

Green Pennant Special

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

SEPTEMBER-OCTOBER 2019

RUN 05-2019

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 be held on September 6, 2019. Program to be determined.

The **October meeting** of the Omnibus Society of America will be held on October 4, 2019, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:00 pm. Program to be determined.

OSA Business

OSA will be asking for nominations at the October meeting to fill the two upcoming board positions for 2020. Directors John LeBeau and William Reynolds positions expire at the end of the year. If any of our members wish to run for either of these positions, please let the directors know at the October meeting. Ballots and renewal letters for 2020 will be included as part of the November/December issue of The Green Pennant Special.

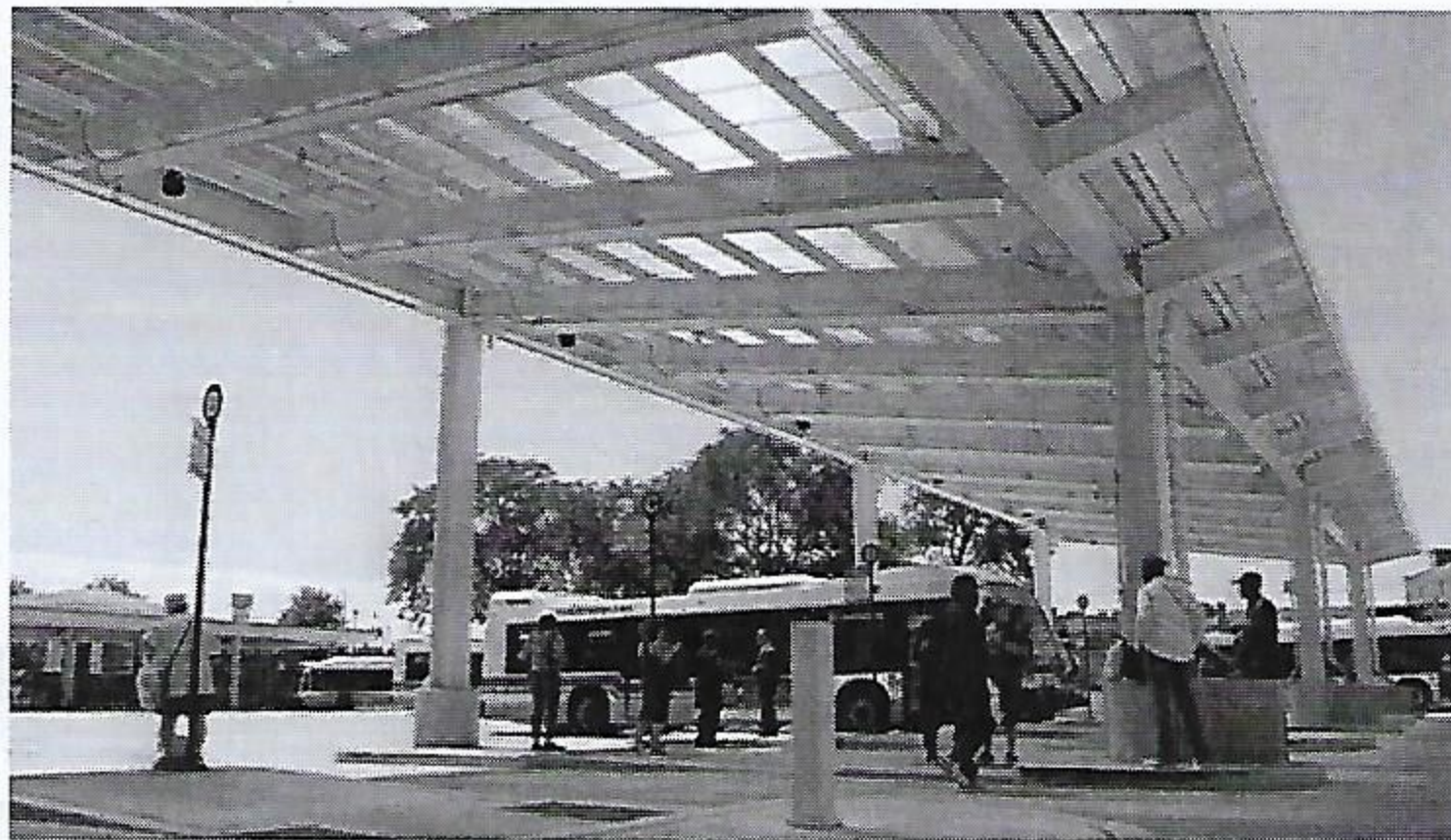
Mayor Lightfoot and CTA Mark Completion of Modernization Work to Jefferson Park Blue Line Transit Center

July 23, 2019

Busy northwest Chicago station receives track, amenity and accessibility upgrades, among other improvements as part of historic Your New Blue program

CHICAGO - Mayor Lori E. Lightfoot and CTA President Dorval R. Carter, Jr. today announced the completion of work to modernize the Jefferson Park Blue Line Transit Center and transform the nearly 50-year-old facility into a 21st-century transit gateway. This northwest side public transportation hub provides valuable connections to the

CTA Blue Line, 12 CTA and Pace bus routes, as well as the Metra's commuter rail UP-NW line.



"Today's announcement represents the latest accomplishment in the transformative modernization of the O'Hare branch of the Blue Line," said Mayor Lightfoot. "This completed project provides a much-needed refresh to the overall station environment and improved accessibility at one of the CTA's busiest bus and rail facilities."



This \$25 million project has resulted in a more modern terminal that is safer, brighter, cleaner, more comfortable and easier-to-navigate for those who use mobility devices, while visually enhancing the streetscape for the surrounding community. The accessibility improvements made to the bus terminal area are another step in the push toward 100 percent accessibility across CTA, a goal outlined in President Carter's All Stations Accessibility Program.

"This station is a vital transit link for the northwest side and we are pleased to provide a much-improved transit

experience for our customers,” said CTA President Dorval R. Carter. “With a growing population and increased tourist traffic throughout Chicago, the CTA is pleased to add modern amenities and enhancements that will make Jefferson Park a model for what a modern rail and bus terminal can be.”

The project also includes such bus and rail upgrades as:

- Replacement of the bus terminal, making it ADA compliant;

- New bus and rail station canopies for added coverage during inclement weather;

- Improved signage throughout the bus and rail facilities;

- New LED lighting and added security cameras;

- Repairs and refinishing of all station and platform surfaces, plus exterior painting;

- Custom windbreaks featuring new public art.

To further improve the aesthetics of the terminal and contribute to the identity of the Jefferson Park downtown community, CTA commissioned conceptual artist Jamie Pawlus of Indianapolis, Indiana with creating new artwork for the facility. *The Center of the Universe* is inspired by Polish Astronomer Nicolaus Copernicus’ astronomical model in which the Earth and planets revolve around the Sun at the center of the solar system. The glass panels of the large bus terminal windbreak depict the Sun with colorful space rays that surround riders to create a comfort zone as they wait for transport on the next part of their journey. The second windbreak, when viewed in the distance from the Sun, is a cosmic connection within the transit station space

The Jefferson Park renovation follows a number of completed *Your New Blue* (YNB) projects on the O’Hare branch, including the previous rehabilitation of nine of 14 stations and track improvements that increased service reliability for customers.

YNB is part of the \$8 billion in transit investments announced or completed by CTA over the past decade.

In 2013, CTA announced Your New Blue, the most ambitious service improvement project on the Blue Line since it was extended to O’Hare Airport in 1984. The program will benefit the more than 80,000 customers who each weekday use stations along the branch. One of the fastest-growing segments on CTA’s rail system, station entries along the O’Hare Blue Line branch have consistently topped more than 26 million annually for each of the last five years.

CTA ANNOUNCES CONSTRUCTION OF RED AND PURPLE MODERNIZATION (RPM) PROJECT BEGINS THIS FALL

July 31, 2019

CTA Will Start Construction of New Red-Purple Bypass North of Belmont Station to Improve CTA Rail Service; New Rail Structure Will Improve Pedestrian Environment ***CTA will Host Informational Open Houses on July 31 & August 1 to Provide Community Members With Construction Details and Impacts and Mitigation Plans***

CHICAGO (July 31, 2019) – The Chicago Transit Authority (CTA) announced today that construction for the Red-Purple Bypass is set to begin this fall. The bypass is a major component of Phase One of CTA’s Red Purple Modernization (RPM) program, which will also rebuild the century-old rail structure between the Lawrence and Bryn Mawr stations. Work performed as part of RPM Phase One will make commuting better for all CTA riders with improved service and modern, fully accessible stations.

This fall, CTA will begin constructing new track foundations in the Lakeview community for a new rail bypass bridge that will allow Kimball-bound (northbound) Brown Line trains to cross over north- and southbound Red and Purple Line tracks just north of Belmont station. The bypass will improve service reliability on the Red, Purple and Brown lines, increasing train speeds, easing overcrowding on rail cars, and providing CTA the ability to increase the number of trains it can run during the busiest travel periods. The bypass replaces a rail junction that was built in 1907 and that carries about 150,000 rides each weekday.

CTA is finalizing construction start dates with the project’s contractor, Walsh-Fluor Design Build Team, and will continue to provide advance notification of construction impacts to riders and those in the surrounding community.

“The Red and Purple Modernization Project is an important investment in the future of Chicago transit that will benefit CTA customers across our rail system, as well as surrounding communities and their long-term livelihood,” said CTA President Dorval R. Carter, Jr. “Supporting the community during the construction process is as important as the end result, which is why we will continue to work closely with local residents, businesses and elected officials to inform and listen.”

To gain community insights, as well as to increase overall awareness of the project, CTA has been conducting sidewalk “pop-ups” in the neighborhood, and is hosting two Construction Kickoff open houses this week. These open houses will offer community members the opportunity to provide input on the new renderings, such as ideas for various infrastructure elements, including pavers, fencing and landscaping.

The open house format allows for attendees to come and go at their convenience and have one-on-one conversations with CTA and project contractor staff about the project construction, impacts and mitigation plans. Staff will also be on-site to address other community concerns including parking disruptions, in

which CTA is providing free alternative parking in lighted, fenced CTA-owned lots; alley, street and sidewalk closures, in which CTA will be announcing specific details on locations and notice plans; and construction equipment, in which CTA will be sharing what the community can expect to see and hear.

Red-Purple Bypass benefits

Smoother, more reliable service by easing chronic overcrowding on trains and rail platforms, as well as delays that are caused and felt throughout the CTA system due to the inability to add train service during the busiest ridership periods.

Replacement of century-old structures with new, modern “closed-deck” track structure that helps reduce street-level noise.

Creates a brighter, cleaner, safer and more pleasant pedestrian environment that will complement the comprehensive Transit Oriented Development (TOD) Plan that CTA prepared with the local community for parcels of land available for development when construction is completed.

Continued operation of Red Line service while making these important improvements to the CTA rail system.

Since RPM Phase One was announced in 2014, public meetings have been held to gather community input regarding the project. As a result, CTA has implemented community-based solutions in preparation of construction, including the installation of flower boxes, butterfly sculptures and landscaping on Wilton Avenue and School Street along the fence bordering the CTA-owned lot. CTA has also helped promote construction-affected businesses during utility work with Open for Business banners, social media posts and encouraging project workers to eat and shop locally.

Red-Purple Bypass Renderings; Public Input on Future Streetscape

The Red-Purple Bypass design meets CTA heavy rail structural needs and takes into account community concerns about what the structure will look like. CTA is sharing with the public what the structure will look like, including from the pedestrian level, which will be much improved with lighting, paved surfaces and streetscaping, which builds upon a Transit Oriented Development (TOD) plan developed by CTA for the Red-Purple Bypass project area. The proposed TOD plan is based on public feedback on how construction parcels could be redeveloped after the completion of RPM construction in 2025.

As part of the Red-Purple Bypass construction effort, CTA will seek the public’s opinion on various infrastructure elements such as pavers, fencing, landscaping and street furniture.

CTA to Offer Discounted Rate at Two Park & Ride Locations

August 14, 2019

Special pricing at Park & Ride sites near O’Hare will make it easier, more convenient and more affordable for long-term travelers to park, ride and fly

The Chicago Transit Authority (CTA) announced today that it will offer a special, discounted parking rate at its Cumberland and Rosemont Blue Line Park & Ride locations for customers who park for more than 24 hours. The six-month pilot program is expected to attract more O’Hare Airport travelers to park long-term for just \$10 at the two CTA stations, who can then take the Blue Line to and from the airport. Customers will need to book online, in advance, using a promo code that will be marketed to airport travelers.

The CTA expects the discounted rate to keep both parking facilities competitive with long-term pricing at other parking facilities near the airport. Cumberland Park & Ride is a four-level garage with 1,633 parking spaces, while the Rosemont Park & Ride is a surface lot with 750 parking spaces. Both are just a short train ride on the Blue Line to O’Hare Airport terminals, making them more enticing and convenient to customers, especially while O’Hare modernizes its Airport Transit System or ATS—which also known as the “People Mover” trams—which will remain closed until later this year.

“The CTA is always looking for ways to improve the travel experience and to help our customers save time and money on their way to Chicago’s airports,” said CTA President Dorval R. Carter, Jr. “This discounted Park & Ride rate for airport users, along with our frequent Blue Line service to O’Hare, means customers have an even more affordable and convenient link between road, rail and air travel.”

Since 2014, CPS Chicago Parking LLC has managed CTA’s fourteen Park & Ride facilities and all Under ‘L’ parking locations. CPS regularly surveys rates for nearby parking facilities that target airport users, including lots located at the airport, plus privately-run lots near the airport. Based upon survey results, CPS recommended the special discount rate for users who park vehicles for more than 24 hours.

The current, 24-hour-plus parking rate at both Rosemont and Cumberland is \$13. CPS believes cutting that rate to \$10 will lead to more Park & Ride customers and increased ridership on the Blue Line. During this six-month pilot period, the CTA President has the authority to further cut that parking rate to ensure Rosemont and Cumberland remain competitive with other parking facilities at or near O’Hare.

CPS will publicize the discounted rate on the Park & Ride page of the transitchicago.com website, along with the parking.com website and mobile app. It also will work with such booking sites as Park Mobile and Spot Hero to enable customers to reserve spaces under the special

rates. In addition, a banner on the Cumberland garage will target highway drivers.

Customers who want to take advantage of the special \$10 rate for parking longer than 24 hours will need to book online. They will reserve and pre-pay for their space, then receive a confirmation email/receipt with the special, promotional barcode. They will use that barcode, along with the ticket they pulled when entering the lot, to leave the parking facility without being charged either the normal parking rate or any additional fees.

Customers who use the Cumberland and Rosemont Park & Ride facilities as part of their daily commute - and who park for less than 24 hours - will continue to pay the current \$13 rate.

Mayor Lightfoot, CTA Announce Transit-Oriented Development Planning Initiative for Land Near 95th/Dan Ryan Red Line Station

August 22, 2019

Community-oriented Corridor Development Initiative is the first step towards redevelopment

Mayor Lori E. Lightfoot's administration and the Chicago Transit Authority (CTA) today announced the 95th Street Transit-Oriented Development Planning Initiative, an important step towards encouraging new development near the recently reconstructed 95th/Dan Ryan Red Line station and bus terminal.

"Today represents an important step towards working directly with Chicago's communities to spark development that will provide more places to live, work and shop — all within walking distance of a world-class transportation hub," said Samir Mayekar, Deputy Mayor for Neighborhood & Economic Development. "By driving development that is truly inclusive and making the needed investments in our communities, we can build a Chicago that is stronger, fairer and more prosperous than we found it."

As part of the initiative, CTA has engaged the Metropolitan Planning Commission (MPC) to begin exploring concepts for Transit-Oriented Development (TOD) on eight vacant parcels along State Street north of 95th Street that were acquired as part of the \$280 million reconstruction of the 95th Street terminal.

"The new 95th Street station was conceived not only as an important transit hub, but also as a new landmark and anchor for the community," said CTA President Dorval R. Carter, Jr. "This station can be a catalyst for neighborhood improvements, and this TOD process will ensure that the community has an important say in the outcome."

In partnership with MPC, a community-driven process, called a Corridor Development Initiative (CDI), will seek

community input on possible future development. Following the CDI process, CTA will develop a request for proposals from potential developers, reflecting the outcomes of the planning process, including community desires and feasible concepts.

"The Metropolitan Planning Council is thrilled to partner with CTA on a community-centered planning process at 95th and State Street," said Kendra Freeman, Director of Community Development and Engagement at MPC. "Large-scale transit improvements can anchor future investments and invite new development. The 95th Street Red Line station has long been a gateway to the Far South Side, and the surrounding 95th Street corridor boasts incredible assets including Chicago State University, the Woodsen Regional Library, faith-based partners and engaged constituents. Better understanding community member's priorities ensures that the future of this block-long parcel truly serves people's needs and desires, enriching this long-neglected thoroughfare."

"Investing in our public transportation system goes hand-in-hand with creating jobs and revitalizing commercial corridors — you can't talk about one without the other," said Alderman Howard Brookins Jr., Chair of the Transportation and Public Way Committee. "I look forward to working with Mayor Lightfoot, the Metropolitan Planning Commission and the entire community on finding the best way to develop this area for our families and create opportunities for our residents."

The Metropolitan Planning Commission is an independent planning and policy organization founded in 1934. MPC's CDI is a three-part planning process that helps residents understand issues—such as the true cost of development—while creating a set of priorities to guide community leaders as they plan for future development in their neighborhoods. Integral to the CDI is the hands-on opportunity for residents to "build" what they would like to see and test whether their projects are financially feasible.

The vision for this future TOD project will be shaped by input received through upcoming community meetings, details of which will be announced in the coming weeks.

O'Hare 'People Mover' Remains Closed Until Holidays

Sean McNealy | on August 22, 2019

O'Hare's Airport Transit System, or "people mover", will remain closed until the holiday season, according to the Chicago Department of Aviation.

CDA Commissioner Jamie Rhee thanked airline partners, rental car operators, shuttle bus drivers and travelers for their patience while the transit system has been out of service. The CDA late last year said service was expected to resume this fall.

"This has been a challenging project, frustrating at times, but the end result will bring a new level of reliability and convenience to O'Hare," Rhee said.

When complete, a new fleet of vehicles will transport travelers between the airport's terminals, economy parking lots and recently completed multimodal facility on Zemke Boulevard, which consolidates rental car and shuttle bus operations, as well as provides direct access to O'Hare for Metra riders. According to the CDA, the new modernized ATS will have the ability to serve 4,200 passengers every hour, double the capacity of the previous system.

ATS operations are expected to commence before Thanksgiving, but an exact date has not been established.

Shuttle buses have transported passengers and employees between terminals, economy parking lots and the multimodal facility while the ATS is under renovation. Upon the ATS' return, a shuttle bus system will remain in operation throughout the 2019-2020 holiday season.

The people mover began operating in 1993.

New Flyer electric buses selected by New York's CDTA for the Capital Region

August 1, 2019 | New Flyer

St. Cloud, Minnesota, USA – August 1, 2019: (TSX: NFI) New Flyer of America Inc. ("New Flyer"), a subsidiary of NFI Group Inc. ("NFI"), one of the world's leading independent global bus manufacturers, today announced a new contract from the Capital District Transportation Authority ("CDTA") for four forty-foot, zero-emission, battery-electric Xcelsior CHARGE™ heavy-duty transit buses.

The Xcelsior CHARGE™ buses, each eliminating 85-175 tons of greenhouse gas emissions per year, support CDTA's sustainable mission to improve accessibility and mobility, reduce the region's carbon footprint, and promote environmentally-sound business practices to benefit the surrounding community.

New Flyer Infrastructure Solutions™ was also selected to provide and commission four Siemens direct current depot chargers that conform to Society of Automotive Engineer (SAE) J1772 Combined Charging System Type 1 standards.

"With its vision to drive sustainability in New York's Capital District, New Flyer is proud to have been selected by CDTA to provide an industry-leading zero-emission solution including both the latest in electric bus technology and the charging infrastructure," Chris Stoddart, President, New Flyer. "Leveraging over 50 years of experience manufacturing zero-emission buses, we proudly support CDTA as it drives to connected, sustainable, clean mobility in the state of New York."

"CDTA is proud to be the first transit agency in upstate New York to implement battery-electric bus technology," said Carm Basile, Chief Executive Officer, CDTA. "The purchase of New Flyer's Xcelsior CHARGE buses will help to further reduce CDTA's environmental impact,

and we look forward to integrating and testing the new technology as we pursue zero-emission transit in our communities."

CDTA provides multimodal transport in the Capital District of New York (including the counties of Albany, Rensselaer, Saratoga, and Schenectady), and delivers over 16 million passenger trips per year for a community of almost 800,000 people. In 2017, the American Public Transportation Association awarded CDTA Mid-Sized Transit System of the Year.

Omaha Metro launches enhanced Bus Rapid Transit service with order of high-capacity buses from New Flyer

August 6, 2019 | New Flyer

St. Cloud, Minnesota, USA – August 6, 2019: (TSX: NFI) New Flyer of America Inc. ("New Flyer"), a subsidiary of NFI Group Inc. ("NFI"), one of the world's leading independent global bus manufacturers, today announced that The Transit Authority for the City of Omaha ("Metro") has issued a new order for ten compressed natural gas ("CNG") Xcelsior® sixty-foot, heavy-duty transit buses (20 equivalent units or "EUs"). The order follows a 2018 purchase of 19 New Flyer buses.

Metro's low-emission bus order bolsters its vision to reduce greenhouse gas emissions in Omaha while supporting the launch of its new bus rapid transit ("BRT") route known as the Omaha Rapid Bus Transit ("ORBT"). The ORBT experience unites smart technology and streamlined travel for faster, more frequent public transportation and features onboard GPS, WiFi, and mobile fare payment upgrades, to allow payment via Metro's app.

"As North America's BRT leader and the only manufacturer offering a complete range of clean propulsion systems in both conventional and articulated transit buses, New Flyer is proud to have once again been selected by Omaha Metro – this time for its new progressive ORBT service," said Chris Stoddart, President, New Flyer. "CNG powered buses reduce fleet NOx (nitrogen oxides) emissions by 90% over conventional diesel-powered vehicles. Since 1994, New Flyer has delivered nearly 13,000 CNG buses, and we know our buses will serve Omaha with the greatest accessibility and cleaner air for their community."

Metro delivers 100% ADA accessible fixed route and express/commuter bus public transit within the city limits of Omaha, Nebraska, providing over 4.5 million passenger trips per year.

New Flyer, a leader in fully-accessible and high-capacity bus rapid transit solutions, has BRT buses operating in cities such as Cleveland, San Bernardino, Eugene, San Jose, and Seattle.

CTDOT revitalizes Connecticut public transit with 50 buses from New Flyer

August 8, 2019 | New Flyer

St. Cloud, Minnesota, USA – August 8, 2019: (TSX: NFI) New Flyer of America Inc. ("New Flyer"), a subsidiary of NFI Group Inc. ("NFI"), one of the world's leading independent global bus manufacturers, today announced an order from the Connecticut Department of Transportation ("CTDOT") for fifty, forty-foot heavy-duty Xcelsior® clean-diesel buses (50 equivalent units or "EUs"). The order converts 50 buses from the option backlog to firm orders, with 61 units remaining in the option backlog.

The new buses, operating under the CTtransit name, replace older vehicles in the fleet with newer, more fuel-efficient buses, and are part of a five-year contract for 485 buses announced in 2016. In addition to replacing older buses, CTDOT will integrate these fifty buses into the current Hartford location bus fleet to service the City of Hartford and surrounding areas.

Since 1989, NFI has delivered over 750 buses and coaches to CTDOT, including New Flyer transit buses and MCI motor coaches. Over 420 of them are still in service.

"Having delivered over 670 transit buses to CTDOT over the past three decades, New Flyer continues to support communities across Connecticut with fully-accessible transit buses in a range of propulsions," said Chris Stoddart, President, New Flyer. "Our Xcelsior model is safe, reliable, and proven, with over 10,000 models delivered and revenue service in excess of one billion miles in North America. As CTDOT strives to deliver the best possible passenger experience, we will continue innovating our mobility solutions to keep Connecticut moving."

CTDOT provides public transit in eight urban areas across Connecticut, delivering more than 27 million annual passenger trips and offering a range of transportation demand management services under the name CTrides including vanpooling, carpooling, and telecommuting.

New Flyer wins first ever order from Pace for 75 Xcelsior® buses to revitalize Chicagoland transit service

August 12, 2019 | New Flyer

St. Cloud, Minnesota, USA – August 12, 2019: (TSX: NFI) New Flyer of America Inc. ("New Flyer"), a subsidiary of NFI Group Inc. ("NFI"), one of the world's leading independent global bus manufacturers, today announced a new contract for 75 clean-diesel, forty-foot Xcelsior® heavy-duty transit buses for Pace Suburban Bus ("Pace").

The new fleet will replace older buses currently in operation, while growing Pace's service footprint to support its Vision 2020 strategic plan which outlines a

more efficient long-range network that is convenient and easy for passengers to understand.

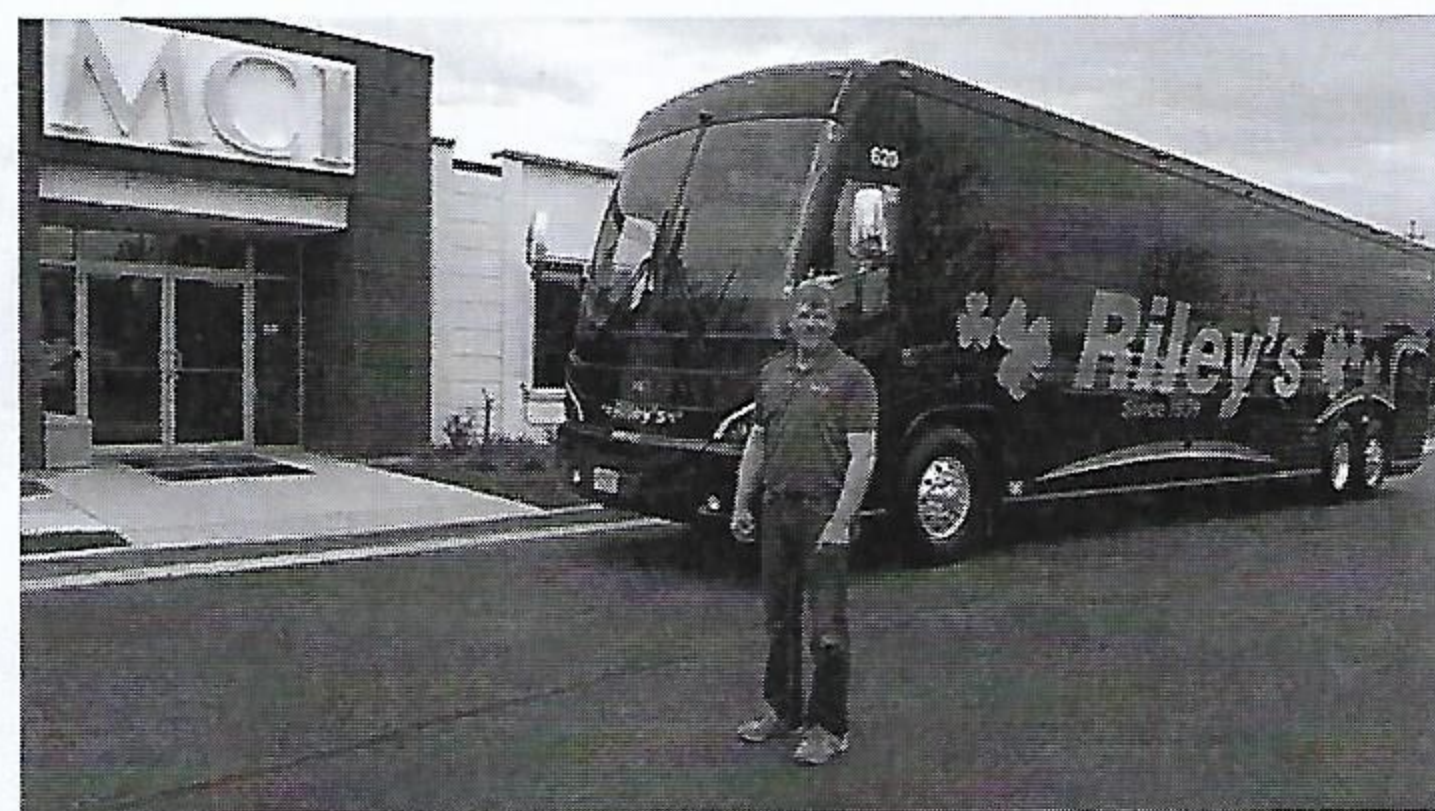
"Public transit plays a critical role in developing smart mobility solutions for growing cities, and as the backbone of Chicago's suburbs, Pace is establishing the foundation for mobility to more than 8 million residents," said Chris Stoddart, President, New Flyer. "As part of its network and service expansion, we are thrilled to support Pace with its first ever order for New Flyer's safe, reliable, and fully accessible Xcelsior transit buses that will significantly improve the passenger experience."

"We are delighted to modernize our fleet with new Xcelsior buses from New Flyer," said Rocky Donahue, Pace's Executive Director. "These clean-diesel buses use ultra-low sulfur fuel with a four-step filtration process to remove harmful emissions from the exhaust, adding to our inventory of emission-reducing buses. These vehicles support our mission to be a good steward of the environment."

Pace is the suburban bus division and regional paratransit provider of the Regional Transportation Authority in the Chicago metropolitan area, covering six counties over 3,400 square miles and providing over 35 million passenger trips per year. Pace's family of public transportation services includes vanpool, rideshare matching, community-based transportation programs, and also recently expanded with Pulse, Pace's new rapid transit network. Pace, an industry leader, was named a 2019 Clean Fuels Champion by Chicago Area Clean Cities (CACC), a nonprofit coalition dedicated to promoting clean-vehicles and clean-air solutions for transportation.

Pace also operates nearly 40 over-the-road coaches from Motor Coach Industries, another NFI subsidiary.

RILEY BUS & TOURS MARKS ITS 80TH YEAR WITH A BRAND NEW 2019 MCI J4500 COACH



DES PLAINES, ILLINOIS, JULY 10, 2019: (TSX:NFI) Motor Coach Industries (MCI), a U.S. subsidiary of NFI Group Inc., ("NFI"), one of the world's largest independent global bus manufacturers, builds reliability and luxury amenities into its J4500 model so that operators like Riley Bus & Tours can pamper its passengers with every ride.

The Murdock, Minnesota-based family-owned company recently took delivery of a 2019 MCI J4500, bringing its fleet to four J4500 coaches no older than model year 2015.

The 2019 MCI J4500 features industry-leading legroom and a maximum 60-seat passenger configuration following its interior redesign in 2018. "In the past, we've ordered our J4500s with seating for 50 or 52 passengers since we need the legroom on charters for our local university that includes its athletic programs," said owner Kevin Riley, who represents the third generation of the family to run the business.

On his new 2019 J4500 coach, Riley went with a 56-passenger configuration because of the model's more spacious cabin. He also added the model's new optional rear window and RGB variable lighting packages that light up the interior in a variety of hues "for a coach that offers our passengers a top-of-the-line good looking interior," he said.

Riley also added MCI's high-tech optional Advanced Driver Assistance Systems (ADAS) available with Bendix Fusion. It's a collision mitigation system that adds a windshield-mounted, forward-facing camera and object recognition software to further identify moving and stationary objects, lane markings, road signs in addition to a 360-degree camera that provides a bird's-eye view around the entire coach to assist with small maneuvers.

"All four of our coaches go from coast to coast," said Riley. "Having new coaches helps assure safety and reliability out on the road. We also do quarterly safety training for our 15 drivers. Many are retired but still want to tour the United States and they are very patient and road sensible. You've got to do things right when your name is on the side of the coach."

Another desirable service for the Twin Cities' big baby boom population are Riley's tour packages to seasonal destinations such as Florida and Arizona during the winter months and summer trips to Alaska that come with Travel Insured's Group Deluxe Protection Plan for each traveler on most tours. Plus, Riley will even pick up a traveler at their homes if it's too difficult to meet the schedule departure location and the company offers a 5% discount on their first booked tour.

In 1939 Riley's Grandparents started the businesses with school buses to serve the Murdock School District 7. In the 1970s, their daughter and son-in-law, Helen and Glenn Riley, purchased the business with their son Kevin who became a partner in the 1980s and purchased the company in 1996. MCI's relationship with the company dates to their first MC-7s in 1981 with many more MCIs to follow.

Today, in addition to its four J4500 coaches, Riley operates one modern luxurious mini-coach, and continues to serve its district with six school buses.

New H3-45s for All Aboard America!

(July 22, 2019, Ste. Claire, QBC)

Headquartered in Mesa, AZ with operations in Texas and New Mexico, All Aboard America! offers coach charters, scheduled daily route and express service in rural communities, as well as contracted coach services for park and ride facilities, casino runs, employee shuttles and custom contracts.



All Aboard America! has enjoyed an enduring relationship with Prevost since the company began purchasing coaches from the Canadian bus builder in the late 1990s. Promising superior service, All Aboard America! remains steadfast in its commitment to continuously add to and replenish its coach fleet. In keeping with that plan, the company is acquiring four 2019 H3-45s this year to add to their predominantly Prevost fleet.

All Aboard America! takes pride in its original and unique graphic design plans that ensure no two coaches will look exactly alike. "The most striking feature of these newest Prevost's is their vibrant color schemes," says General Manager, Eugene Thomas. "One is painted neon Lamborghini yellow; the other a rich metallic copper with our trademark flourishes that really add spice to our branding."

In addition to the head-turning colors, Thomas says the all-new black wheel rims add to the "hot rod" look. "This touch is creating a lot of buzz," he says. "We are just trying features we think no one has seen to this point."

The new H3-45s feature the standard Prevost Electric Fan Drive. All Aboard America! was the first operator to demo the fan drive system prior to production. The company was so impressed, based on their technicians' feedback, they decided to retrofit the fan assembly on a 2013 model H3-45.

All Aboard America! selected the new Sigma seat from Amaya as an option on the newly delivered coaches. "These seats are absolutely beautiful," says Thomas.

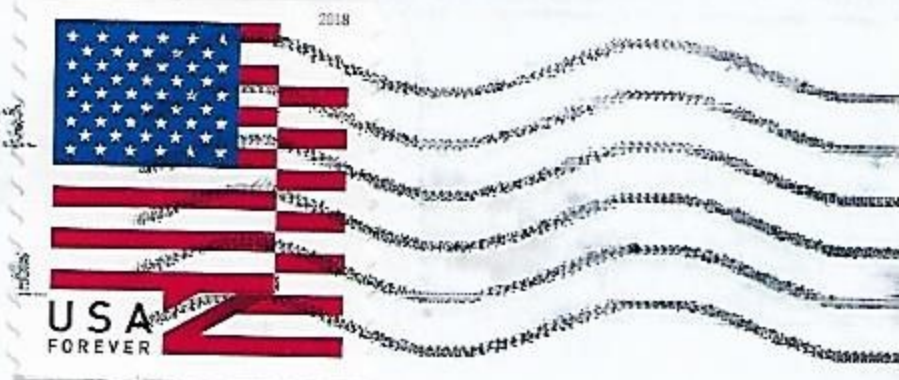
A History of All Aboard America!

Henry Page launched All Aboard America! in 1936 as Potash Mines Transportation Company to transport miners to and from their jobsites in Southeast New Mexico. Miners rode in truck-towed trailers outfitted with

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pot belly stoves, vented by smokestacks inserted through the trailer roof, to keep them warm.

The next era saw Page's daughter, Coradene, and her husband, Jack L. Wigley, form Industrial Bus Lines and expand operations into West Texas and Arizona. The two companies formally merged in 1971 and feeling a need for a fresh identity for its expanding array of services, they became All Aboard America! in 1989.

Third-generation owner Jack D. Wigley served as president and CEO and raised All Aboard America! to new heights. His announcement of his pending retirement in 2017 initiated the transition to the next generation, which has included All Aboard America!

becoming a member organization in a consortium of six major motorcoach carriers strategically located in California, Arizona, Colorado, New Mexico, Texas and Louisiana.

Wigley's retirement also saw the changing of the guard when Eugene Thomas stepped up in 2017 to transition into the role of General Manager. Thomas joined All Aboard America! in 2007 as Director of Maintenance.

"I have worked in this industry for 22 years and have enjoyed working with Prevost every step of the way," Thomas says. "Coming from the maintenance side of operations, I have always been impressed and appreciative of the dedication Prevost displays for product support after the sale - our downtime is minimal."