



**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

239602

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**IN THE MATTER OF  
NATIONAL EXPRESS LLC  
-- ACQUISITION OF CONTROL --  
WHITE PLAINS BUS COMPANY, INC.  
STB DOCKET NO. MCF 21065**

**ENTERED  
Office of Proceedings  
November 23, 2015  
Part of  
Public Record**

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**APPLICATION UNDER 49 U.S.C. § 14303(a)  
FOR APPROVAL OF THE ACQUISITION OF CONTROL  
BY NATIONAL EXPRESS LLC OF  
WHITE PLAINS BUS COMPANY, INC.**

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National Express LLC (“National Express”), a non-carrier, respectfully submits this application under 49 U.S.C. § 14303 and Surface Transportation Board (“STB” or the “Board”) regulations as 49 C.F.R. Part 1182 for approval of the transaction more fully described herein (the “Contemplated Transaction”). The result of the Contemplated Transaction will be the direct acquisition of control by National Express of the regulated, interstate passenger motor carrier White Plains Bus Company, Inc. (“White Plains” or “Acquisition Carrier”).

**FILED  
November 23, 2015  
SURFACE TRANSPORTATION BOARD**

**FEE RECEIVED  
November 23, 2015  
SURFACE TRANSPORTATION BOARD**

**I. Parties of the Contemplated Transaction, Pertinent Operating Authorities, and USDOT Safety Fitness Ratings.**

**A. Buyer: National Express.** National Express is a non-carrier holding company that is organized under the laws of the state of Delaware. It is indirectly controlled by a British corporation, National Express Group, PLC (“Express Group”). National Express does not have interstate carrier authority and does not have a USDOT Number or Safety Rating. For the 12-month period from September 1, 2014 through August 31, 2015, National Express and its affiliated companies, including those described below, had gross operating revenue of approximately \$905,409,000.

**B. Affiliates of National Express.** In addition to its affiliation with National Express, Express Group indirectly controls the following passenger motor carriers (the “National Express Affiliated Carriers”): Beck Bus Transportation Corp. (“Beck”), Carrier Management Corporation (“CMI”), Durham School Services, L.P. (“Durham”), MV Student Transportation, Inc. (“MV”), National Express Transit Corporation (“NETC”), National Express Transit Services Corporation (“NETSC”), Petermann Ltd. (“LTD”), Petermann Northeast LLC (“Northeast”), Petermann Northwest LLC (“Northwest”), Petermann Southwest LLC (“Southwest”), Petermann STSA, LLC (“STSA”), Trans Express, Inc. (“Trans Express”), and Rainbow Management Service Inc. (“Rainbow”). The National Express Affiliated Carriers collectively hold a number of interstate and intrastate for-hire passenger motor carrier authorities. Descriptions of the National Express Affiliated Carriers are as follow:

**1. Beck.** Beck is a passenger motor carrier primarily engaged in providing student school bus transportation services in the states of Illinois and Indiana under contracts with regional and local school jurisdictions. In addition to its core school bus services, Beck also provides charter passenger services to the public. Beck’s principal place of business is located at

2201 Brownsville Road, Vernon, IL 62864. The USDOT Number assigned to Beck is 277593, and Beck currently has a “Satisfactory” USDOT Safety Rating. Beck holds interstate common carrier authority under FMCSA Docket No. MC-143528. In its operations, Beck utilizes approximately 256 passenger carrying vehicles and approximately 256 drivers.

2. **CMI**. CMI is a passenger motor carrier doing business as Matthews Bus Company and is primarily engaged in providing student school bus transportation services in the state of Pennsylvania under contracts with regional and local school jurisdictions. In addition to its core school bus services, CMI also provides intrastate charter passenger services to the public. CMI’s principal place of business is located at 1112 First Street, Jefferson Hills, PA 15025. The USDOT Number assigned to CMI is 1245654. CMI has neither interstate carrier authority nor a USDOT Safety Rating (neither of which is required for the operations conducted by CMI). In its operations, CMI utilizes approximately 238 passenger carrying vehicles and 139 drivers.

3. **Durham**. Durham is a passenger motor carrier primarily engaged in providing student school bus transportation services in approximately 32 states under contracts with regional and local school jurisdictions. In addition to its core school bus services, Durham also provides charter passenger services to the public. Durham’s principal place of business is located at 4300 Weaver Parkway, Warrenville, IL 60555. The USDOT Number assigned to Durham is 350651, and Durham currently has a “Satisfactory” USDOT Safety Rating. Durham holds interstate common carrier authority under FMCSA Docket No. MC-163066. In its operations, Durham utilizes approximately 13,893 passenger carrying vehicles and 13,350 drivers.

4. **MV**. MV is a passenger motor carrier primarily engaged in providing student school bus transportation services in the state of Missouri under contracts with regional

and local school jurisdictions. In addition to its core school bus services, MV also provides charter passenger services to the public. MV's principal place of business is located at 1832 Derhake Road, Florissant, MO 63033. The USDOT Number assigned to MV is 1049130, and MV currently has a "Satisfactory" USDOT Safety Rating. MV holds interstate common carrier authority under FMCSA Docket No. MC-148934. In its operations, MV utilizes approximately 150 passenger carrying vehicles and 131 drivers.

5. **NETC.** NETC is an intrastate passenger motor carrier incorporated under the laws of the state of Delaware. The USDOT Number assigned to NETC is 2430646. NETC does not have interstate carrier authority and does not have a USDOT Safety Rating. NETC primarily provides intrastate passenger transportation services and in its operations utilizes approximately 456 passenger carrying vehicles and 850 drivers.

6. **NETSC.** NETSC is a passenger motor carrier engaged primarily in providing intrastate transit services in the areas of Westmoreland, PA, Arlington, VA, Greensboro, NC, Vallejo, CA and Yuma, AZ. NETSC's principal place of business is located at 4300 Weaver Parkway, Warrenville, IL 60555. The USDOT Number assigned to NETSC is 2441459. NETSC has neither interstate carrier authority nor a USDOT Safety Rating (neither of which is required for the operations conducted by NETSC). In its operations, NETSC utilizes approximately 189 passenger carrying vehicles and 380 drivers.

7. **LTD.** LTD is a passenger motor carrier primarily engaged in providing student school bus transportation services in the state of Ohio under contracts with regional and local school jurisdictions. In addition to its core school bus services, LTD also provides charter passenger services to the public. LTD's principal place of business is located at 8041 Hosbrook Road, Suite 330, Cincinnati, OH 45236. The USDOT Number assigned to LTD is 821384, and

LTD currently has a “Satisfactory” USDOT Safety Rating. LTD holds interstate common carrier authority under FMCSA Docket No. MC-364668. In its operations, LTD utilizes approximately 727 passenger carrying vehicles and 728 drivers.

8. **Northeast**. Northeast is a passenger motor carrier primarily engaged in providing student school bus transportation services primarily in the states of Ohio and Pennsylvania under contracts with regional and local school jurisdictions. In addition to its core school bus services, Northeast also provides charter passenger services to the public. Northeast’s principal place of business is located at 8041 Hosbrook Road, Suite 330, Cincinnati, OH 45236. The USDOT Number assigned to Northeast is 2058860. Northeast holds interstate contract carrier authority under FMCSA Docket No. MC-723926. No USDOT Safety Rating has been assigned to Northeast. In its operations, Northeast utilizes approximately 421 passenger carrying vehicles and 413 drivers.

9. **Northwest**. Northwest’s principal place of business is located at 850 92nd Avenue, Suite 2A, Oakland, CA 94603. The USDOT Number assigned to Northwest is 1743473. Northwest has neither interstate carrier authority nor a USDOT Safety Rating (neither of which is required for the operation conducted by Northwest).

10. **Southwest**. Southwest is a passenger motor carrier primarily engaged in providing student school bus transportation services in the state of Texas under contracts with regional and local school jurisdictions. In addition to its core school bus services, Southwest also provides charter passenger services to the public. Southwest’s principal place of business is located at 2101 Crystal Bend Drive, Pflugerville, TX 78660. The USDOT Number assigned to Southwest is 1765359. Southwest holds interstate contract carrier authority under FMCSA

Docket No. MC-644996. No USDOT Safety Rating has been assigned to Southwest. In its operations, Southwest utilizes approximately 161 passenger carrying vehicles and 142 drivers.

11. **STSA**. STSA is a passenger motor carrier primarily engaged in providing student school bus transportation services primarily in the state of Kansas under contracts with regional and local school jurisdictions. In addition to its core school bus services, STSA also provides charter passenger services to the public. The principal place of business of STSA is 7321 West 135th Street, Overland Park, KS 66223-1210. The USDOT Number assigned to STSA is 2133951. STSA holds interstate contract carrier authority under FMCSA Docket No. MC-749360 and has a “Satisfactory” USDOT Safety Rating. In its operations, STSA utilizes approximately 167 passenger carrying vehicles and 175 drivers.

12. **Trans Express**. Trans Express provides point-to-point intrastate passenger transportation services between the Boroughs of Brooklyn and Manhattan in the state of New York pursuant to authority provided by the New York Department of Transportation under Case No. 30503. Trans Express’s principal place of business is located at 150 Conover Street, Brooklyn, NY 11231. The USDOT Number assigned to Trans Express is 530250. Trans Express holds interstate passenger common carrier authority under FMCSA Docket No. MC-187819 and has a “Satisfactory” USDOT Safety Rating. In its operations, Trans Express utilizes 39 passenger carrying vehicles and 110 drivers.

13. **Rainbow**. Rainbow provides interstate and intrastate charter and special party passenger transportation services in the areas of New York City and the state of New York. Its principal place of business is located at 150 Conover Street, Brooklyn, NY 11231. The USDOT Number assigned to Rainbow is 1261183. Rainbow holds intrastate charter and special party passenger authority provided by the New York Department of Transportation

under Case No. 36451. Rainbow holds interstate passenger common carrier authority under FMCSA Docket No. MC-490015, and Rainbow has a “Satisfactory” USDOT Safety Rating. In its operations, Rainbow utilizes 21 passenger carrying vehicles and 110 drivers.

C. **The Acquisition Carrier: White Plains.** White Plains is a New York corporation with its principal place of business at 14 Fisher Lane, White Plains, New York 10603. The USDOT Number assigned to White Plains is 25675. White Plains operates primarily as a provider of non-regulated school bus transportation services, transporting children to and from school throughout the State of New York. White Plains maintains a fleet of roughly 264 buses and transit vans, and has approximately 154 drivers. White Plains also operates as a motor passenger carrier providing charter service to the public using its fleet of buses and vans. For purposes of its interstate passenger operations, White Plains holds common carrier operating authority subject to the jurisdiction of the FMCSA in Docket No. MC-160624. White Plains’s current safety rating is “Conditional” based on a compliance review completed on June 19, 2015. White Plains has petitioned the FMCSA for an upgrade of its safety rating to “Satisfactory” based on corrective actions taken after the compliance review, but has not yet received a response from FMCSA. White Plains also operates pursuant to intrastate authorities provided by the New York Department of Transportation under Case No. 16492. White Plains and its affiliated carriers are commonly-owned by their three shareholders, Stephen Lennox, Terence Lennox, and John Silvanie. For the 12-month period from September 1, 2014 through August 31, 2015, White Plains and its affiliated carriers had gross operating revenue of approximately \$307,845.

**D. Affiliates of Acquisition Carrier.** Descriptions of the Acquisition Carrier's affiliated passenger carriers (collectively, the "White Plains Affiliated Carriers") are included below:

1. **Suburban Charter Service Inc.** Suburban Charter Service Inc. ("Suburban") is a New York corporation with its principal place of business at 14 Fisher Lane, White Plains, New York 10603. The USDOT Number assigned to Suburban is 516143. Suburban operates as a motor passenger carrier providing interstate charter service to the public in and around New York using buses owned by White Plains. Suburban operates roughly 8 buses and has approximately 8 drivers. Suburban holds common carrier operating authority subject to the jurisdiction of the FMCSA in Docket No. MC-238771. Suburban's current safety rating is "Satisfactory." Suburban and White Plains are commonly-owned by their three shareholders, Stephen Lennox, Terence Lennox, and John Silvanie. Suburban is *not* part of this transaction, and ownership will remain with its current owners.

2. **Suburban Paratransit Service, Inc.** Suburban Paratransit Service, Inc. ("Suburban Paratransit") is a New York corporation with its principal place of business at 14 Fisher Lane, White Plains, New York 10603. It is an intrastate provider of paratransit services, operating primarily in Westchester County and Bronx, New York, pursuant to intrastate authority provided by the New York Department of Transportation under Case No. 32524. The company operates a fleet of approximately 95 county-owned vans and has approximately 120 drivers. Suburban Paratransit does not hold interstate operating authority, a USDOT number, or a USDOT Safety Rating (not required for the operations conducted).

**E. Sellers: Stephen Lennox, Terence Lennox, and John Silvanie.** All of the issued and outstanding capital stock of the Acquisition Carrier is owned and held by Stephen

Lennox, Terence Lennox, and John Silvanie (collectively, the “Sellers”). None of the Sellers has a direct or indirect ownership interest in any other interstate passenger motor carrier.

**F. Summary Table of National Express, the National Express Affiliated Carriers, the Acquisition Carrier, and the White Plains Affiliated Carriers.** Attached hereto as Schedule A is a summary table setting forth the USDOT Numbers, FMCSA Docket Numbers, and USDOT Safety Ratings, as applicable, of National Express, the National Express Affiliated Carriers, the Acquisition Carrier, and the White Plains Affiliated Carriers.

## **II. Description of the Contemplated Transaction.**

The event triggering STB jurisdiction is the acquisition of the ownership interests of the Acquisition Carrier by National Express, the effect of which will be to place the Acquisition Carrier under the control of National Express. Following certain steps in the Contemplated Transaction, National Express will assume direct 100% control of the Acquisition Carrier through stock ownership. As such, STB’s jurisdiction is invoked pursuant to 49 U.S.C. § 14303(a)(5), as the Contemplated Transaction involves “acquisition of control of a carrier [*i.e.*, the Acquisition Carrier] by a person that is not a carrier but that controls any number of carriers [*i.e.*, National Express].” We note that 49 U.S.C. § 14303(f) states “a carrier or a corporation participating in or resulting from a transaction approved by the Board under this Section...may carry out the transaction, own and operate property, and exercise control or franchises acquired through the transaction without the approval of a State authority.” Thus, the granting of this Application by the Board will avoid the need for state or local approval.

## **III. Federally Regulated Carrier Affiliates.**

Other than the National Express Affiliated Carriers, the Acquisition Carrier, and the White Plains Affiliated Carriers described above, there are no other affiliated carriers with

regulated interstate operations involved in this Application.

**IV. Jurisdictional Statement – Revenues.**

The STB has jurisdiction over this matter under 49 U.S.C. § 14303(g), because the annual aggregate gross operating revenues of the National Express Affiliated Carriers and the Acquisition Carrier exceeds \$2 million.

**V. Environmental Impact.**

Approval of this Application and consummation of the Contemplated Transaction will not have a significant effect on the quality of the human environment and the conservation of energy resources.

**VI. Public Interest Considerations.**

**A. Adequacy of Transportation Services.** The Contemplated Transaction will not have a material, detrimental impact on the adequacy of transportation services available for the public. Indeed, National Express anticipates that services to the public will be improved. For at least the foreseeable future, the services currently provided by the Acquisition Carrier will continue to be provided by Acquisition Carrier under the same names used to provide such services prior to the Contemplated Transaction. The Acquisition Carrier will continue to operate, but going forward, it will be operating within the National Express corporate family, an organization already thoroughly experienced in passenger transportation operations.

The addition of the Acquisition Carrier to the National Express group is consistent with the practices within the passenger motor carrier industry of strong, well-managed transportation organizations adapting their corporate structure to operate several different passenger carriers within the same market niche, but in different geographic areas. As part of the Contemplated Transaction, National Express is bringing under its control the Acquisition Carrier, which is

experienced in some of the same market segments already served by National Express and some of the National Express Affiliated Carriers. These market segments have their own service characteristics, and the Contemplated Transaction is expected to result in operating efficiencies and cost savings derived from economies of scale, all of which will help to ensure the provision of adequate service to the public.

Bringing the Acquisition Carrier within the National Express family will serve to enhance the viability of the overall National Express organization and the operations of the National Express Affiliated Carriers. The continued viability of all the carriers assures the continued availability of adequate passenger transportation service for the public.

**B. Fixed Charges.** There are no fixed charges associated with the Contemplated Transaction or the proposed acquisition of control thereunder.

**C. Employee Interests.** It is the current intention of National Express to continue the existing operations of the Acquisition Carrier and as such the Contemplated Transaction will not have substantial impacts on employees or labor conditions. National Express does not anticipate a measurable reduction in force or changes in compensation levels and/or benefits. Staffing redundancies could potentially result in limited downsizing of back-office and/or managerial level personnel.

**D. Competition and the Public Interest.** The law requires the Board to assess competition in the market and the impact on the public interest as affected by approving an arrangement in which multiple passenger carriers are under control of a single entity. In making its analysis, the Board (as did its predecessor, the Interstate Commerce Commission) has consistently found that proposed “common control” arrangements (however accomplished) are inherently not anti-competitive. In large measure, that conclusion rests on the finding that as a

result of ease of entry into the market, the passenger motor carrier industry is characterized by healthy intra-modal competition as well as healthy competition between bus service, on the one hand, and, on the other, other modes of transportation, all of which constitute the “relevant market.” *GLI Acquisition Co – Purchase – Trailways Lines, Inc.*, 4 I.C.C. 2d 591, 598-602 (1988).

On the rare occasions in recent years in which the STB has been called upon to assess the “public interest” and “competition” issues inherent in the practice of the acquisition of ownership of numerous bus carriers by non-carrier entities, it has consistently approved applications of this sort, finding that acquisitions that contemplate the single control of numerous passenger carriers can result in better overall service for the public without any lessening of the benefits of healthy competition. Its decisions include *Stagecoach Group PLC and Coach USA, Inc., et al., - Acquisition of Control – New Today Bus Corp., et al.*, STB Docket No. MC-F-21030 (served January 30, 2009), *Stagecoach Group PLC and Coach USA, Inc., et al., - Acquisition of Control – Eastern Travel and Tour, Inc.*, STB Docket No. MC-21029 (served September 18, 2008); *Delivery Acquisition, Inc. – Purchase – Transportation Management Systems, LLC and East West Resort Transportation, LLC*, STB Docket No. MC-F-21028, (served July 18, 2008); and *Stagecoach Group PLC and Coach USA, Inc., et al., - Control Megabus Northeast LLC*, STB Docket No. MC-F-21027 (served April 11, 2008).

The Acquisition Carrier is a relatively small carrier in the overall markets in which it competes: intrastate point-to-point passenger service, and interstate and intrastate charter and special party passenger service. School bus operators typically occupy a limited portion of the charter business because (i) the equipment offered is not as comfortable as that offered by motor coach operators; and (ii) scheduling demands imposed by the primary school bus operation

impose major constraints on charter services that can be offered by school bus operators. Even as a provider of charter services, the Acquisition Carrier operates a small fleet that simply does not have market power. These charter operations are geographically dispersed and there is little overlap in service areas and/or in customer bases among the National Express Affiliated Carriers and the Acquisition Carrier. In light of the foregoing, it is clear that the impact of the Contemplated Transaction on the regulated motor carrier industry will be minimal at most and that neither competition nor the public interest will be adversely affected.

Lastly, Board approval of this Application will allow the acquisition of control of the Acquisition Carrier to be accomplished without the approval of state regulatory authorities, thus relieving the parties of the Contemplated Transaction from potentially burdensome regulatory requirements. *See* 49 U.S.C. § 14303(f) (providing that parties to approved transactions may effectuate such transactions and exercise control without the approval of any state authorities and exempts the parties to the transaction from the application of federal, state, and municipal law as necessary to allow them to carry out the transaction). As set forth above, the Acquisition Carrier possesses intrastate authorities which authorities should assist in the continued operation of the Acquisition Carrier under the control of National Express.

## **VII. Insurance Certification.**

Each of the motor carriers that is subject to FMCSA insurance requirements and is involved in this Application now satisfies and after Board approval will continue to satisfy FMCSA requirements relating to adequate security for the public. 49 U.S.C. § 13906. All of the FMCSA approved carriers have a minimum of \$5 million bodily injury and property damage insurance coverage on file with the FMCSA.

**VIII. Mexico Certification.**

National Express certifies that neither it nor any of the National Express Affiliated Carriers is domiciled in Mexico, nor are any of such entities owned or controlled by persons of that country. The Acquisition Carrier certifies that neither it nor any of its affiliated carriers is domiciled in Mexico, nor are they owned or controlled by persons of that country.

**IX. Conclusion.**

As provided by 49 C.F.R. Part 1182 and for the reasons set forth herein, the Board is respectfully requested to approve this Application and authorize the Contemplated Transaction and acquisition of control as described herein.

**X. Verification.**

The verifications of National Express and the Acquisition Carrier are as follows:

[Remainder of Page Intentionally Blank – Verification and Signature Pages Follow]

A. **Verification of National Express.** The undersigned verifies under penalty of perjury under the laws of the United States of America, that all information supplied by such person on behalf of and limited to National Express and the National Express Affiliated Carriers in connection with this Application is true and correct. Further, the undersigned is qualified and authorized on behalf of National Express to submit this verification and file this Application. The undersigned further certifies under penalty of perjury under the laws of the United States, that he/she knows that willful misrepresentations or omissions of material facts constitute Federal criminal violations punishable under 18 U.S.C. § 1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, these misstatements are punishable under 18 U.S.C. § 1621, which provides for fines up to \$2,000 or imprisonment up to five years for each offense.

Buyer

“National Express”

National Express LLC

Dated: November 20, 2015

By: J Crawford  
Name: Judith A. Crawford  
Title: CEO and Treasurer

**B. Verification of the Acquisition Carrier.** The undersigned verifies under penalty of perjury under the laws of the United States of America, that all information supplied by such person on behalf of and limited to the Acquisition Carrier in connection with this Application is true and correct. Further, the undersigned is qualified and authorized on behalf of the Acquisition Carrier to submit this verification. The undersigned further certifies under penalty of perjury under the laws of the United States, that she knows that willful misrepresentations or omissions of material facts constitute Federal criminal violations punishable under 18 U.S.C. § 1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, these misstatements are punishable under 18 U.S.C. § 1621, which provides for fines up to \$2,000 or imprisonment up to five years for each offense.

“Acquisition Carrier”

White Plains Bus Company, Inc.

Dated: November 20, 2015

By: Stephen Lennox  
Name: Stephen Lennox  
Title: Chairman

**XI. Applicants' Legal Counsel**

National Express LLC  
Andrew K. Light  
SCOPELITIS, GARVIN, LIGHT, HANSON & FEARY, P.C.  
10 W. Market Street, Suite 1500  
Indianapolis, IN 46204  
(317) 637-1777

Respectfully,

  
\_\_\_\_\_  
Andrew K. Light  
Counsel for National Express LLC

**Certificate of Service**

I hereby certify that as required by 49 C.F.R. § 1182.3, I have served a copy of the foregoing Application by mailing a copy thereof, via First Class Mail, postage prepaid on the U.S. Department of Transportation, Chief Licensing and Insurance Division, 1200 New Jersey Avenue, S.E., Washington, DC 20590; and the state regulatory agency for the states in which intrastate operations are affected.

  
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Andrew K. Light

November 20, 2015

<b><u>Schedule A</u></b>			
<b><u>Carrier</u></b>	<b><u>USDOT No.</u></b>	<b><u>FMCSA Docket No.</u></b>	<b><u>USDOT Safety Rating</u></b>
<b><u>The Buyer:</u></b>			
National Express LLC	None	None	None
<b><u>The National Express Affiliated Carriers:</u></b>			
Beck Bus Transportation Corp.	277593	MC-143528	Satisfactory
Carrier Management Inc.	1245654	None	None
Durham School Services, L.P.	350651	MC-163066	Satisfactory
MV Student Transportation, Inc.	1049130	MC-148934	Satisfactory
National Express Transport Corporation	2430646	None	None
National Express Transport Services Corporation	2441459	None	None
Petermann Ltd.	821384	MC- 364668	Satisfactory
Petermann Northeast LLC	2058860	MC-723926	None
Petermann Northwest LLC	1743473	None	None
Petermann Southwest, LLC	1765359	MC-644996	None
Petermann STSA, LLC	2133951	MC-749360	Satisfactory
Trans Express Inc.	530250	MC-187819	Satisfactory

Rainbow Management Service Inc.	1261183	MC-490015	Satisfactory
<b><u>The Acquisition Carrier:</u></b>			
White Plains Bus Company, Inc.	25675	MC-160624	Conditional
<b><u>The Acquisition Carrier Affiliate Carriers:</u></b>			
Suburban Charter Service, Inc.	516143	MC-238771	Satisfactory
Suburban Paratransit Service, Inc.	None	None	None