Loans for small businesses are routinely challenging and the nation's current economy has further exasperated conditions," he said.

Without the necessary funding, he warned that many of the small operators would be unable to meet the new mandate and would have to consider going out of business, reducing their fleet size, buying new coaches out of sequence and cost-cutting measures that probably would include staff reductions.

"Where are the good choices?" asked Parra. "Business cessation, fleet and staff reductions lead to unemployment. Increased costs and fleet size reductions could result in groups selecting less safe modes of travel.

"How are communities served where there are fewer or no motorcoaches or motorcoaches they cannot afford to utilize? How are communities served when they are compelled to choose between less-safe modes of travel or no travel due to the reductions of the nation's fleet and increased costs?" he said.

Parra also took issue with a mandate calling for automatic fire suppression systems to stem wheel-well fires, stressing that despite years of research, no technology currently exists to extinguish or suppress them.

Instead, he pointed out that safety officials have found that the

borne formed Diversified Transportation Ltd., providing shuttles for construction workers to a plant site in Fort Saskatchewan, north of Edmonton. Diversified continues to provide employee transportation services to the Canadian Oil Sands, as well as construction industries throughout Alberta and Canada.

Today, the company Mr. Colborne founded is composed of four business lines, and more than 20 brands, with operations in British Columbia, Saskatchewan, Ontario, Yukon Territory, as well as its home base of Alberta.

Mr. Colborne was a native of Calgary and following graduation from high school in 1944, he enlisted in the Canadian Air Force and then the Army and was sent to Toronto. While in training, the end of World War II in Europe was in sight, so he wasn't sent overseas.

In 1946, he returned to Alberta, attended the University of Alberta and was a member of the Golden Bears hockey team, which was Western Canadian Intercollegiate Hockey Champions in 1946-47

Senate legislation contains long list of safety measures

WASHINGTON — Here are the 31 mandates contained in Senate Bill 1813, and the timeline for each of them to become effective following adoption of the proposed legislation:

- Written proficiency exam — 18 months
- Pre-authorization safety audit — 1 year
- 12-month safety review — 1 year
- Financial responsibility — 6 months report, 6 months after report initiate rulemaking, 1 year final
- Electronic onboard recorders — 1 year
- National Registry of Medical Examiners — 1 year
- Minimum standards for driver notification systems — 1 year
- Minimum entry-level driver training — 6 months
- Driver safety fitness ratings — no deadline
- Safety belts for new motorcoaches — 1 year
- Roof strength and crush resistance — 2 years
- Anti-ejection safety countermeasures — 2 years
- Rollover crash avoidance — 2 years
- Tire pressure monitoring systems — 3 years
- Retrofit for safety belts — after assessment (w/in 1 year) — 1 year
- Retrofit for other anti-ejec-

tions countermeasures — after assessment (w/in 1 year) — 2 years

tion countermeasures — after assessment (w/in 1 year) — 2 years

- Flammability standard for exterior components — 18 months
- Smoke suppression — 18 months
- Prevention of and resistance to wheel-well fires — 18 months
- Automatic fire suppression — 18 months
- Passenger evacuation — 18 months
- Causation and prevention of motorcoach fires — 18 months
- Tire performance standard — 3 years
- Improved fire extinguishers — research and testing (w/in 2 years) — 2 years after for rule
- Interior impact protection — research and testing (w/in 2 years) — 2 years after for rule
- Compartmentalization safety countermeasures — research and testing (w/in 2 years) — 2 years after for rule
- Collision avoidance systems — research and testing (w/in 2 years) — 2 years after for rule
- Process for monitoring ongoing safety performance — no deadline
- Event data recorders — after evaluation (within 1 year) — 2 years after for rule
- Safety inspection program — Requiring states to conduct annual inspections — 3 years
- Distracted driving — 1 year

techniques.

Additionally, he contended that a mandate for electronic onboard

recorders may not result in safer bus transportation.

"There is no clear safety correlation associated with EOBRs versus the current use of paper logbooks that UMA is aware," he said. "UMA concludes further research is required to determine the safety performance and correlations in reducing fatigued commercial vehicle driving."

Parra also voiced opposition to a provision that would allow government regulators to subject motorcoaches to unscheduled roadside inspections, which would raise safety concerns on the highway and interrupt passenger schedules.

Such inspections currently are allowed only if there are obvious defects on a motorcoach or if the bus is being driven in an unsafe manner.

Parra reiterated to lawmakers that UMA strongly supports several bus safety measures currently before Congress, as well as many of the provisions in the Senate bill that impact the motorcoach industry.

However, he stressed the association has serious problems with the Senate bill's volume of mandates and prescriptive nature, ignoring the principles of sound science, research, cost-benefit analysis and unobtainable timelines.

"We conclude that time is an essential component to developing science-based standards," he said. "Time also allows the adjudication of appropriate cost-benefit analysis and permits the community to absorb the associated costs in an effective and reasonable manner with the minimum disruption to passenger travel, all the while improving motorcoach safety."

and 1947-48. Mr. Colborne played left wing. He remained a lifelong sports enthusiast.

In 1949, he went to work for General Motors Acceptance Corp. Seven years later, he purchased Wetaskiwin (Alberta) Motors Ltd., where he became dealer principal. Among the vehicles offered by the dealership were buses.

Becoming a bus operator

In 1961, he acquired a small school bus company from one of his customers who didn't have an heir to take over the business. He quickly developed a special connection with the passenger transportation industry and an affinity for finding and developing business.

While living in Wetaskiwin, he was an active member of the community, president of the Kinsmen Club, member of the local Chamber of Commerce, and served a term as mayor.

His community service continued after he moved from Wetaskiwin. For eight years, Mr. Colborne served Alberta on the Auditor General's Audit Committee and

also was a board member for the Strathcona-Tweedsmuir School.

He was a founding member of the Van Horne Institute for International Transportation and Regulatory Affairs, which was established to assist industry, government and the public in addressing issues affecting transportation and supply chain logistics.

He also served as president of the Western Canada Motorcoach Association. In 2003, the Ontario Motor Coach Association honored him with its Lifetime Achievement Award.

The man he was

Mr. Colborne was widely admired and respected by colleagues, and even competitors, for his integrity, values, accomplishments, innovations, strength of character, and leadership. He was known for being truly appreciative and grateful for his employees and their contributions to the organization they helped him build.

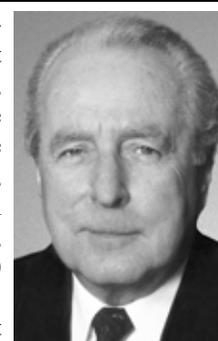
Friends say he was compassionate, generous and never too busy to help a friend or associate.

Mr. Colborne didn't retire, though he gave up the title of CEO, to his son Michael, about 10 years ago. He also cut back his work week to 40 hours.

Michael Colborne attributes his father's long and healthy life to the fact he didn't retire and continued to come to the office daily.

Mr. Colborne is survived by his wife of 63 years, Jeanne; sons Rick and Michael, and daughters Lynne Brennan and Catherine Vogelgesang.

Memorials in Mr. Colborne's name have been established with the Learning Disabilities Association of Alberta, 340-1202 Centre St., SE, Calgary, Alberta T2G 545, and The PREP Program, Woodbridge PREP Centre, 2004-12 Avenue NW, Calgary, Alberta T2N 1J7.



R.B. Colborne

BoltBus expands to Pacific NW, Greyhound Express out West

SEATTLE — BoltBus, the East Coast curbside intercity service created by Greyhound and Peter Pan Bus lines four years ago, has leapfrogged the country and started service between Seattle and Portland, Ore., in the Pacific Northwest.

Late in May, it was scheduled to extend the service to Vancouver, British Columbia.

Initially, BoltBus is offering

four runs daily between Seattle and Portland, with buses leaving curbside from Fifth Avenue South, next to Seattle's International District/Chinatown transit station. In Portland, the stop is near Pioneer Square in downtown.

The service is nonstop, with trips expected to take 3 hours, 15 minutes each way along Interstate 5 with its mercurial traffic.

By comparison, the Amtrak

Cascades takes roughly 3 hours, 30 minutes, and a Greyhound that stops in Tacoma, Olympia, Centralia and Kelso takes every bit of 4 hours.

Greyhound is operating the new Northwest service exclusively, sans Peter Pan.

At Greyhound Express

DALLAS — Greyhound Express — Greyhound Line's premium, non-stop service — has expanded to the West Coast.

Greyhound Express, which was launched a little more than a

year ago, has added service in California, plus additional routes in Texas, building on what the company says is "the most recent success of its largest expansion since its inception."

In total, the latest Greyhound Express expansion adds 66 city pairs and 10 markets to the Greyhound Express system, which is the largest network of nearly 700 potential direct-service intercity pairs.

The new California markets are Los Angeles, Oakland, San Francisco, San Jose, Bakersfield, Fresno, Modesto, Stockton, and Sacramento. San Antonio has been

added in Texas.

Since introducing Greyhound Express in December 2010, Greyhound has expanded to nearly 70 markets across North America.

The company says it has seen "an impressive 21 percent increase" in overall ridership, with nearly 2.2 million customers using the premium service.

Greyhound Express provides non-stop service between major cities, originating from Greyhound service hubs, including New York, Washington, D.C., Chicago, Atlanta, Dallas, Calgary, Alberta and now Los Angeles.

MiX Telematics announces driver safety white papers

BOCA RATON, Fla. — MiX Telematics North America, a provider of vehicle tracking and fleet management solutions across the U.S. and Canada, has announced it is offering a free series of "Thought Leadership" white papers titled, Transforming Vehicle & Driver Safety.

The White Papers are available in a pdf format on the company's revamped website, which was launched last month. Go to: www.mixtelematics.com/us/thoughtleadership.

"MiX Telematics helps a diverse client base, made up of mid-size and Fortune 500 companies worldwide, to improve their fleet operations," said Ken Creager, MiX Telematics North America president and CEO.

"Not only do we provide these companies with tangible solutions that increase driver safety and im-

prove driver behavior, we also offer access to our expert team of safe driving specialists and trainers. Our goal with this new Thought Leadership series is to share our specialists' ideas, expertise and best practices for improving driver safety."

The "Safe Driver Thought Leadership" series is being authored by MiX Telematics' team of driving specialists and trainers.

"We're confident this thought leadership series will be a real value-add for any fleet manager seeking new strategies to improve driver safety," said Ken Creager, a MiX Telematics trainer.

"There will be a total of six papers in the series, each focusing on overcoming the dangers associated with road transport through using effective defensive driving, journey management and risk mitigation techniques," said Creager.



Neoplans 1999
Two to chose from
Asking \$15,000 each
Over 500k miles,
All have Series 60
Detroits, B500 Allison
Transmissions,
Seating capacity is 57





2009 (1) Prevost H3-45
208k miles
Asking \$385,000

Volvo D13 Engine with Jake Brakes and Allison B500 Transmission, Overhead A/C, 5 Monitor System with KVH Satellite, Xenon Headlamps, 2 and 1 leather seating with 110 outlets or can be turned back into a 56 passenger with Amaya's. Your Choice

Please call for info at 757-494-1480 or email us at jimmy@venturebustours.com



Coach Manager

Charter and Contract Booking System

MONTHLY RENTAL OPTION AVAILABLE

Coach Manager is a start to finish solution for the management of charter and contract bookings.

In addition to producing client quotations, confirmations, driver orders and invoices, the system uses a highly visual scheduling tool to ensure the best possible utilization of both vehicles and drivers.



Tour Booking System

Tour and Day Trip Reservations

TBS is a complete management solution for individual passenger reservations on tours, day trips and shuttle services.

In addition to handling bookings made in person or by telephone, the system provides operators with a fully automated data driven website capable of handling online bookings from both agents and direct clients.



Vehicle Maintenance System

Maintenance Planning and Workshop Management

VMS is a maintenance planning and workshop management package specifically designed for coach and bus operators.

In addition to ensuring proper control of all safety issues, the system covers all aspects of preventative and unscheduled maintenance activity management, defect reporting, history recording and workshop operation.

Visit our website for more information
www.distinctive-systems.com/solutions
Telephone: (646) 448-9981



Distinctive Systems Inc, 928 Broadway, Suite 1000, New York, NY 10010

N.Y. operators

CONTINUED FROM PAGE 3

and pollution, while making our sidewalks and streets safer," he said.

The particulars

Under the legislation, operators would have to obtain a permit for each bus they use for intercity and tour services within New York City and limit loading and unloading of passengers only to stops assigned to them by the city.

The permits would be good for three years and cost \$275 each annually.

Operators that violate either the permit or parking regulations could be fined \$1,000 for a first offense and \$2,500 for repeat violations.

BANY said revisions to the legislation are needed that would exempt private carrier tour operations that involve scheduled stops at specific attractions such as museums, restaurants and shows.

"Fixed bus-stop locations are not feasible for a one-time trip to a specific venue and obtaining stops for all venues is virtually impossible," the association said in the letter to individual lawmakers.

The tour part of the regulations still would include excursion and tour buses that provide non-scheduled trips throughout the city and sell individual seats to the general public.

Additionally, BANY suggested a definition of "local transit service" that would effectively exempt commuter buses that transport workers between the suburbs and the city and, instead, limit the permit and parking regulation to the curbside intercity buses.

"The legislation is designed to help eliminate congestion on New York City streets from operators of intercity (buses) utilized in interstate transportation," the association said. "The addition of this definition further strengthens the intent of the legislation."

Making permitting easier

BANY also called for changes that would make permit renewals automatic and allow operators to renew them without having to re-submit a full application each time.

Under the proposed bills, initial applications and renewal applications for permits and parking locations would require completing lengthy questionnaires that would include identification of individual buses, suggested parking locations, the total number of buses and passengers expected to use each location, bus schedules and locations where buses would be parked when not in use.

"A simplified renewal concept is in the best interests of both parties and allows uninterrupted service," the association maintains.

A fourth suggested change in the proposed legislation would have the permits encompass an operator's entire fleet rather than individual buses.

"Operators need a method of substituting vehicles that may be operating under their authority," BANY said. "As long as a vehicle is operated and/or under the control of the permit holder it should be allowed use of the carriers designated stops."

The legislation was drafted at the urging of the New York City Council, which turned to state lawmakers after city lawyers ruled the city does not have authority to reg-

ulate intercity bus operations.

That ruling may have been based on a 1998 federal lawsuit involving Greyhound Lines, which sued the city of New Orleans after it put in place a regulation requiring charter bus operators to obtain city operating permits for their buses.

A federal judge ruled in the suit that federal transportation regulations preempt cities from enacting such a requirement.

"This is settled law since 1998," noted Ken Presley, chief operating officer and vice president of the United Motorcoach Association.

Questions remain

A major unknown, at this point, is whether state legislation giving cities the authority to regulate buses would be a way for communities to get around the federal court decision.

Meanwhile, New York City Council member Margaret Chin, who initially proposed the city regulations, praised the proposed state legislation, stressing it will go a long way toward restoring order on the streets and sidewalks of her community.

"Our neighborhoods, especially Chinatown and Tribeca, are overwhelmed by the volume of buses on local streets," she said. Making the city responsible for regulating the intercity bus industry is the right thing to do for our community and for passengers alike."

At the same time, several others have joined in support of the legislation.

"The Chinese Consolidated Benevolent Association and the Chinese-American communities in New York are very happy for this first-ever permit system," said CCBA President Paul K. Ng.

Bus museum 'Spring Fling' to feature old, new, unusual

HERSHEY, Pa. — New, vintage and unusual buses will be featured at the 2012 Spring Fling of the Museum of Bus Transportation here Saturday, June 2.

The 8:30 a.m.-to-3:30 p.m. affair will take place in and on the campus of the Antique Automobile Museum here, where the Museum of Bus Transportation occupies most of the lower level.

Wolf's Bus Lines of York Springs, Pa., will provide a shuttle to transport guests to the museum's nearby George M. Sage Memorial Annex, a bus storage facility, where additional buses will be on display.

Buses slated to be at the event

include vehicles from Greyhound Lines, Capital Area Transit, Derry Township Schools, SEPTA, and a selection from the New Jersey Transit heritage collection.

There also will be a 1949 Spartan motorcoach — one of only a handful made.

Most of the major bus manufacturers are expected to have new coaches on hand.

A bus-related flea market will be set up inside the museum, where a group of vendors will sell and display bus artifacts and collectibles.

A special admission price of \$5 will be in effect at the museum. A food court will operate throughout the day.

Calendar

JUNE 2012

5 National Transportation Safety Board Meeting to consider cause of fatal March 2011 Bronx, N.Y. crash., NTSB Conference Center, L'Enfant Plaza, Washington, D.C. Info: Go to www.nts.gov.

11-12 United Motorcoach Association Summer Board Meeting 2012, Reno, Nev. Info: info@uma.org.

12-15 Pennsylvania Bus Association Annual Meeting,

Sheraton Erie, Erie, Pa. Info: Email efarrell@pabus.org.

21-24 New England Bus Association Annual Meeting, The Resort and Conference Center, Hyannis, Mass. Info: www.newenglandbus.org.

26 North Carolina Motorcoach Association/Motorcoach Association of South Carolina ADA Motorcoach Training, Great Wolf Lodge, Concord, N.C. Info: NCMA at (800) 376-1660, or email info@ncmotorcoach.org, or the MCASC at (888) 376-1150, or email info@scmotorcoach.org.

"Given the popularity in intercity bus ridership and how vital these lifelines are to New York's Chinatown, we are delighted that the public will now have a more

predictable and safer way to using this important mode of public transport," added Wellington Chen, executive director of the Chinatown Partnership.

L.A. investor

CONTINUED FROM PAGE 3

has a legal name of Industrial Bus Lines, is headquartered in Mesa, Ariz., and is controlled through stock ownership by Jack D. Wigley and Wigley family trusts. Jack Wigley heads the company.

Both Calco/Hotard and All Aboard America! are members of International Motor Coach Group, with Wigley having served as IMG chairman in 2006-07 and honored as IMG Operator of the Year in 2006.

Wigley also is a former winner (in 2005) of the *BusRide* Magazine Industry Achievement Award, and the UMA Vision Award (for large operators) at the 2011 UMA Motorcoach Expo in Tampa, Fla.

Hotard won the UMA Vision Award (for large operators) at UMA Motorcoach Expo 2007 in New Orleans; he was the first president of the South Central Motorcoach Association in 2006, and currently he's a director of UMA.

Both Wigley and Hotard were early supporters of the Motorcoach Marketing Council and served on its board.

In its January listing of North America's 50-largest motorcoach operators, *Metro* magazine had the Calco/Hotard Group and All Aboard America! in a three-way at No. 18, with Charter Bus Lines of British Columbia. All three were listed then as operating 89 buses and coaches.

A \$40 million operation

If the deal is completed, the combined Calco/Hotard Group and All Aboard America! will be the 12th largest motorcoach operation in North America with combined revenue of more than \$40 million.

According to the Surface Transportation Board filing, Calco and Hotard Coaches currently operate 89 vehicles in Louisiana and Mississippi, and are operationally integrated to a significant degree.

Charter and sightseeing serv-

ices account for roughly 67 percent of the combined Calco-Hotard revenues, with contracted transit and shuttle services accounting for the remaining 33 percent.

All Aboard America! was listed by the Surface Transportation Board as having 84 vehicles in Arizona, New Mexico and Texas. Thirty-eight percent of its revenues were reported to derive from charter and sightseeing services, and 51 percent from contracted transit and shuttle work. The remaining 11 percent comes from scheduled regular-route operations and related package-express service, plus vehicle maintenance and repair services for third parties.

Under the proposed transaction, Celerity Partners and its entities will acquire 100 percent control of Calco/Hotard and All Aboard America! The deal, as presented to the Surface Transportation Board, would be completed through a series of stock purchase agreements, with Callen Hotard

and Jack Wigley becoming minority shareholders.

The Surface Transportation Board documents did not indicate how future management of the companies would be structured.

Celerity, Calco/Hotard and All Aboard America! did say the companies "do not intend to change substantially the physical operations historically conducted by the three carriers.

Saving, sharing, security

"Rather, applicants anticipate enhancing operations of the three carriers by implementing vehicle sharing arrangements, by providing coordinated driver training and safety management services, and by centralizing various management support functions."

They also said they expected to be able to access financing on more favorable terms, including better interest rates, as well as modestly enhancing their volume purchasing power, reducing insurance premi-

ums and achieving deeper volume discounts for equipment and fuel.

Additionally, they noted that the deal would directly benefit employees by maintaining job security and retaining or expanding the volume of available work.

If the Surface Transportation Board receives no public comments opposed to the deal, its preliminary approval will become final.

Anyone wishing to file comments on the proposed purchase must do so by June 25. Comments opposing the application must follow the rules under federal law at 49 C.F.R. §§ 1182.5 and 1182.8.

An original and 10 copies of any comments, referring to Docket No. MC F 21044, should be sent to: Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423 0001. In addition, one copy of comments should be sent to the applicants' representative: Mark J. Andrews, Strasburger & Price LLP, Suite 640, 1700 K Street, N.W., Washington, DC 20006.

Facebook page is set up to catch buses 'behaving badly'

SAN FRANCISCO — Local residents fed up with “tour buses behaving badly” have turned to social media to make a statement, gather information and embarrass offending operators.

The critics created the Facebook page, called Tour Buses Behaving Badly, that is chronicling the “double parkings, slow crawlings and illegal stoppings of buses schlepping tourists to and from the Painted Ladies.”

Painted Ladies is a term used to describe Victorian and Edwardian-era houses and buildings painted in three or more colors that embellish or enhance their architectural details.

The term was first used for San Francisco Victorian houses by authors of a 1978 book, *Painted Ladies — San Francisco's Resplendent Victorians*. Since then the term has also been used to describe groups of colorful Victorian

houses in other cities.

There are hundreds of such houses in San Francisco, many perched on steep hillsides, and seeing them is popular with visitors to the city. Dozens of tour buses pass them by them daily.

The Facebook page was created last month by a group of neighbors in the Alamo Square area who want to document “tour buses behaving badly” for upcoming hearings about tour bus activity, im-

pacts and mitigations.

“Infractions” documented on the website — with photographs and videos, include a bus “slowing to less than 5 mph, ignoring traffic backing up behind;” multiple buses illegally parked at (city transit bus) Muni stops, and “a whopping seven buses parked on Hayes Street at one time.”

One blogger wrote: “As Stephanie Tanner (a character from the late 1980s-early 1990s TV sitcom *Full House*) might say, ‘how rude!’”

Supporters of the Facebook page aren't sure their effort will help ameliorate the situation but suggest that the first order of business is to identify the problem.

Ohio begins casino gambling era

CLEVELAND, Ohio — Ohio's casino era was kicked off in the middle of May with crowds and a celebration in Cleveland. The hoopla continues May 29 when a casino opens in Toledo.

The turnout for opening night at the Horseshoe Casino in Cleveland reached the 5,000-person cap that General Manager Marcus Glover imposed to keep the setting comfortable.

An invited crowd of 1,000 VIPs mingled at a reception under a tent on Public Square outside the casino two hours before it opened.

Caesars Entertainment, which holds a minority stake in the cas-

ino, is managing the facility, which has 1,600 employees, 2,100 slot machines, 64 gaming tables and 30 poker tables.

“We will provide the very best in entertainment, the best community citizenship, the best quality experience for the people who work here,” said Caesars President and CEO Gary Loveman in remarks delivered at the outdoor reception.

Ohio Gov. John Kasich, who voted against the constitutional amendment in 2009 that allowed casino gambling, skipped the ceremonies, but spokesman Rob Nichols said it was nothing

personal.

“The schedule didn't work out,” said Nichols.

Cleveland's casino is the first of four allowed in Ohio under the constitutional amendment. Penn National Gaming will open Hollywood casinos in Toledo on May 29, the day after Memorial Day, and this fall in Columbus; Horseshoe Cleveland casino owner Dan Gilbert's Rock Gaming LLC will open another Horseshoe in Cincinnati next year.

Rock Gaming estimates the Cleveland casino will draw 5 million visitors a year, an average of 13,000 a day.

Expo registration soars

ORLANDO, Fla. — Registration for UMA Motorcoach Expo 2013 opened with a huge bang last month.

The first five days of registration for the late January show pulled in nearly 40 percent of the total number of operators who attended Motorcoach Expo 2012 earlier this year in Long Beach, Calif.

“This is just outstanding,” said UMA President and CEO Victor Parra.

“We knew operators were ready to start registering by the number of requests we received, but to be at 40 percent of our total operator registration eight months before the show opens is amazing.

“This shows us that our relationship with the NTA (formerly the National Tour Association) and the launch of Travel Exchange is a major draw, and we are taking this as a good sign that business is good and operators are ready to come and do business in January.”

The registration surge for next year's Expo was fueled by a one-week special UMA offered its operator members. Operators could register for all events for a flat fee of \$200.

UMA Expo 2013 will be located along side the annual convention of NTA; the co-located shows are being called Travel Exchange. More information can be found at www.motorcoachexpo.com.



YOUR Source for VANNER Invertors and AC Power Kits!

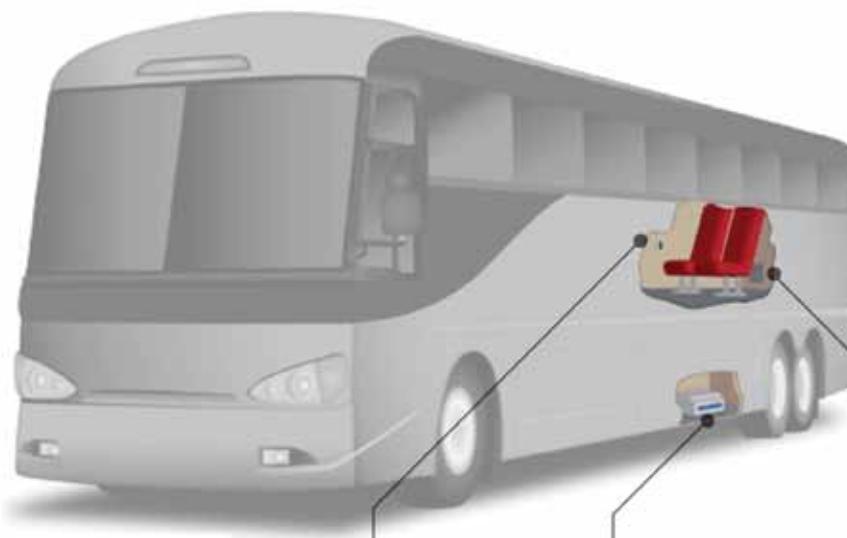
In today's competitive motor coach industry, passengers need safe, reliable power! Introducing Vanner AC Power conversion kits, featuring Vanner inverters from Kingston. Available in 6 to 40 outlet configurations, these kits are completely scalable to your specific application and deliver clean, reliable Tru-Sine power to each outlet.

Kingston & Vanner... Power you can trust!



Vanner inverters and inverter-chargers safely provide power to the coach seats for your customer's convenience. The system can also be designed to distribute AC power for onboard electronics

(TVs, DVDs, Stereos, etc.)



AC Power



Inverter



Breaker Panel



Call Kingston Distribution Today To Get Yours! (866) 733-2820

Visit Orlando president, Gary Sain, dies suddenly at 61

ORLANDO, Fla. — Gary Sain, president and CEO of Visit Orlando, died suddenly and unexpectedly here last month. He was 61.

Mr. Sain spent five years working energetically to sustain Orlando's position as a leading travel, convention and family destination.

He took the helm of the Orlando Tourism Bureau in 2007 and re-named it Visit Orlando. The area reached a record of 51.5 million visitors in 2010.

"Gary's enthusiasm and positive energy was contagious," said Lisa Simon, CTP, president of

NTA (formerly the National Tour Association). "He was a visionary for Orlando and the entire industry. His leadership was inspiring."

Added Victor Parra, president and CEO of the United Motorcoach Association: "This is a supreme tragedy. We've worked with

Gary leading up to next year's UMA Motorcoach Expo and Travel Exchange. He was a great guy."

Mr. Sain had just finished giving a speech to raise money for the Boys & Girls Club of Central Florida when he suffered a heart attack and died.

Mr. Sain is survived by his wife, Pam; two daughters and his mother.

The Gary C. Sain Memorial Endowed Scholarship has been established at the University of Central Florida Rosen College of Hospitality Management. Donations are being accepted by The UCF Foundation, 12424 Research Parkway, Suite 140, Orlando, FL 32826.

People

NASHVILLE, Tenn. — *Nashville Post* magazine has named **Grand Avenue Chauffeured Transportation** founder and CEO, *Carl Haley Jr.*, "Entrepreneur of the Year."

The magazine award recognizes "top leaders in business innovation." Haley was honored at a magazine event and in its April issue.

Haley founded his company three years ago after serving as executive vice president of **AIM Healthcare**, a provider of payment accuracy solutions for healthcare payer and hospital clients. Prior to that he was an operations director at **Sallie Mae**. Haley also is a former U.S. Army Special Forces Green Beret and law enforcement officer.

In making its selection, the *Nashville Post* noted Grand Avenue's growth last year, including its purchase of **Silver Oak Transportation** of Nashville, which expanded the company's reach. The company also expanded its fleet to more than 50 vehicles, and added staff.

For more information about Grand Avenue, a member of the United Motorcoach Association, go to: www.GrandAvenueWorldwide.com.

HERSHEY, Pa. — **The Museum of Bus Transportation** has appointed *Jeff Goldwasser* to its governing board.

Goldwasser has a broad background in the bus industry. His family operated **Peak Tours**, a coach and school bus company, in New York for 40 years. Goldwasser also was general manager of **Classic Coach** on Long Island for a number of years.

For the past half-dozen years he has been involved in the supplier end of the industry. He sold pre-owned coaches in the Northeast for **Daimler Buses of North America** and then operated his own bus brokering service.

Currently, Goldwasser is the eastern regional manager for **National Seating**. He resides in East Brunswick, N.J.

The Museum of Bus Transportation is the only national showplace where the story of the U.S. bus industry is told.

UMA MOTORCOACH EXPO 2013

at **travel**  **exchange**

January 20-24, 2013 Exhibits: January 21-23, 2013
Orange County Convention Center, Orlando, Florida

A World of Opportunity

UMA and NTA Together
Under One Roof with One Goal:
To Increase Business for All

Registration
opens May 14th!
Register early
and SAVE!



motorcoachexpo.com



Operator failed DOD inspection before fatal Bronx crash

WASHINGTON — The National Transportation Safety Board has released more than 1,600 pages of findings related to its investigation of the gruesome March 2011 motorcoach crash on Interstate 95 in the Bronx that left 15 passengers dead and 17 injured.

Among the findings:

- The company that operated the coach was turned down two years earlier by the U.S. Defense Department for failing to meet its safety standards for carrying military personnel.

- The speed limit in the area where the crash occurred is 50 mph, but a survey conducted by the New York State Thruway at the general site of the accident a month afterward found only 15 of 800 cars were traveling at or below the speed limit. Only 23 of 200 trucks and 5 of 29 buses also complied

with the speed limit.

- Just before the crash, the coach was traveling at 78 mph.

Although the NTSB did not release any conclusions about the cause of the crash, findings contained in the trove of documents raise new questions about the ability of state and federal regulators to shut down unsafe bus operators.

The NTSB will conduct a hearing on the crash at its Washington headquarters on June 5, and at least one long-time industry executive predicts the independent safety board will blast New York state regulators and the Federal Motor Carrier Safety Administration.

Norm Littler, vice president of regulatory and industry affairs for the American Bus Association, told a newspaper reporter “they are going to beat the holy hell out of the state of New York for their fail-

ure to get this guy out of the system and the Federal Motor Carrier Safety Administration for giving the company two satisfactory ratings when the Department of Defense wouldn’t.”

The public flogging of the FMCSA is likely to be the agency’s worst since February 2007, when NTSB board members spent eight hours railing against the safety agency and the owner of a bus company whose coach caught fire near Wilmer, Texas, in September 2005, resulting in the incineration of 23 elderly and infirm passengers.

The high profile Bronx crash “in which the roof of the bus was sliced off when the vehicle slid sideways into a large sign post” resulted in increased federal and state scrutiny of the nation’s 3,600 bus operators that continues today. See related story on Page 1.

The latest NTSB findings reminded Littler of the Mother’s Day 1999 bus crash nearly New Orleans in which 22 people were killed. The Defense Department had also rejected that company’s application to transport military personnel.

“Why would DOT (the Department of Transportation) pass the company and DOD inspectors fail the company?” Littler asked.

The driver in the March 2011 bus crash, Ophadell Williams, had a long history of traffic violations and a criminal record.

Williams also failed to follow company rules requiring him to turn in his driving log each day he worked. Instead, he took the log home after every shift during the four months he worked at World Wide Travel of Greater New York, according to investigators.

Additionally, Williams regu-

larly worked 12-hour night shifts with only a few hours in the middle of the day for sleep, according to the documents.

Williams reported for work more than 11 hours before the accident, but he has denied that fatigue played a role in his loss of control of the bus. Tests for alcohol and drugs were negative.

He has pleaded innocent to 15 counts of manslaughter and criminally negligent homicide.

The crash occurred at about 5:38 a.m. on a southbound stretch of Interstate 95 known as the New England Thruway, just after the bus crossed the Westchester County line into New York City.

Williams told investigators the front left bumper of the bus was grazed by a tractor trailer that passed him on the left, but investigators ruled out that possibility.

Safety checks

CONTINUED FROM PAGE 1

They primarily probed for mechanical problems and driver-related issues. Driver medical cards and licenses were checked along with log books.

“Our goal is to make bus travel as safe as possible — every trip, every time,” said Anne Ferro, who heads the FMCSA.

Motorcoach safety inspections nearly doubled from 2005 to 2010, rising from 12,991 to 25,705, the agency says. Fifty-four companies

were put out of service last year, including World Wide Travel of Greater New York, the owner of the bus involved in the Bronx, N.Y., which killed 15 people.

Roadcheck reminder

GREENBELT, Md. — CVSA

Roadcheck 2012, a major U.S. and Canadian commercial vehicle inspection blitz, will be June 5-7.

Upwards of 10,000 Commercial Vehicle Safety Alliance-certified inspectors will be at 1,500 locations across North America performing bus and

truck inspections during the 72-hour sweep.

CVSA is made up of local, state, provincial, territorial and federal motor-carrier safety officials and industry representatives in the U.S., Canada and Mexico.

Learn more at www.cvsa.org.

ONE-STOP-SOLUTIONS FOR MOTORCOACH!



www.CHEMPACE.com

- contains NO formaldehyde
- 100% biodegradable, enviro-friendly
- safe, non-staining and easy to use

BUY DIRECT!

EZ DROP-IN!



Ultra PowrPaks are the EZ DROP-IN concentrated holding tank treatment. Our quick-dissolving non-staining time released odor control formula releases a clean, fresh linen fragrance, while killing odor causing bacteria.

MEMBERS OF





CALL 800-423-5350 FOR A FREE SAMPLE

COACH GLASS

**IT'S NOT JUST OUR NAME
IT'S WHAT WE DO**



ABC	NEW FLYER
BCI	NOVA
DINA	ORION
GILLIG	PREVOST
GLAVAL	SETRA
IRIZAR	STALLION
MCI	TEMSA
NABI	VAN HOOL
NEOPLAN	VOLVO

Featuring
The Industry's Deepest Inventory
Quick Delivery & Shipping
Great Pricing, Exceptional Service

Warehouse Locations
Oregon, Indiana, Florida & Arizona

(800) 714-7171 **(541) 684-7868**
www.CoachGlass.com Bus@CoachGlass.com

Lower earnings at Nat'l Interstate

RICHFIELD, Ohio — National Interstate Corp. has reported lower premium income and a decline in net after-tax earnings for the first quarter of 2012.

After-tax profits from operations at National Interstate for this year's first quarter were \$8.6 million, or 44 cents per share fully diluted, compared to \$9.9 million, or 51 cents per share fully diluted, for the first three months of 2011.

The company said the decline in earnings reflected "adverse claims results" during the quarter. The higher claims losses were concentrated in two areas, the company's Hawaii and Alaska unit, and its alternative risk transfer transportation component, as well as adverse claim development from prior years' loss reserves.

The increased claims losses were partially offset by higher investment income, which was up 45 percent for the first quarter compared to a year ago. National Interstate said this year's improved investment returns primarily resulted from gains associated with limited partnership investments.

National Interstate said it repositioned its investment portfolio during the second half of last year to take advantage of a steep yield curve and volatility in the fixed-income sectors. It shifted into higher-yielding state and local government obligations and mortgage-backed securities.

The major motorcoach industry insurer also reported that first-quarter 2012 "gross premiums written" totaled \$130.2 million, down 3 percent from the first quarter of last year.

It attributed the fall-off to "previously reported activity related to certain products in the program business portion of the company's alternative risk transfer component."

Dave Michelson, National Interstate president and CEO, said: "We are disappointed to start the year with elevated claims results. However, there does appear to be an element of timing considering our history of annual favorable prior-year claims development and the fact that this first-quarter severity occurred in traditionally well-performing products."

Continued Michelson: "Market conditions continue to be competitive but we are starting to see overall single-digit rate increases with some consistency in our traditional commercial businesses, which contributed to the growth in the transportation component."

"We are also filing rate increases in our specialty personal lines products. We felt the effects of the actions we took in 2011 related to two products in the program business portion of our ART component, which contributed to the quarter-over-quarter decline in total gross premiums written."

In other developments, the company approved a quarterly dividend 10 cents per share, payable June 15, to shareholders of record on May 29.

Separately, National Interstate announced it's expanding its community and medical transportation insurance program to include fleet taxi operations.

Launched nine years ago, the company's community and medical transportation program focuses on providing specialized insurance

Huge \$\$\$ award to woman hit by driver on cell phone

CORPUS CHRISTI, Texas — Another jury has sent a strong message that cell-phone chatting by commercial vehicle drivers won't be tolerated.

A Corpus Christi jury awarded \$24 million to a woman who was hit by a Coca-Cola truck driver who was talking away on her cell phone.

The jury decided to give 37-year-old Vanice Chatman-Wilson \$10 million in punitive damages and \$14 million in actual damage.

Chatman-Wilson's attorneys argued their client suffered neck and back pain and had to undergo lumbar surgery after the 2010 accident, when the truck hit the Ford Fusion she was driving.

Coca-Cola said in a statement it plans to appeal the jury decision, the *Corpus Christi Caller-*

Times reported.

Coke has a policy requiring drivers to use a hands-free device when using a cell phone while driving. The driver maintains she was using a headset, in accordance with the policy.

But Bob Hilliard, one of Chatman-Wilson's attorneys, said the policy was not enforced.

"Not only does Coke need to change it, but when other companies hear the verdict, they will take a look at their policies," Hilliard predicted.

Araceli Vanessa Cabral, the 30-year-old Coke truck driver, testified she was not aware of the risks involved in using a cell phone while driving, attorney Thomas J. Henry said. Cabral testified that had she known, she would not have used her phone.

National Interstate sees quality taxi operations as "a natural fit for our CMT program, and we are excited to expand into this highly-specialized market," said Jim Parks, National Interstate vice president.

CLASSIFIED ADVERTISING

'09 Prevost H3-45

Volvo D13 Engine with Jake Brakes and Allison B500 Transmission, Overhead A/C, 5 Monitor System with KVH Satellite, Xenon Headlamps, 2 and 1

leather seating with 110 outlets **or can be turned back into a 56 passenger with Amaya's. Your Choice. Asking \$385,000.**

Please call for info at 757-494-1480 or email us at jimmy@venturebustours.com



COACHES FOR SALE



- 2006 Prevost XL2, 55 Pass, Detroit S60, ZF trans, excellent interior, 480k miles, 5 monitors & DVD & CD player, Firestone tires, \$225,000.

- 1993 MCI 102C3, 47 Pass, Detroit 8V92, 740 auto trans, good interior, 960k miles, \$12,000.

- 1990 MCI 102C3, 47 Pass, Detroit 8V92, 740 auto trans, good interior, 934k miles, \$12,000

Contact Dave at 440-785-9907

Brecksville Road Transit, Inc. • 7885 Snowville Road • Brecksville, Oh 44141



FOR SALE
1995
MCI-DL3

55 pax, 642,000 miles, New B500R Transmission, Series 60 DD engine, R-22 A/C, New 05G A/c Compressor, Brakes 90%.

Asking \$43,900.00 O.B.O.

Please contact Getaway Tours & Charters at 888-868-7795 or 734-994-6666

FOR SALE: (2) 2008 MCI D4505



Cummins, Allison B-500 • 6 Monitor Video • Southern Coaches
Very Clean with Low Mileage: 199,000 & 97,000

PRICE AT \$305,000 or BEST OFFER • **A MUST TO SEE!**

Call JOHN HAGEL Today at 507-213-8560

or Email jhagel@hbc.com

JIMS TRUCK & TRAILER COACHWERKS

2003 E4500 ~ Low Mile ~ One Owner ~ 58 Seats Lift Equipped Coach • 8 Tie Down Stations

Bus converts seats in less than 1 minute with Flip Seats

Approx. 240,000 original miles
Detroit Diesel Series 60 Engine
Allison B500R transmission
(hydraulic retarder)

Michelin Tires (not retreads)
Enhanced sound system w/
AM/FM/CD/DVD/PA system
Cordless mic & 6 monitors



Asking \$199,000 OBO

Marc: 808.832.6261

or sales@RoyalStarHawaii.com

REPOS FOR SALE

Variety of Makes and Models of "Bank Repos" across the United States and Priced to Sell

1-877-737-2221 Ext. 30716 for more information

View repo inventory at www.bus-buys-com

To advertise here call 866-930-8426

Costco "hot fuel" settlement OK'd

KANSAS CITY — Costco Wholesale Corp. has become the latest large fuel retailer to approve a settlement in the long-running lawsuit over "hot fuel."

The Kansas City Bus Journal reports that Costco has agreed, as part of the settlement, to convert gasoline pumps in some states during the next five years to automatically compensate for expansion in fuel due to changing temperatures.

The term "hot fuel" refers to the expansion of gasoline or diesel fuel during warmer months.

Critics charge that when the fuel expands, the consumer gets less energy per gallon but pays the same price per gallon.

Oil companies have argued that consumers benefit in cold weather because fuel contracts and then contains more energy per gallon than usual.

The oil companies also claimed it would be too expensive to equip every retail pump with a temperature compensating device.

Under the settlement, Costco won't pay any monetary damages, but plaintiffs' lawyers have asked for \$10 million in attorney fees, says the *Business Journal*.

Class representatives would get \$2,000 each.

Judge Kathryn Vratil, who approved the settlement, said she will not consider fees until the other hot fuel cases are settled.



**YOU'RE HEADED FOR SUCCESS.
WE'RE FAMILIAR WITH THE ROUTE.**

Prevost coaches do more than transport your passengers in style and safety. They move your business forward by giving you the best in dependability, fuel efficiency and support. Our high-deck H-Series Coach offers state-of-the-art amenities that elevate every passenger's experience. Our longer-wheelbase X3-45 Coach combines the smoothest possible ride with a wider entry and 80"-high interior passenger space. All Prevost coaches deliver exceptional performance with lower operating costs. Which means they're as perfect for your business as they are for your passengers.



Please contact your Prevost Regional Sales Manager for more information.
USA 1-877-773-8678 CANADA 418-883-3391 www.prevostcar.com

PREVOST
The ultimate class.

Get a Close Look at a Reliable MCI Pre-Owned Coach.

Call our Coach Concierge at **1-877-428-9624**



Introducing, MCI Re-Energized Pre-Owned Coaches

To our valued customers,

Get a coach the way you want it—Re-Energized and with the options you want. We choose sound coaches from the South and the West and put them through our 210-point inspection at MCI's repair facility in Loudonville, Ohio.

We do the body work, paint, perform mechanical repairs and update the powertrain as required, including installing new ECMs and harnesses. We clean or retrofit interiors, clean the A/C returns, scrub the floors and add the finishing touches. You can add desired options including 110-volt outlets, Wi-Fi, Satellite TV, new seats with seatbelts, a wheel chair lift or anything else we can install for you. A Re-Energized coach will offer many, many more years of great service to you and your customers. So please contact one of our Sales Representatives who will be able to assist and help you add one of these coaches to your fleet.

Sincerely,

Mitch Guralnick

Director of Pre Owned Coach Sales



One-year limited warranty*, and **60 days/30,000 miles scheduled maintenance!**** **Certified ++**

60-day limited warranty, plus 60 days/30,000 miles scheduled maintenance!** **Select +**

Low prices on all makes and models. These are some of our most amazing deals! **Deal**



2006 MCI D4505
DD S60 12.7L, ZF Astronic, Low mileage. VIN #57046. **Only \$230,000!**



2001 MCI E4500
DD S60 12.7L, Allison B-500, Aluminum polished wheels, all white. VIN #61548. **Only \$142,700!**



2003 MCI J4500
CAT C-12 410 HP, Allison B-500, Rebuilt engine with extended warranty. VIN #62197. **Only \$198,800!**



2004 MCI J4500
DD S60 12.7L, Allison B-500, 6 monitor video system. VIN #62713. **Only \$209,000!**



2002 VAN HOOL C2045
Cummins M-11, Allison B-500, Lift equipped. VIN #45351. **Only \$168,000!**



2000 MCI 102EL3
DD S60 12.7L, Allison B-500R, 6 monitor video system VIN #61073. **Only \$115,000!**



2006 MCI J4500
CAT C-13 410 HP, ZF Astronic, Lift equipped. VIN #63423. **Only \$221,000!**



1998 MCI 102DL3
DD S60 12.7L, Allison B-500R, 6 monitor video system. VIN #51163. **Only \$74,000!**



1998 MCI 102EL3
DD S60 12.7L, Allison B-500R, Steel wheels. VIN #60149. **Only \$55,500!**

MCI SALES & SERVICE CENTERS

CALIFORNIA
800.777.4101

NEW JERSEY
800.262.1287

ILLINOIS
800.428.7626

FLORIDA
800.390.0287

TEXAS
800.248.4942

CANADA
800.663.3328

*See www.mcicoach.com/preowned for complete POC limited warranty details.

**Scheduled preventative maintenance inspections and recommended fluid and filter changes at an MCI service center included for 60 Days/30,000 Miles, whichever comes first, as determined by the maintenance manual applicable to the coach. Service intervals assume mileage is zero at date of pre-owned coach delivery.

Price quoted is in U.S. dollars and does not include any applicable sales or excise tax, title, license, documentation or environmental fees or handling charges. All coaches are available for, and subject to, immediate sale to the first qualified buyer.

Log in to
MCI Learn
MCI's **FREE** Webinar Training
www.mcicoach.com/webinar



Reliability Driven™

Find our latest news and offers:

© MCI Sales and Service, Inc. 2012, All Rights Reserved