



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

NOVEMBER-DECEMBER 2017

RUN 06-2017

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.

• NOV/DEC MEETINGS

The **November meeting** of the Omnibus Society of America will be held on November 3, 2017, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:00 pm.

Our program will be presented by Mike Mullenbach and will cover the different places he has travelled to during 2017.

The **December meeting** of the Omnibus Society of America will be held on December 1, 2017, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:00 pm.

Our program for the evening will be a presentation by long-time member Ed Montajano on miscellaneous transit subjects.

ELECTION NOTICE

The director's position of Melvin Bernero and Vince Allen are up for election in December. Ballots will be mailed out the first or second week of November and must be received by the beginning of the December meeting to be counted.

Temporary Changes to Bus Boarding Locations at 95th/Dan Ryan Terminal

10/10/2017

95th Terminal Improvement work will require partial closures of bus terminal; entrances to rail station to remain open

The Chicago Transit Authority (CTA) is alerting bus and rail customers who use the 95th Street Red Line Terminal of upcoming, temporary changes in bus boarding locations, necessary to allow the CTA to continue construction work on the brand new 95th Street Terminal now under way.

Begun in 2014, the CTA is building a new, state of the art bus and rail terminal to better serve the 20,000 people who use the terminal each day, providing them with a much larger and easier to navigate transit facility that will improve their daily commutes.

In preparation to construct a new North Terminal on 95th, beginning later this month the CTA will need to close the bus customer boarding areas of the existing 95th Terminal building, first the east side and then the west side – each for approximately three weeks – to expand the area and create more space for sidewalks and bus lanes.

Other than where customers board buses, there will be no change to bus service at the 95th/Dan Ryan terminal. All entrances to the rail station will remain open during these times.

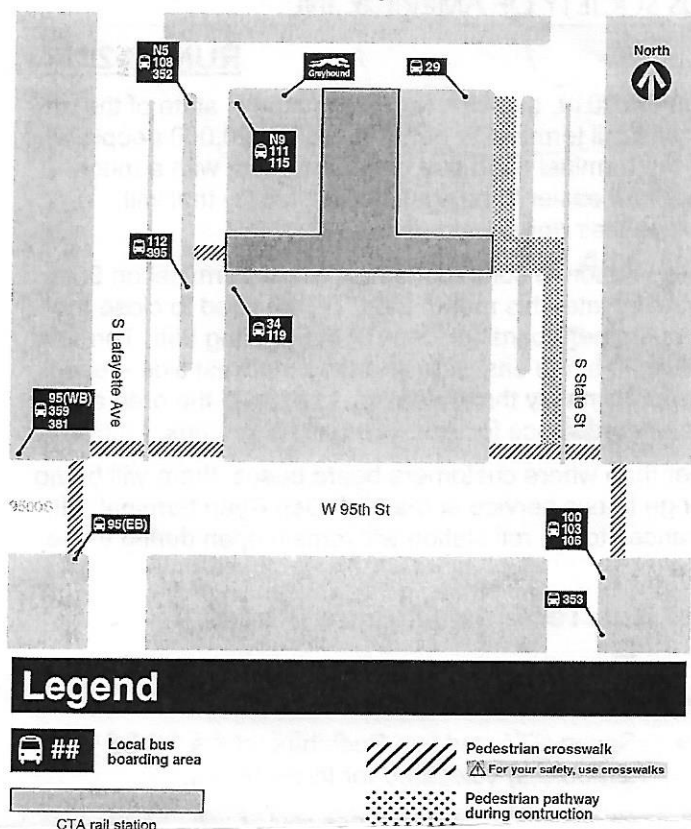
East Bus Terminal Closure (Phase I)

- The eastern bus boarding area, closest to State Street, will close on October 20 at 10 p.m.
- Seven CTA and five Pace bus routes will be temporarily relocated for three weeks.
- Customers traveling these routes will need to board from the following locations:
- **West Terminal (center island):** #N5 South Shore Night Bus, #108 Halsted/95th, #112 Vincennes/111th, as well as Pace bus routes #352 and #395.
- **95th/Lafayette:** #95 95th and Pace bus routes #359 and #381.
- **Temporary bus terminal at 95th/State (southeast corner):** #100 Jeffery Manor Express, #103 West 103rd, #106 East 103rd and Pace bus routes #353, #359 and #381.
- Routes not affected by the work include: #N9 Ashland, #29 State, #34 South Michigan, #111 111th/King Drive, #115 Pullman/115th and #119 Michigan/119th, which will continue to serve the West terminal. The boarding location for Greyhound buses is also unaffected during this time.
- The changes in service will remain in effect through Friday, November 10.

West Bus Terminal Closure (Phase II)

- The western bus boarding area, closest to Lafayette Avenue, will close on Friday, November 10 starting at 10 p.m.

- CTA will provide new bus boarding location information in a future announcement.
- Regular west bus boarding is expected to resume on Wednesday, December 6.



CTA is working closely with local officials and organizations to inform members of the community of these upcoming service changes. Additional signage and information also will be posted throughout the bus and rail terminal and available online to direct riders where to board buses.

The 95th Street Terminal Improvement Project is a \$280 million project to completely rebuild the Red Line South's busiest station and create a safer, larger and more-efficient environment for transit riders. The completed project will not only create a signature statement for the South Side, but will better serve the existing high volume of riders by providing safer passenger access to buses and the train station. This modern facility will also expand passenger capacity and provide riders with a safer, pedestrian-friendly environment that will offer fewer delays and shorter travel times.

CTA has already begun construction of a new South Terminal, which, along with a new North Terminal, will be completed in 2018.

CTA to Purchase 25 Brand New Buses as Part of Mayor Emanuel's CTA Bus Modernization Efforts

10/11/2017

Latest purchase brings the total number of new buses purchased since 2012 to 550; customers get more comfortable ride and more reliable service

As part of ongoing efforts to improve bus service for customers, the Chicago Transit Authority (CTA) today announced plans to purchase 25 new, 40-foot, clean diesel buses – bringing the total number of new buses purchased by CTA to more than 500 as part of Mayor Rahm Emanuel's CTA Bus Modernization program.

"The CTA is the hub of Chicago's world-class transit systems," Mayor Emanuel said. "These buses will ensure the millions of Chicago residents who rely on CTA every day have a more modern, more reliable and more comfortable way to get around the city."

Since 2012, the CTA has acquired an almost entirely new bus fleet, providing customers with safe, reliable and more comfortable transportation. Between new bus purchases and major overhauls of buses currently in CTA's fleet that extend their lifespan, nearly all -- 95 percent -- of CTA's bus fleet will be new or like new.

"In a short time, CTA has made tremendous progress in modernizing its bus and rail fleets to provide Chicagoans and visitors to the city with more reliable and comfortable transit service," said CTA President Dorval R. Carter, Jr. "By purchasing more buses, we will be able to retire old buses that have served passengers well, but are beyond their useful life."

The Chicago Transit Board today approved the \$14 million purchase of 25 buses from Nova Bus, exercising the final option of a new bus manufacturing contract awarded to Nova in 2013. In all, CTA has purchased 450 new buses from Nova, and has put 425 of those buses on the streets into service.

CTA's bus modernization efforts to date include:

550 new busses

450 from Nova Bus

100 articulated (60-foot) buses from New Flyer in 2012, under a contract held by King County Metro, Seattle's transit agency

More than 1,200 overhauled buses

1,030 standard-size (40-foot) buses, completed in 2015

208 articulated (60-foot buses), under way

Overhauls include replacing major operational parts, which extend lifespans

All-electric buses

Two buses introduced in 2014

CTA will purchase an additional 20-30 all-electric buses in 2018

The new buses will feature LED lighting, multiple security cameras, improved fuel economy and seating manufactured by Chicago-based Freedman Seating Company. The clean diesel buses, which are equipped with advanced technologies that help reduce harmful

emissions, will also be in compliance with the latest Environmental Protection Agency emissions standards. The buses will also be fully accessible to customers with disabilities, including two locations on each bus to secure mobility devices and a boarding ramp with a decreased slope when deployed for easier access. The first of the 25 buses is expected to arrive in Chicago in late 2018.

Total value of the contract for the purchase of the 450 buses plus spare parts and tools is approximately \$234 million. A combination of mostly federal formula funds and CTA bond proceeds are being used to fund this purchase

Fare increase, service trim in proposed 2018 budget

(October 6, 2017) -

Metra has proposed a 2018 operating budget of \$797.2 million that includes fare increases and, for the first time, cuts in service in order to close a \$45 million budget deficit caused by rising expenses, a reduction in state aid and disappointing sales tax revenues. Metra also proposed a 2018 capital budget that totals \$196.8 million from its available funding sources – only one-sixth of its estimated annual need.

The operating budget deficit in 2018 and the continuing, severe shortfall in funding for Metra's capital reinvestment needs point to a growing problem with local, state and federal subsidies for public transportation in the Chicago area. The sales taxes and state aid that fund about half of Metra's operating budget and the local, state and federal grants that pay for nearly all of its capital budget are not keeping up with rising costs and our aging system's replacement and renovation needs.

"The current situation is unsustainable, and threatens the future viability of the important service Metra provides," said Metra Chairman Norman Carlson. "With the proper amount of sustained public investment, we can create a system with a long and bright future. It is clearly in the interest of the citizens of northeast Illinois for Metra to do so."

Metra is proposing a combination of fare increases and cuts in expenses, including cutting a small number of trains, to close the budget gap. Under the budget proposal:

The price of One-Way Tickets would increase by 25 cents in all zones (a 2.3 percent to 6.7 percent increase). Customers who ride Metra 30 times a year would pay an additional \$7.50.

The price of 10-Ride Tickets would increase \$4.25 to \$7.75 (8 percent to 12.6 percent) depending on the zone.

The price of Monthly Passes would increase \$9 to \$12.50 (4.1 percent to 8.4 percent) depending on the zone. That would be an annual increase of \$108 to \$150.

The price of Weekend Passes would increase to \$10 from \$8 but they would now be valid on Friday evenings (trains arriving or leaving downtown after 7 p.m.) in addition to all day Saturday and Sunday.

Reduced fare ticket prices also will increase, but an earlier proposal to eliminate the reduced fare Monthly Pass has been scrapped.

In addition, a small number of weekday trains would be curtailed or eliminated on the North Central Service, SouthWest Service and Rock Island Line, and weekend trains would be cut on the Milwaukee District North Line.

Normal growth in expenses account for about \$30 million of the \$45 million deficit for next year. About \$23 million of that growth is for labor and fringe benefits. The cost of spare parts and other materials to keep our aging fleet of equipment operating will add \$2 million and growth in other materials and services will add \$3 million. Finally, the cost of operating the new Positive Train Control (PTC) safety system, which is partially coming on line in 2018, will add \$2 million.

The remaining \$15 million is due to a shortfall in the amount of funding Metra expects from public sources. Fares typically pay for about half of Metra's operating costs, with the rest paid by Metra's share of proceeds from a regional transportation sales tax and a partial state match. The RTA initially projected Metra would receive an increase of \$10 million from those sources, but has now told Metra it will see a \$15 million decrease – a \$25 million swing. A decline in sales tax collections accounts for \$2 million of that decrease, while a cut to the state match and the state's imposition of a surcharge on the collection of those sales taxes account for the remaining \$13 million.

The proposed fare increase will generate about \$17 million to help close that \$45 million deficit, which would be an increase in fare revenue of 4.8 percent over 2017. In addition, instead of using about \$32 million in fares for its capital program, as it did in 2017, Metra will only use about \$20 million, keeping \$12 million in the operating budget to help cover the deficit. It expects to gain an additional \$2 million from other revenue and funding sources.

The proposed service cuts will save about \$3 million. Personnel actions, including not filling some positions, will save \$5 million. Metra will cut \$1 million from its advertising budget and will save \$1 million in electricity costs and \$3 million in IT and telecom costs, largely from switching to a new phone system. A variety of smaller efficiencies will save about \$1 million. These efficiencies are in addition to nearly \$25 million in efficiencies achieved over the past seven years.

Metra's \$196.8 million capital budget will be funded with \$171.6 million from federal sources, \$4.9 million in RTA Innovation, Coordination and Enhancement grants and \$20.3 million in fare revenue. Metra is anticipating no new capital money from the state of Illinois. The RTA estimates Metra needs to spend \$1.2 billion annually to achieve and maintain a state of good repair on its

system – six times as much money as available next year.

More than half of those limited capital funds will be spent on major capital projects, including locomotive rehabilitation (\$20.5 million), car rehabilitation (\$18.5 million), the installation of the federally required PTC system (\$30 million) and bridge replacement (\$9 million). Metra earlier this year issued a request for proposals for new railcars, and is setting aside \$23.7 million in next year's capital budget for that purchase.

The rest of the capital budget will be spent on routine needs such as rail and tie replacement, road crossing replacement, engineering and sprucing up a limited number of stations through our in-house station beautification program.

The proposed 2018 budget will be the subject of a series of eight public hearings throughout the Chicago area. Metra customers and members of the public are encouraged to attend and provide comments on the proposed budget.

Comments on the proposed budget can also be emailed to 2018budgetcomments@metrarr.com, faxed to 312-322-7094, shared via [facebook.com/MetraRail](https://www.facebook.com/MetraRail) and mailed to the Assistant Secretary to the Metra Board, Room 1300, 547 W. Jackson Blvd., Chicago, IL, 60661.

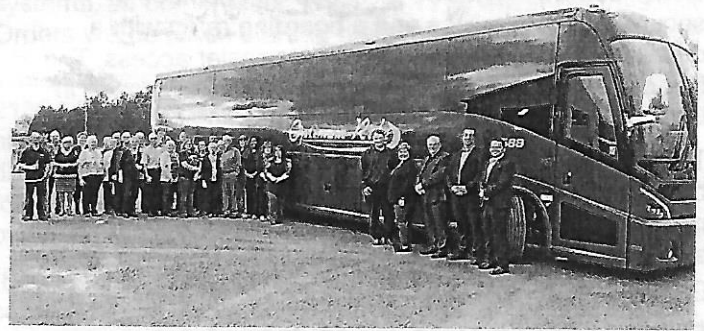
Metra will also include a budget comment form in a special budget issue of the "On The Bi-Level" commuter newsletter. Completed newsletter forms may be mailed to the above address or dropped in one of Metra's Ticket-by-Mail receptacles at Chicago Union Station, LaSalle Street Station, Ogilvie Transportation Center, Van Buren Street Station or Millennium Station. All comments received will be presented to Metra's Board of Directors prior to voting on the final budget in November 2018.

New coach, big party: Sussex' Optimum Ride celebrates business achievements with new 2018 MCI® J4500 coach and open-house

DES PLAINES, ILLINOIS, OCTOBER 17, 2017: (TSX:NFI) Motor Coach Industries (MCI), the U.S. subsidiary of New Flyer Industries Inc. ("NFI Group"), the largest transit bus and motor coach manufacturer and parts distributor in North America, notes building a successful motor coach business takes years of hard work and a constant eye on what the market wants. It also takes smart investment in equipment, which Jonathan Keith, founder of Optimum Ride, has practiced since the beginning, adding a pristine pre-owned MCI model each year.

But it was clearly time for something new — A brand new, 2018 MCI J4500 coach, that is.

It's the first all-new coach the 17-year-old New Brunswick tour and charter company has ever owned,



and Keith is marking the milestone. On October 10, Optimum Ride celebrated with clients, staff and friends at an open house complete with food and fun. And MCI was there to hand over the keys to the new coach.

"I'm a true bus man now — it's a huge milestone for us to move up to this all-new coach," said Keith, a former builder, who always wanted to give motor coach transportation a try. Today, with 35 full- and part-time employees and a 19-vehicle fleet including 16 MCI coaches, Keith took delivery of his newest J4500 from Guy Charron, MCI Vice President of Sales Quebec and Atlantic Canada.

"It gives us so much pleasure to personally deliver a new coach to a loyal customer whose vision has built an outstanding business," said Charron. "But we're particularly happy to hand the keys of our new 2018 model to Jonathan because everything about our 2018 J4500 represents the future with high reliability, state-of-the-art technology and passenger comfort for a new level of luxury."

The Sussex, New Brunswick-based operator began with a single MCI 1972 MC-5B that he purchased in 2000. Today, the company's operations serve the growing tourist destinations in the Canadian Maritimes. Optimum's territory includes popular spots such as St. John, a port city that features the New Brunswick Museum and the historic St. John City Market's many food stalls. To the southwest is Reversing Falls, where rapids flow backwards at high tide.

"Right now, our clientele includes corporations, cruise tourists, universities, school groups, inbound tours and athletic teams," said Keith, who, with his background in construction, designed its headquarters and motor coach maintenance facility himself.

Keith, who still drives and has taken the company as far west as Kansas City and Edmonton and all the way down to Florida, loves the passenger experience the most. "Meeting the people and driving are the most fun part of our business — it's great to show them this part of our country," he says. "There's always one of our coaches somewhere. I know people are pretty astonished a bus company would grow in our little town, and to take them throughout the U.S. and Canada is very rewarding."

The miles he'll be covering in his newest J4500 are some of the most luxurious yet. The totally re-envisioned 2018 J4500 includes a reconfigured lavatory and air-intake system that produced 20 inches of new floor space, allowing for best-in-class legroom. In addition to many new options, new standard touches include the latest design in indirect LED lighting, puck-style spotlights and striking entryway illumination.

It's a cabin that feels more spacious and looks more beautiful than ever before. "Our clients are demanding a higher level of amenities, and we're really looking forward to getting our new coach onto the road for them," said Keith.

A Breakthrough in Rider Accessibility and Commuter Rapid Transit: The New MCI® D45 CRT LE

- **Ground-breaking patent pending low-entry and vestibule seating design ideal for all passengers, MCI's next-generation coach delivers a new, modern design and improves dwell time with unprecedented passenger accessibility**
- **Deliveries to begin in the fourth quarter of 2018 with an all electric version to be delivered in early 2020**

ATLANTA, GEORGIA, OCTOBER 9, 2017: (TSX: NFI) Motor Coach Industries (MCI), the U.S. subsidiary of New Flyer Industries Inc. ("NFI Group"), the largest transit bus and motor coach manufacturer and parts distributor in North America, today explained that as commuters cover greater distances without the need — or desire — for automobiles, and communities look to build cost effective transportation systems, it is unveiling a new Commuter Coach model to equip the future with comfort, environmental-efficiency and maximum accessibility for an increasingly diverse commuting population. MCI created the new MCI D45 CRT LE to enhance the experience of Commuter Rapid Transit (CRT) and Bus Rapid Transit (BRT) systems for a range of commuters with the goal of improving accessibility

MCI, whose Commuter Coach model is already North America's most popular and a prominent staple in fleets serving commuter routes, chose APTA EXPO 2017 taking place in Atlanta to unveil the all new, next generation model, as communities nationwide consider CRT an effective way to respond to commuter tastes and investment objectives in expanding transportation systems.

Deliveries of the Buy-America compliant, Altoona-tested clean-diesel coach are expected to begin in the fourth quarter of 2018. An all-electric version is also in development and will be released in 2020.



"We consider the MCI D45 CRT LE a landmark vehicle on three fronts," explains MCI President Ian Smart. "First, the model launches a boldly progressive modern design along with the amenities and comfort necessary to getting commuters to switch from commuting by car. It's important that this is a coach where people want to try commuter travel. Second, we are looking ahead to a more diverse society where different groups of citizens will face a range of mobility issues, and we believe the MCI D45 CRT LE is part of the solution. We listened to what our customers wanted and created a coach like no other with a low entry vestibule that vastly improves dwell times, and the overall passenger experience."

"Finally, we're very proud to be rolling out a 100% electric version because it becomes the most accessible and environmentally-friendly vehicle we've ever created," Smart said.



While MCI's current commuter coach model will continue to feature wheelchair lifts, the new D45 CRT LE is designed with a curb-level ramp and second door that opens directly into a same-level patent pending low floor entry (LE) vestibule with passenger seating. Additionally, the forward-door entry opens to an ergonomically-designed spiral entryway that's well lit and features supportive grab rails. This combined ease-of-entry technology is expected to cut the considerable dwell time of traditional lifts.

The design process for D45 CRT LE involved rigorous analysis and review. MCI engaged a wide range of engineering, design, accessibility experts, including Designworks, a BMW group company, MCI's long-time consultants on model design, and volunteer members from the National Council on Independent Living (NCIL) and the American Association for People with Disabilities (AAPD). After evaluating 32 alternative concepts, MCI created a functional model and engaged user groups to validate its design.



According to Brent Maitland, MCI's Vice President of Marketing and Product Planning, "We immersed ourselves in the user experience when designing this coach, seeking the input of a broad range of passengers including users of mobility devices. Their participation guided our low floor entry and vestibule design, and our engineers worked closely with Designworks on the overall styling for it to be an alluring progressive vehicle in the fleets that operate rapid commuter transit. Designed for the highway, it is a versatile, comfortable, transportation solution for regional communities looking to provide the best solution for all their transit users, now and in the future."



The CRT LE low-level entry vestibule accessible by a second door at the midpoint of the coach includes seating for five passengers, allowing for up to two secured mobility devices and an attendant. The model offers a high-capacity 54-passenger seating configuration overall, with seating for 52 when there are two passengers using a mobility device.

"We focused on accessibility, riding and exit experience from the passenger perspective, mapping the journey from waiting to board, entering the coach, securing and exiting," said Maitland. "It's some of the most comprehensive user testing we've ever done. We are grateful to our participants for their time, feedback, evaluation and design acceptance."

More about the electric CRT LE

MCI will offer an all all-electric D45 CRT LE with an efficient energy storage and battery thermal management systems driving its motor and control systems, air compressor, HVAC, and all driver controls. Orders will be taken starting next year.

The all-electric model will utilize a high-torque Siemens 2130 LB FT electric drive system for operation at highway speeds with a planned range to meet long-distance commuter applications, currently up to 480 KAs for charging, the vehicle allows for high power plug-in battery EV charging to 100 percent in under three hours.

"Battery technology and performance improves seemingly every day. Each agency has its own range requirement and charging strategy," said Tom Wagner, MCI Vice President of Public Sector. "As New Flyer, our sibling under the NFI Group, is already an experienced manufacturer in electric vehicle technology, MCI can rapidly become the leader in 100% electric coach technology."

New Flyer manufactures all three current types of zero-emission buses (ZEBs) including battery-electric, trolley-electric, and hydrogen fuel cell electric buses. New Flyer's unprecedented design and manufacturing capability allows transit authorities the ability to optimize charging method, infrastructure and range for their specific needs.

About MCI's public transit history

While MCI has its roots in the tour and charter business, MCI lore suggests that the first transit use of its coaches goes back to 1965 and Gray Coach in Canada, which was eventually absorbed by Ontario's GO Transit agency. At about the same time in the U.S., Chautauqua Transit purchased an MC-5A, and 10 MC-7s were delivered to Vermont Transit in 1969. Other transit systems soon followed.

By 1991, many more U.S. regional transit authorities were created, and many of those were expanding to connect suburban communities, office parks and park-and-ride operations, and the energy crisis forced commuters to rethink their automobile usage, the MCI Commuter Coach business grew.

Accessibility has also been a factor in MCI's transit history — as early as 1984 MCI became the first manufacturer to introduce a wheelchair-lift model, at least six years before the Americans With Disabilities Act went into effect.

Here's how MCI leads in public transportation today:

Ten of the 25 largest North American transit agencies already feature the MCI Commuter Coach model on Commuter Rapid Transit routes.

MCI's sister company New Flyer, under the NFI Group, developed and tested the very first low-floor transit bus to the North American marketplace in 1988 marking over 8,000 deliveries to agencies to date. Today, 85% of all buses in North America use this technology.

Only MCI builds North America's Buy-America-compliant, Altoona-tested, fully accessible Commuter Coach in clean-diesel, CNG and electric options.

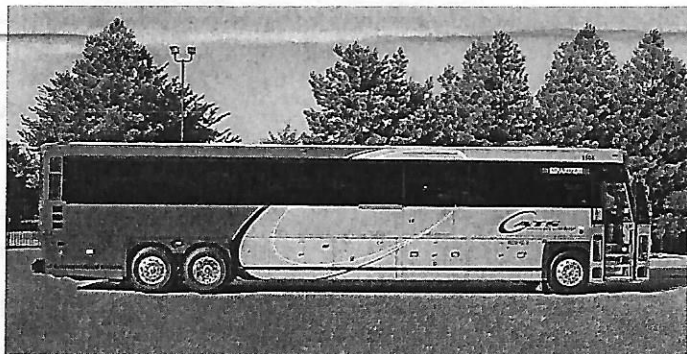
Patrick Scully, MCI Executive Vice President of Sales and Marketing, added: "We've made history in this business while becoming an important partner to public transportation agencies large and small throughout North America. We are very proud of the CRT LE and expect it to be one of our most evolutionary vehicles as we serve a changing commuter public."

Charlotte Area Transit System (CATS) takes delivery of nine new 2017 MCI® Commuter Coaches

Unveils Next Phase of Envision My Ride initiative; a redesign of its local and commuter express bus offerings

DES PLAINES, ILLINOIS, SEPTEMBER 15, 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 Charlotte, North Carolina, is a city on the move, offering residents and visitors alike multiple public transportation options. The Charlotte Area Transit System (CATS) encompasses light rail, streetcar, local and express bus paratransit services and vanpool.



The system unveiled the next phase of their Envision My Ride initiative — the new branding design of CATS buses and vanpools — on September 8. Through Envision CATS is focused on redesigning the bus system to create more direct and frequent routes, lessen travel times and more.

It's also updating its most flexible transit option in the mix with nine new 2017 MCI Commuter Coaches, the workhorse of the industry. The contract is valued at approximately USD \$ 5.5 million.

The latest MCI additions to CATS fleet feature the newest clean-diesel engine technology for near-zero emissions and improved fuel economy. Passengers will also appreciate the improved curb appeal and updated interior the '17 Commuter Coach offers including forward facing seats with passenger seatbelts.

"At MCI, we are a popular part of multimodal transit where road and rail options are offered throughout

expanding communities," said Tom Wagner. "The Commuter Coach has been a durable presence at CATS for the last 16 years, and we are proud to continue to be part of CATS' new era."

CATS buses served more than 17 million passengers last fiscal year on more than 70 routes, including commuter rapid transit (CRT) across the greater metropolitan area and county. All together, CATS operates a fleet of more than 300 buses.

The new nine Commuter Coaches, which feature American seating and bike racks, will eventually be fitted with Wi-Fi to allow commuters to work on longer trips.

Coach Atlantic brings the first 2018 MCI® J4500 to Canada

DES PLAINES, ILLINOIS, SEPTEMBER 5, 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, announced Coach Atlantic, one of Canada's most diversified transportation operators, is completing a 13-coach MCI order with the delivery of a new 2018 J4500, making the Prince Edward Island carrier the first in Canada to put MCI's revolutionary new coach into service.



The 2018 J4500 has been making news for a landmark interior design that's added more comfort, space and a significant number of aesthetic improvements, all features that Maritime Based-based Coach Atlantic wanted to be first to offer its customers.

"The motor coach industry is changing," said Mike Cassidy, President, Coach Atlantic Group. "Today's customers realize their bus is an integral part of their travel experience and expect new, comfortable equipment with all the amenities. Successful motor coach operators understand the competitive edge of having new luxury buses to meet the expectations of their customers."

More than 300 of Coach Atlantic's dedicated, professional employees manage service and operate 200 vehicles with daily, weekly and seasonal bus

Omnibus Society of America
PO Box A3051
Chicago IL 60690

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services for charter, line-run, public school and municipal transit customers.

The company offers corporate / VIP charters, scheduled line run bus service, local commuter services, airport transportation, school and team transport, and wedding and event services. The members of the Coach Atlantic Group include the operating companies of Prince Edward Tours, Coach Atlantic, Maritime Bus, Airport Express, Courier Express and T3 Transit.

The order was announced earlier this year at UMA Expo, with MCI New Coach Sales Vice President Pat Ziska. She added that the original 13-coach deal was significant not only for a private company, but one with such a dominant name in Canadian transportation.

"We're pleased Coach Atlantic will be the first operator to put the new 2018 J4500 on the road in Canada," Ziska said. "Nothing makes us happier than great feedback from passengers, and we can't wait to hear how well the newest J4500 will serve their ridership." Coach Atlantic operates throughout New Brunswick, Nova Scotia, Newfoundland and Prince Edward Island.

The MCI J4500 is a fitting choice, thanks to its reputation for head-turning looks inside and out, while offering the lowest total cost of operation in the industry. Coach Atlantic's models are equipped with the latest clean-diesel Cummins engine technology and features. These include electronic stability, ZF independent suspension for great handling, plus new sleekly styled Amaya extra-legroom seating for 56 passengers, enjoying the 110-volt power outlets and USB ports for work and play.