



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

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Welcome to another issue of The Green Pennant Special, the official publication of The Omnibus Society of America.

Through this publication we hope to keep our readers informed of events happening in the transit industry in Chicago and other cities in the United States.

Visit the Omnibus Society of America website at **osabus.org**. At **osabus.org** we will be posting upcoming fan trips and meetings information, as well as membership information.

Please visit our site when you have a chance and give us your opinions and comments.

• SEPT/OCT MEETINGS

The September meeting of the Omnibus Society of America will not be held on September 1, 2017. Due to the Memorial Day holiday weekend

October meeting of the Omnibus Society of America will be held on October 6, 2016, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:00 pm.

Our program will be presented by

Mayor Emanuel and CTA Announce Major Milestone in the Modernization of the Illinois Medical District Station

7/24/2017

Upgrades to the IMD Blue Line station are expected to create more than 300 jobs

Mayor Rahm Emanuel and CTA President Dorval R. Carter, Jr. today announced the reopening of the Illinois Medical District (IMD) Blue Line station's Damen Avenue entrance—a major milestone in the \$23 million renovation of the IMD station, which serves more than 940,000 riders annually and provides access to four major hospital systems located within the nation's largest urban medical district.

Opened nearly 60 years ago, the IMD Station provides affordable and convenient access to the more than 29,000 employees and 50,000 daily visitors to the Illinois Medical District as well as Malcolm X College and the United Center.

The IMD project, which includes upgrades to station's access points on Damen, Ogden and Paulina, is part of Mayor Emanuel and CTA's larger investment of more than \$8 billion to build a 21st century, world-class transit system. The Damen Avenue entrance received upgrades

to make it more accessible and attractive to CTA customers, including additional lighting, more security cameras, a reconstructed station-to-platform ramp and a CTA Bus and Train Tracker display to provide real-time arrival information convenience to customers.

"The Illinois Medical District station is a vital public transit connection to one of the nation's largest medical districts and this renovation will help it better serve the nearly one million people that go through it annually," Mayor Emanuel said. "By investing in a 21st Century, world-class transit system we are investing in a stronger future for Chicago, its neighborhoods and its residents."

"We are proud to be improving this critical access point for the thousands of riders who currently travel through IMD each day to reach the various medical facilities and other services available in the area," said CTA President Dorval R. Carter, Jr. "The opening of the Damen entrance reflects our commitment to completing each of our projects on time and in accordance with the needs of the surrounding community."

Additional improvements at the Damen entrance include new flooring and stainless steel wall finishes, while its station-to-platform ramp was completely reconstructed to provide enhanced accessibility so passengers using wheelchairs and other mobility devices can better access the station.

With the completion of the Damen entrance improvements, CTA will temporarily close and begin work on the Ogden and Paulina entrances to the IMD Station on Friday, July 28.

The stationhouse at the Ogden entrance will be completely rebuilt and this main entrance to the IMD station will also receive a new elevator and set of stairs. Similarly to Damen, the Paulina entrance will have its station-to-platform ramp reconstructed for better access and will be refurbished with new flooring, wall and ceiling finishes. Both access points will receive upgrades that include improved lighting, additional security cameras and CTA Bus and Train Tracker displays.

The IMD station is the fourth-busiest station on the Blue Line Forest Park branch with more than 940,000 station entries, providing access to the University of Illinois Hospital & Health Sciences System, the John H. Stroger Jr. Hospital of Cook County, Rush University Medical Center and the Jesse Brown VA Medical Center. The \$23 million project, which is being financed using TIF funds, will create more than 60 direct and close to 300 indirect jobs, employing those in the local community.

Metra to end Rock Island midday express service Sept. 11

(August 16, 2017) -

Beginning Monday, Sept. 11, the midday express service schedule on Metra's Rock Island Line will revert to local service, ending a yearlong pilot program that offered midday express service between Blue Island and Chicago. There are other minor adjustments to the weekday schedule; there are no changes to the weekend schedule. You can view the new outbound weekday schedule here and the new inbound weekday schedule here.

In 2016, Metra partnered with the RTA on a pilot project to provide midday express service on the Rock Island Line. The service added three inbound express trains between Blue Island and Chicago and two outbound express trains shortening travel time for suburban riders by 15 to 20 minutes. One midday express train will remain. Train 518, which departs Joliet at 2:21 p.m. and expresses from Blue Island Vermont Street to La Salle Street Station, will continue to operate.

"Unfortunately, we weren't able to achieve ridership numbers that made the midday express service financially sustainable," said Metra Executive Director/CEO Don Orseno. "We will continue to explore cost effective ways to enhance service on all our lines."

In addition to the discontinuation of the midday express service, there will be additional minor adjustments to the Rock Island weekday schedule starting Sept. 11. The schedule changes are being implemented to facilitate passenger transfers and better reflect operating conditions. They include:

- Train 406 will depart Joliet and all stations en route two minutes earlier to facilitate transfers to the Metra Electric Blue Island train at 6:55 a.m.
- Train 600's scheduled arrival time at LaSalle Street Station will be adjusted to add three minutes. The train will now be scheduled to arrive at 6:07 a.m.
- Inbound Train 718 will be renumbered as Train 618 and will depart Blue Island/Vermont Street at 3:23 p.m. and make all stops, arriving at LaSalle Street Station at 4:11 p.m.

Minor run time adjustments will be made to Train 413, which departs LaSalle Street Station at 4:57 p.m.

Printed schedules will be available the week of Sept. 4.

Final Metra Electric Line schedule revision released

(August 16, 2017) -

Metra has finalized its revision of the Metra Electric Line schedule, making several adjustments to the initial proposal in response to customer feedback at

informational meetings and via email. The new schedule will start on Sept. 11.

The most significant changes between the proposed version and the final schedule are the restoration of one late-night outbound train on the South Chicago Branch and the restoration of service on Saturdays on the Blue Island Branch, albeit reduced to four inbound and four outbound trains. Other modifications to the proposed schedule include different departure times and/or different station stops on certain trains to accommodate a variety of customer concerns.

"We have taken all the feedback we received from customers regarding our proposed new schedule and made adjustments where possible," said Metra Executive Director/CEO Don Orseno. "The goal of this process was to create a schedule that uses our trains in a more efficient way and enhances service without impacting our budget. We are trying to stem the loss of ridership on the Metra Electric Line, which has been declining for years."

Ridership on the Metra Electric Line has declined nearly 14 percent over the past six years, down 1.4 million passenger trips, or 61 percent of the total decline in ridership systemwide, since 2011. But recent data indicates that ridership at the three Hyde Park stations (51st/53rd Street, 55th/56th/57th Street and 59th Street) has increased 7.6 percent over the past three years.

Metra unveiled a proposed new schedule in May that adjusts service to better reflect ridership demands and anticipated development in Hyde Park; maintains nearly all rush-hour train service on the Metra Electric mainline; and improves midday service at stations on the South Side of Chicago between 63rd and Kensington; and made other changes to address gaps in service and simplify the schedule and stop patterns. The original revision also proposed to eliminate or combine lightly used weekday trains, mostly on the Blue Island and South Chicago branches, and eliminate all service on the Blue Island Branch on Saturdays due to low ridership.

After unveiling the initial proposal, Metra held four informational meetings about the proposal in June and also accepted emailed comments. Several changes were made in the final version in response to that feedback. The most significant changes include:

- South Chicago Branch Train 349, which leaves Millennium Station at 11:10 p.m., was added to the schedule. Metra had proposed to end South Chicago Branch service after 8:50 p.m. but restored one later train in response to many customers who wanted later service.
- Four inbound and four outbound trains were restored to the Blue Island Branch on Saturday during the most heavily used times.

Other modifications to the proposed schedule, all in response to concerns raised by customers, include

different departure times and/or different station stops on certain trains. They are:

INBOUND WEEKDAY

- Trains 302 and 202 will depart earlier to arrive downtown before 6 a.m. to accommodate riders making early job starts.
- Train 204 will not stop at 47th Street or 18th Street, matching the current schedule, to speed Blue Island trips.
- Train 106 will add a flag stop at 63rd Street to provide an option to Mount Carmel students.
- Train 500 will not stop at 107th Street through 75th Street, 47th Street or 27th Street, similar to the current schedule, to speed the trip.
- Train 752 will depart one minute later to facilitate transfer from Train 502, which will depart two minutes earlier, to allow 502 customers to transfer to 752 and have a quicker trip.
- Trains 754 and 734 will add a flag stop at 63rd Street to accommodate Mount Carmel students.
- Train 504 will not stop at 107th Street through 95th Street, 47th Street or 27th Street or to speed Blue Island trips.
- Train 506 will depart five minutes earlier and will not stop at 91st Street through 83rd Street or 75th Street, to speed Blue Island trains. This will also facilitate the transfer to Train 706 for customers who want express service.
- Train 508 will add flag stops at 27th Street, 47th Street and 18th Street to speed Blue Island trips.

OUTBOUND WEEKDAY

- Train 205 will depart five minutes earlier to accommodate change to Train 506.
- Train 125 will depart 10 minutes later and make a flag stop at 63rd Street to accommodate Mount Carmel students.
- Train 127 will add a flag stop at 63rd Street to give an option to Mount Carmel students.

WEEKEND

- All trains will depart and arrive 20 minutes earlier to better serve downtown events and jobs that start and end on the hour.

Metra Electric Line customers are encouraged to review the final new schedule to see if their trains have been changed.

Some of the major changes between the new schedule and the current schedule include:

- **Improved midday service to Hyde Park** – Inbound trains will arrive at the three Hyde Park stations every 20 minutes and outbound trains

from downtown to Hyde Park will depart about every 20 minutes. There are currently gaps of up to 60 minutes in each direction.

- **Improved midday service to mainline stops from 75th to 111th streets** – Trains will arrive every hour, instead of every two hours.
- **Elimination of a gap in inbound service on the mainline** – The current schedule has a nearly one-hour gap between Train 742, which leaves University Park at 5:48 a.m., and Train 700, which leaves University Park at 6:40 a.m. Train 106, which now leaves University Park at 6:34 a.m., has been inserted between those two trains and will instead depart University Park at 6:12 a.m. Schedules of other trains were adjusted to accommodate customers using Train 106's current schedule.
- **Elimination of lightly used trains on the branch lines** – Lightly used trains on the branch lines, mostly early morning and late evening trains, will be eliminated, including Blue Island Branch Trains 200, 244, 245, 246, 247, 248, 249, 250 and 251 and South Chicago Branch Trains 300, 330, 346, 347, 348, 350, 351 and 353. Many of these trains carry only one to two customers per day. Taken together, these trains carry an average of fewer than 10 passengers per day.
- Alternative public transportation options to serve the branch line stations and eliminated trains include a variety of CTA and Pace buses. In addition, Metra's Rock Island Line is an alternative for some Blue Island Branch customers.
- Trains 331 and 604 will also be eliminated, though Trains 329 and 504 can serve passengers from those trains.
- **Combining two trains on the mainline into one train** – Inbound mainline Trains 738 and 758, which have similar schedules but serve different stations, were combined into one Train 738 to serve all stations formerly served by the two trains. Similarly, outbound mainline Trains 739 and 759 were combined into one Train 739.
- **Adjustment of Saturday service** – Saturday service will be scaled back to better match demand. However, the line will continue to have more Saturday trains than any other Metra line. On the mainline, the number of trains will drop to 40 from 46, while on the South Chicago Branch, the number of trains will drop to 32 from 48 and on the Blue Island Branch, the number of trains

will drop to eight from 30. By comparison, the BNSF Line, Metra's busiest, has 28 Saturday trains. The proposed revisions will keep the same level of Sunday service on the Metra Electric Line, though some train times will be adjusted. The Blue Island Branch currently has no Sunday service.

Greyhound, Peter Pan apply brakes to 20-year partnership

By Andy Metzger, State House News Service

Updated: 08/30/2017 09:16:19 AM EDT

BOSTON -- Greyhound and Springfield-based Peter Pan Bus Lines have hit a fork in the road and plan to end their roughly 20-year-long collaboration in September.

"We feel that it is in the best interest of our business to operate independently from one another," Greyhound spokeswoman Lanesha Gipson wrote in an email.

"Despite our decision to go our separate ways, we will remain committed to delivering the best service to our customers in the Northeast. We also look forward to expanding Greyhound service into new markets, including a new route between Springfield and Boston."

For about 20 years the two intercity bus companies shared operational resources and revenue on specific routes in the Northeast, including selling each other's tickets, according to Greyhound.

Peter Pan and Greyhound both emailed customers on Monday to tell them they would operate independently starting Sept. 27.

"Both of our companies look forward to serving you in the future," Peter Pan said in its message to customers.

Peter Pan plans to move into Springfield's Union Station after Labor Day, according to The Republican newspaper.

After split with Peter Pan, Greyhound to offer competing Springfield-to-Boston bus service at Union Station

Updated on August 29, 2017 at 6:17 AM Posted on August 29, 2017 at 6:15 AM

By Jim Kinney

jkinney@repub.com

SPRINGFIELD -- Greyhound said Monday it plans to operate from Springfield's Union Station with its own Springfield-to-Boston bus service by the fall.

Both Greyhound and Peter Pan Bus Lines announced Monday that they are ending their 19-year partnership on Sept. 27.

Peter Pan and Greyhound used the agreement to coordinate routes and to sell tickets to each other's buses.

For the time being, Greyhound said it is still selling tickets on Peter Pan, but only for trips before Sept. 27.

Greyhound already services the nearby communities of Worcester, Northampton, Greenfield, Pittsfield, Amherst and Hartford, Connecticut, said Lanesha Gipson, senior communications specialist for Texas-based Greyhound Lines Inc., in an email Monday.

She said Greyhound has ordered 60 new buses that will operate in the Northeast.

Springfield-based Peter Pan plans to move into Union Station after Labor Day.

Both Greyhound and Peter Pan said the split allows them to offer paperless ticketing. Greyhound e-ticketing is coming soon.

Peter Pan offers paperless ticketing now at certain locations.

Mid-American adds two luxurious MCI® J4500 coaches, including the news-making 2018 model

DES PLAINES, ILLINOIS, AUGUST 28, 2017:

(TSX:NFI) Motor Coach Industries ("MCI"), a subsidiary of New Flyer Industries Inc. (the "Company"), the largest bus and motor coach manufacturer and parts supplier in North America, notes that with a bus transportation history spanning 90 years, Mid-American Coaches already offers passengers the ultimate luxurious group travel experience. It's a reputation that will only grow with its latest two MCI J4500 coaches featuring limo-style seating and upgrades throughout.

The Washington, Missouri-based charter and tour operator is refreshing its 20-coach fleet with a 2017 MCI J4500 just delivered in July and one of the first 2018 MCI J4500s to roll off the line in mid-September.

For 2018, MCI introduces unprecedented interior ambience in its industry-leading J4500 model. Starting with a completely redesigned cabin with best-in-class legroom, a larger lavatory and an updated driver cockpit featuring a high-definition instrument panel with on-screen diagnostic capabilities, Mid-American went for the best. But that's not all.

The 2018 J4500 also features new airline-inspired ceiling lights and aisle puck lights that illuminate the roomier cabin which also features new parcel racks that blend with the front cap of the vehicle.

It will be a colorful ride, too. Mid-American chose the optional programmable RGB (Red, Green and Blue) lighting package that lights up the interior and the spiral stairway entry in multiple color selections appropriate for customer branding.

Both Mid-American's new J4500 coaches feature optional Amaya A 220 black leather diamond seating for 56 passengers. Amaya workers hand-stitch the diamond pattern on the leather to assure symmetry and quality. The limo-inspired interior also includes cup holders, individual-seat power outlets and Wi-Fi.

"We're very deliberate in the way we operate our fleet," said Dennis Jones, Mid-American Vice President, who runs the company with his brother Roger. "We haven't purchased new equipment since 2009. It's the right time, and it's the first time we're going with limo-style seating."

He added, "Tour and charter is 100 percent of our business and we like the ability to offer a custom, upscale interior to our customers, especially those riding with us on our longer-distance trips."

Mid-American was founded in 1927 as a scheduled bus route service serving the greater St. Louis area, including east central Missouri and west central Illinois.

Jones' parents purchased Mid-American in 1957, and grew the business from six Flexible and GM buses to a newer model fleet operating five scheduled service round trips from Washington to St. Louis every day, along with other commuter service routes. When Jones and his brother took over the leadership, they began to build the tour and charter side. Today, Mid-American's motor coaches serve St. Louis, Kansas City, Jefferson City, Springfield and Branson, carrying teams to sporting events and groups on day trips or weeks-long vacations to the most popular tourist destinations in the U.S. and Canada. Mid-American also plans its own trips throughout the year with many selling out within weeks of their announcements.

A friendly staff of 30 employees, including 10 experienced shop mechanics, keep Mid-American coaches pristine. Its 20,000-square-foot facility also provides maintenance for the high-end entertainer coaches traveling to nearby Branson. "A lot of the entertainers trust us to fix their coaches and we like that end of our business as well," said Jones.

Mid-American is a member of the International Motorcoach Group (IMG), a prestigious network of like-minded family owned motor coach operators with high standards in performance, safety, maintenance, customer service, driver training, equipment, operations and on-road support.

BABLER BUS SERVICE ADDS 'BEAUTIFUL' NEW 2017 MCI® J4500 COACH WITH MANY AMENITIES

DES PLAINES, ILLINOIS, MAY 12, 2017: (TSX:NFI) (TSX:NFI.DB.U) Motor Coach Industries ("MCI"), a subsidiary of New Flyer Industries Inc. (the "Company"), the largest bus and motor coach manufacturer and parts supplier in North America, sees Wisconsin's Babler Bus Service as a prime example of how the MCI J4500 spells success for so many longtime MCI customers. Door County favorite Babler recently renewed it three coach fleet with two pre-owned Re-Energized J4500 coaches and a brand new 2017 MCI J4500 coach. "They're beautiful," says second-generation owner and CEO Paul Babler, who began to selectively update its coach fleet about five years ago after taking over the family business from his parents.



"We choose MCI simply because of the overall long-term reliability," Babler says. "MCI provides the utmost in comfort and amenities for our passengers and provides us the highest-quality support in both parts and technology." Babler also liked what MCI's Re-Energized program offers — select post-2007 coaches, with 210-point mechanical and interior inspection and repair to bring them to OEM standard with an OEM warranty to match.

When it came to the new 2017 MCI J4500, Babler opted for the best. Babler's new J4500 wears the most advanced features available, starting with the powertrain featuring the Detroit Diesel DD13 engine and Allison transmission. Inside, each passenger will enjoy top-grade Kiel seating with leather trim accompanied by individual 110-volt outlets with USB ports for maximum entertainment and comfort. Babler's newest coach also features tempered glass roof-hatches, a backup safety camera, chrome mirrors and a custom, marble-look hydrographic spiral entryway exclusive to MCI. "It really makes an impression with our passengers," says Babler.

Based in Sturgeon Bay, Babler is a fixture in Southern Door County, providing charter services for events such as weddings, ball games, school outings, ski trips, and church groups. The company's most popular tours include Chicago staples like the annual Flower & Garden Show and year-round shopping and museum trips, Milwaukee Brewers' games, a Branson, Missouri, holiday tour and the National Farm Machinery Show in Louisville, Kentucky. Babler also serves Two Rivers and Manitowoc through Green Bay, and offers weekly casino tours departing from Door County, through Green Bay.

Babler and his wife Janet create and lead their own destination tours, a growing aspect to the business. "Our trips help to fill the gaps in between the busiest times of the year," said Babler. "We decide on a special destination such as New Orleans, New York or Nashville, do our detailed research, and become tour guides on a fun and luxurious Babler expedition."

Business is competitive in the tourism-heavy Door County area, which is why Babler focuses on professional and people skills, particularly when finding

the right drivers to care for its customers. "Our drivers have good personalities, are attentive to customer service and skilled in road safety," said Babler, who believes his drivers are right up there with his new coach — the best there is.

THE WOODLANDS TOWNSHIP CREATES A GREEN TRANSIT FUTURE WITH 25 NEW CLEAN-DIESEL MCI COMMUTER COACHES

DES PLAINES, ILLINOIS, MAY 12, 2017: (TSX:NFI) (TSX:NFI.DB.U) Motor Coach Industries ("MCI"), a subsidiary of New Flyer Industries Inc. (the "Company"), the largest bus and motor coach manufacturer and parts supplier in North America, is completing the delivery of 25 new clean-diesel Commuter Coaches to The Woodlands Township, Texas. The fast-growing suburb of Houston is recognized nationally as one of the most desirable places to live in the United States.



Located approximately 34 miles north of downtown Houston along Interstate 45, The Woodlands Township has put MCI's top-selling public transit coach into service for its popular park-and-ride service known as The Woodlands Express. Buses travel daily to Houston's major employment centers including the Texas Medical Center, Greenway Plaza, and Houston's central business district.

The first five MCI Commuter Coaches were delivered in December of 2015, followed by 10 more coaches in March 2106. The final 10 coaches will be delivered this month to complete an order valued at approximately \$ 14.4 million.

The Woodlands Township funded the coaches through a competitive Congestion Mitigation and Air Quality (CMAQ) grant for the Federal Transit Administration (FTA) awarded through the Houston-Galveston Area Council, the regional Metropolitan Planning Organization.

"This is an opportunity to run brand new equipment with the latest clean-diesel engine technology to reduce emissions and relieve congestion," said Chris LaRue,

Transit Program Manager for the Woodlands Township. "We also wanted to rebrand our fleet and provide the safest, most comfortable ride for our passengers, while reducing our overall operational expenses. The feedback we've been getting from our customers and drivers has been overwhelmingly positive."

The Woodlands Express, one of the most successful and sustainable commuter systems in the country, logged over 25 million passenger miles last year with each passenger traveling an average of about 37 miles one-way. "That's why we needed the ride to be exceptionally comfortable," said LaRue. "Our buses run at near capacity during the morning peak rush hour. Providing a comfortable commute keeps our ridership happy and growing."

The MCI Commuter Coach, based on the best-selling D-Series model, is the preferred vehicle on long-distance express routes because of its fuel efficiency, passenger comfort and safety at higher speeds. Safety technologies standard on the commuter coach include electronic stability control, fire suppression systems, three-point passenger seatbelts and an LED destination sign for improved visibility. The Woodlands Township order added optional lavatories, wheelchair lifts, comfortable Kiel seating with grab rails and arm rests, power outlets and Wi-Fi connectivity to each of their 55-seat coaches.

"These are the first coaches that we've actually owned," said LaRue. "In the past, we used the coaches supplied by our contractors, which gave us a mix of different coaches and many were coming to the end of their useful life. Now we have a more homogenous fleet with consistent quality on every coach. We have to be able to provide a uniformly comfortable, convenient and economical way to commute."

Orlando Sentinel - August 18, 2017: Officials from the city of Orlando and the region's public bus service took a test spin Friday in a gleaming, new electric bus — a quiet vehicle with smooth handling and more than a little sticker shock. The emission-free vehicles cost \$250,000 to \$350,000 more than a conventional bus at about \$500,000. But electric versions make a strong case for paying now or paying later, city sustainability director Chris Castro said.



"We think the move toward electric buses will improve quality of life, it will help improve public health, it will save money," he said. They don't dirty the air as much as a diesel or natural-gas bus, cause as much climate-changing pollution or require as much maintenance, Castro said. Over the decade or so of an electric bus' lifespan, the reduced upkeep and considerably smaller energy bill make the vehicle competitive in price with diesel or natural-gas versions, he said.

Lynx pays for buses through grants from the Federal Transit Administration. It's up to Lynx and its local-

government partners to cover the other costs, including drivers, maintenance and bus-route infrastructure, Lynx spokesman Matt Friedman said. To that end, Lynx and Orlando have to figure out the expense of adapting to electric buses, such as the cost of charging stations, for example, and whether their range and performance are a good fit for local routes.

Lynx plans to try out three manufacturers, free of charge, during the next few months; the city is tagging along with an interest in applying electric buses to the free Lymmo service in the city's core. The first was unveiled Friday in front of City Hall, then loaded with curious riders for a loop around downtown and Parramore.

At 40 feet long, 32,000 pounds and able to haul 80 passengers, the blue bus didn't seem much different than an ordinary city bus. It gushed cool air and had many handles to hang on to. Getting on was Mayor Buddy Dyer, who wound up with other officials in front-section seats. "Electric vehicles have been on our radar screen for a long time," he said. Dyer said the performance characteristics of electric buses make them suited for Lymmo routes of short segments and many stops.

As with hybrid or electric cars, electric buses generate their own electricity when braking. The bus' handling was easy to get used to, said driver Carlos Smith. "It's simpler to drive," he said, in part because it would slow down responsively when he lifted his foot off the accelerator pedal and spurt ahead nicely when he pushed down on it.

While electric buses themselves don't have tailpipes, they are charged with electricity from power plants that burn natural gas and coal. But a study published last year by a Columbia University researcher found that electric buses still have a smaller greenhouse-gas footprint than conventional buses.

San Francisco Expands its Zero-Emission Footprint with an Order for 185 Trolley-Electric Buses

St. Cloud, Minnesota, USA – July 26, 2017: (TSX: NFI) New Flyer of America Inc., ("New Flyer") the U.S. subsidiary of New Flyer Industries Inc. (the "Company"), the largest transit bus and motor coach manufacturer and parts distributor in North America, today announced that the San Francisco Municipal Transportation Agency (SFMTA) has awarded an option order for 185 Xcelsior® trolley-electric, forty-foot, heavy-duty buses. These options are exercised off of King County Metro's 2013 trolley-electric bus contract, which is the largest zero-emission bus (ZEB) procurement in North

The SFMTA decision to expand its ZEB fleet is focused on delivering improved passenger experience and environmental impact, and fulfilling one of SFMTA's strategic core values of "Clean, Green, and Quiet Mobility". The move to add 185 ZEBs follows two prior option orders awarded by SFMTA over the past year for

93 (or 186 equivalent units) Xcelsior sixty-foot articulated trolley-electric ZEBs.



"We are proud to continue our longstanding relationship with the City of San Francisco," stated Wayne Joseph, President of New Flyer of America. "Since 1977, New Flyer and the SFMTA have collaborated to promote the use of electric energy to power transit buses, and we look forward to delivering greater community and environmental impact with the expanded presence of ZEBs, powered by clean propulsion."

The Company has over 40 years of experience in manufacturing ZEBs and has 14 fabrication, manufacturing, distribution, and service centers across the U.S.

New Washington/Wabash Station Opens

The new Washington/Wabash Loop Elevated station, located on Wabash Avenue between Madison and Washington streets, will be open for service on August 31st. The new station will serve the Orange, Green, Purple, Pink and Brown lines.

Washington/Wabash station will be accessible to customers with disabilities and include these convenient features:

- Two entrances, on the south side of Washington Street and approx. 100 feet north of Madison Street, on both sides of Wabash Avenue, for convenient access and bus transfers
- Elevators between the street and mezzanine on both sides of Wabash Avenue, located mid-block between Washington and Madison, and to both platforms
- An escalator from street to mezzanine level, on the southwest corner of Wabash and Washington
- Staff and fare vending machines at both entrances

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- Wider platforms, for increased capacity and improved circulation
- Bright LED lighting and security cameras throughout the station
- New signage, including digital displays
- Convenient access to Millennium Park and other east Loop destinations

Randolph/Wabash Station Closure

The Randolph/Wabash station on the Loop elevated will be closed the morning of September 3rd.

Please use the new, ADA-accessible, adjacent Washington/Wabash station, located one block south, opening August 31.

