

Station Bus Nation



Coachman's Carrier

OWNER-OPERATOR EDITION — THE ROAD AHEAD — SEPTEMBER 2026 — ISSUE ONE

TARIFFS

Your next coach just got more expensive

Washington put a fifty percent tariff on 27.6 billion dollars of Canadian goods on 22 August. Almost every coach this trade buys is built in Canada. Ottawa answers on 8 September.

What it means for what you pay, page 2

FUEL

Diesel hits a 2026 high

5.652 a gallon, up 19.8 cents in a single week and a new high for the year. If you quoted a spring trip back in January, there is a problem sitting on your books right now.

Eight ways to burn less, page 4

DID YOU KNOW

It is legal for bus companies to buy liability insurance together, and has been since 1986. Almost nobody in this trade has read it.

The law, page 3

BUYING YOUR FIRST COACH

Get the insurance quote before you buy the bus. People do it the other way round and the premium eats the season.

What to ask, page 6

YOU ARE ALREADY IN OUR DIRECTORY

Thousands of motorcoach companies are in our directory already. Yours is in there now. But we have only your company name, your city and how many vehicles you run. We do not have your information so customers can contact you. Somebody looking for a coach in your town finds your name, and then there is nothing to click.

Claiming your listing costs nothing. Page 2

EXTRA

One man decides to change the motorcoach industry

He believes the drivers will come together as a nation. Will he succeed?



Thousands of motorcoach companies, and until now no room to meet in.

J. E. "Joe Trip" Revell found out what being an owner-operator costs in 2026 the hard way. Then he spent a year building the room this trade never had.

No broker, no commission. "Apart we are thousands of phone numbers. Together we are worth something."

Read the whole story on page 2.

ASK YOURSELF THIS

Starting out — what actually pays best?

- (a) Casino runs
- (b) School trips
- (c) Corporate contracts
- (d) Weddings

Most operators pick a type of trip. The numbers say the type is not what matters.

The answer, and why, page 6

INSURANCE

Two in five have thought of quitting

Fifty-three percent say their premiums more than doubled. Nearly forty percent have considered closing.

Page 3

SAFETY

Two dead in Louisiana

A crash on 26 August killed two and injured nineteen. The second serious event in four months.

Five questions for your own yard, page 6

WATCH THE MEDICINE CABINET

A pill your own doctor prescribed can end with you in handcuffs. One that is legal in your state is still federal Schedule I.

What you cannot take, page 5

INSURANCE — BY STATE

Same coach.
Double the
premium.

The cheapest East Coast state runs about 719 a month. The priciest is more than double it.

Where, and why, page 7

WHERE TO BE

6^A-9 Oct AACA Fall Meet, Hershey

Full calendar, page 8

THE STORY ON PAGE ONE

Something bigger than I set out to build

I set out to build a community. Somewhere a few hundred owner-operators could find each other, swap what they knew, and stop working alone.

Station Bus Nation is turning into something bigger than that, and I want to be straight about why. It is not because of anything I did. It is because of who started showing up.

What we are building now is a nation. Not just like-minded people, but enough of us, organized enough, to make some of the most profound changes this trade has ever seen.

In how work is found. In what a day is worth. In what we pay to be insured. In who gets heard when the rules are written. And it is not only for the one-coach owner. The larger fleets stand to gain from it too. A trade where the small operator is not desperate is a trade where nobody has to race anybody to the bottom.

Let me say one thing plainly before anybody gets the wrong idea. This is not a union. There are no dues, no organizers, nobody bargaining on your behalf and nobody telling you what to charge or who to haul. You run your own company and you always will.



Thousands of companies. One place for customers to find them.

“
‘Nobody gets left behind.
Everyone prospers.’
”

I would be honored if you joined. Every operator reading this is hosing asking the same question. What is in it for me. Most of you have never seen the site, so here it is plainly.

WHAT IS IN IT FOR YOU

1. Customers find you. Your own listing on a site built for one thing, helping people book a coach. Groups post trips. Operators near them get them. No broker, no commission, no cut of your fare.

2. A presence that is not a Facebook page. Photos of your coaches, your service area, your reviews, your phone number, in front front of people who are looking to book book right now.

3. Your own board. Post your specials, your open dates, the runs you want to fill. A parked coach is the most.

4. Got a problem? Ask the people who have had it. Talk to other owner-operators directly. Not a forum full of strangers.

4. Got a problem? Ask the people who have had it. Talk to other owner-operators directly. Not a forum full of strangers. Operators who run what you run, where you run it.

6. Founder pricing while it lasts. The early rate is lower than the one that follows it, and it will not be offered twice. Claiming listing costs: states. Claiming your listing costs nothing at all.

7. Your name on it. This trade has never had a place of its own. The operators who join now are the ones it gets built around.

None of that requires permission. It has a room, and its whole history.

5. Founder pricing while it lasts. The early rate is lower than the one that follows it, and it will not be offered twice. Claiming your listing costs nothing at all.

6. A serious look at buying insurance together. There is a federal law that lets operators facing the same exposure buy liability cover as one group. It has been on the books since 1986. Doctors used it. Truckers used it. Whether it would take work for us, and what it would actually take, nobody in this trade has properly worked out. That is a job for this year and we are starting it. See page 3.

7. Your name on it.

This trade has never had a place of its own. The operators who join now are the ones it gets built around.

I would rather say it's a napu, my own learned works in my border way. No broker in the midday it for me.

What is different here is mostly what is absent. No markup. No middleman. Every item above is set out in full on site, with citations. Claiming your costs nothing. The nation is not the website. The nation is the operators who already pass work to each other.

Everything else is plumbing. The front page asked whether I will succeed. I cannot answer that, and neither can this paper. Thousands of you can.

Station Bus Nation is published by BusTrusted LLC of Dover, Delaware, which also runs the directory described above. We thought you should know that from the first sentence rather than the last.

TARIFFS — FROM PAGE ONE

The bill lands on 8 September

The United States imposed a 50 percent tariff on 27.6 billion dollars of Canadian goods on 22 August. Canada announced matching counter-tariffs to begin on 8 September.

It is not a blanket fifty percent on everything that crosses the border, and anybody telling you it is has not read it. What it does do is put cost and uncertainty through coaches, steel, aluminum, components and every cross-border supply chain this trade depends on.

Prevost builds in Quebec. MCI and New Flyer build in Winnipeg. That is most of what this industry buys, assembled on the wrong side of a line that now has a number on it.

The American Bus Association Foundation modeled a 25 percent tariff. It found 3.1 billion dollars in lost United States business sales in the first year, rising to 17.4 billion over five years.

Those are American losses.

What to do this month. Ask your dealer what happens to orders already placed. Ask the lead time on the parts you actually hold.



Every coach, and most of the parts, crosses this line.

MCI's parent warns on deliveries

NFI told investors that tariffs, a North American seat supply problem, a battery recall and continuing component shortages are all affecting operations, deliveries and pricing.

If you have a coach on order, ask three things. Is it affected. What is the new date. Is the price still the price. Ask in writing.

INSURANCE

More than half saw premiums double

Ninety-eight percent of operators reported higher premiums over five years. Fifty-three percent said theirs more than doubled. Nearly forty percent have considered selling the business or closing it.

That last figure is the one worth sitting with. Two in five operators have looked at the renewal and wondered whether to stop.

Forty-nine percent now pay at least twenty thousand dollars per coach. For a third of operators, insurance is a fifth or more of total operating cost.

Seventy-one percent say fewer insurers will quote them at all. Eighty-five percent have raised their prices because of it.

And trial lawyers are pushing to lift the federal minimum from five million to somewhere between ten and twenty. The operators that removes from the road will not be the large fleets.



Renewal season

THE LAW

There is a law that lets you buy together. Nobody here has read it.

We are not offering you insurance. We have no program, no carrier partner and no rate, and anybody in this trade who tells you they do is selling you something.

What we have is a statute worth understanding, and a question worth answering properly.

The Liability Risk Retention Act of 1986 lets businesses facing similar liability exposure form a purchasing group and buy cover as one group rather than on company at a time. It overrides state rules that would block it.

Doctors used it. Truckers used it. Contractors used it. This trade, as far as we can find, never has.

That is either an opportunity nobody noticed, or there is a good reason it has not happened and we have not found it yet. Both are worth knowing.

WHAT WE STILL DO NOT KNOW

1. How many operators it would take before a group is viable.
2. Which carriers write for purchasing groups at all, and whether any of them want motorcoach risk.
3. What it costs to set one up, and who pays for that.
4. How a group handles the operator with a bad loss year, because that is the question that breaks these things.
5. Whether a group would actually price better than a good broker already gets you.
6. What the states do in practice, whatever the statute says.

We are going to work through that list this year and print what we find, including the parts that argue against it.

WHO CAN HELP: If you have been inside a purchasing group in any trade, or you broker this kind of cover, or you have looked at this before and concluded it was not worth it — especially that last one — we want to hear from you. The operator who tells us why this will not work is worth more to us right now than the one who says it will.

READ IT YOURSELF, ALL FREE

15 U.S.C. 3901 to 3906 at uscode.house.gov
 CRS report RL32176 at congress.gov — read this one first
 NAIC handbook at content.naic.org
 GAO-12-16 at gao.gov

FUEL

Diesel hits a 2026 high.

The East Coast average reached 5.65 a gallon, up 19.8 cents in a single week.

What that means on a job you actually run: a 500-mile round trip in a coach doing 6.7 miles to the gallon burns about 75 gallons. That was 278 dollars a year ago. It is 424 dollars now. Nothing about the trip changed. The quote you gave in January did not move. The difference came out of your end. If you quote a season ahead, this is the number that decides whether the season was worth running.



The difference came out of your end.

EIGHT WAYS TO BURN LESS OF IT

1. **Tire pressure.** Check cold, weekly. Underinflation is the cheapest fuel you will ever throw away.
2. **Idling.** Every hour at idle is about a gallon, and it buys nothing.
3. **Speed.** The difference between 62 and 70 is worth several percent.
4. **Air filter.** A restricted filter costs fuel long before it throws a code.
5. **Injectors.** Have them looked at before the economy drops, not after.
6. **Dragging brakes.** You will feel it in the fuel log before you feel it in the pedal.
7. **Deadhead miles.** Empty miles are the only miles nobody pays for.
8. **The driver.** The same coach on the same route varies by a tenth depending on who is holding the wheel.

THE PEOPLE

One in five seats has nobody in it.

The private motorcoach sector is running about 21.4 percent short of the drivers it needs.

The American Trucking Associations projects a shortfall of roughly 82,000 drivers across commercial driving as a whole.

About a hundred thousand leave the seat every year. Between fifty and sixty thousand come in behind them.

That gap is not a hiring problem for one company. It is the shape of the whole trade, and it is why **the operator** who keeps drivers is quietly beating the one who keeps advertising for them.

WHAT KEEPS THEM

A schedule they can plan a life around.

Being told about a change before the passengers are.

Equipment that is not a fight to drive.

Somebody answering the phone at two in the morning.

WASHINGTON

New limits on non-domiciled CDLs

FMCSA has narrowed eligibility for non-domiciled commercial driver licenses. Only specific verified employment-based immigration categories now qualify. For most operators this changes nothing. For some it is an immediate staffing problem. Either way the compliance half is now on you. You have to know which category a driver holds, and whether it still qualifies. If you employ non-domiciled CDL holders, this is worth an hour with whoever handles your driver files. Not a skim.

ENFORCEMENT

Operation Highway Shield steps up roadside checks

FMCSA, state patrols, ICE and Homeland Security have run joint commercial driver and vehicle checks under the banner Operation Highway Shield.

Whatever view you take of a multi-agency operation, the practical consequence is the same. Paperwork, driver qualification files, logs and vehicle condition are all getting more attention at the roadside than they were. Fix the cheap violations first. They are the ones entirely within your control, and they are the ones that sit on your record where an underwriter can read them.



Paperwork, driver files, logs and vehicle condition.

WASHINGTON • DEADLINE

English proficiency would put drivers out of service

FMCSA published a proposed rule on 10 August. It would make a failed English proficiency check an out-of-service condition under one national standard rather than fifty different ones. The agency estimates it would place around 9,000 commercial drivers out of service a year. A limited exception covers the United States and Mexico border commercial zones.

Comments close 9 October 2026.

Docket FMCSA-2026-0826 at regulations.gov. The comment window is the only part of this process where an operator's view goes formally on the record. It costs nothing but the time to write it.

YOUR LICENSE

The pill bottle that ends a career

Two federal rules govern what is in your bloodstream when you turn a wheel. Most operators have read neither.

49 CFR 391.41(b)(12) says a driver is not medically qualified if he uses any Schedule I substance, any amphetamine, any narcotic, or any other habit-forming drug.

49 CFR 382.213 says the same thing from the other direction. You may not report for duty, or remain on duty, while using any Schedule I substance.

There is no exception to that one. No waiver. No prescription. No doctor's letter.

For everything below Schedule I there is a narrow exception, and the wording matters. The medication must be prescribed by a practitioner who is familiar with your medical history and who has advised you it will not adversely affect your ability to operate a commercial vehicle safely. A prescription on its own is not enough. The doctor has to know what you do for a living.

WHAT COMES UP MOST OFTEN

Marijuana, in every form, including CBD carrying any THC. Federally Schedule I. A state card is not a defense.

Opioids. Codeine, hydrocodone, morphine, fentanyl, methadone.

Amphetamines, including prescriptions for attention disorders.

Benzodiazepines. Valium, Xanax, Klonopin.

Taking a prescribed medicine is not a crime. Driving impaired is, in every state, and a prescription bottle in the door pocket is not automatically a defense.

A controlled-substance DUI is a criminal charge with jail exposure. The license consequence is separate and automatic.

Under 49 CFR 383.51 a conviction for driving under the influence of a controlled substance disqualifies your CDL for a year. Three years if you were placarded. For life on a second offense. It counts even if you were in your own pickup on a Sunday.

Tell the prescribing doctor you hold a CDL and drive a coach. Ask for it in writing. Take that letter to your DOT medical examiner, who has the final say and can refuse to certify you regardless of what your own doctor wrote. Ask specifically about the first two weeks of anything new, when sedation is worst.

This is not legal advice and we are not doctors. It is where to look and who to ask.

THE ANSWER FROM PAGE ONE

What actually pays best when you are starting out

The answer is whichever one comes back.

Charter is the highest earning category on paper. Operators average around 1.68 million dollars a year in charter revenue, against roughly 1.25 million for school bus departments. The most profitable average about 2.8 million.

But that gap is not explained by what kind of trip they took. It is explained by how often the same customer called back.

A one-off charter costs you the quote, the phone calls, the paperwork and the risk of an empty return leg, all for a single day of revenue. A contract customer costs you that once, then pays you fifteen times.

Same coach. Same driver. A fraction of the selling.

1. Contracts and repeat corporate work. Dull, predictable, bankable.
2. Schools, colleges and youth organizations. Steady through the academic year.
3. Tourism, if you are somewhere people visit. Strong in the right location, seasonal in the wrong one.
4. Casino and day-trip work. It fills the midweek, which is exactly when your coach is otherwise parked.
5. Weddings and one-off events. Good money on the day, no second booking, most likely to be shopped on price.

The trap for a new operator is chasing the highest quote and building a business out of strangers.

The operator who takes slightly less from a customer who calls every month is in better shape by year three than the one who won every bidding war and starts again each January.

STARTING OUT

Get the insurance quote before you buy the bus

The most expensive mistake a new operator makes is buying a coach and then finding out what it costs to insure.

It happens in that order more often than it should. Somebody finds a tidy used coach at a price that works, hands over the money, and then discovers the premium is a third of what they expected to earn with it. Or that the carriers they can reach will not write it at all.

The fix costs nothing. Get the VIN off the coach you are looking at and take it to a broker before you buy. Not a general enquiry. That specific vehicle, your operating radius, your driver, your experience.

On age. There is no published cutoff where a coach becomes uninsurable, and anybody who tells you the number is guessing. What changes with age is how physical damage is written. Newer vehicles are more likely to be covered at an agreed value. Older ones drift toward actual cash value, which is very different conversation on the day you need it.

WHAT TO ASK

1. Will you write physical damage on this vehicle, and at what value.
2. What is my radius, and what happens if I run outside it.
3. What does this quote assume about my driving record and my years in business.
4. What would move this premium down next year.



Get the VIN. Then get the quote.

THE DRIVER'S LOG

DESIGNED FOR AMERICAN MOTORCOACH OWNER-OPERATORS

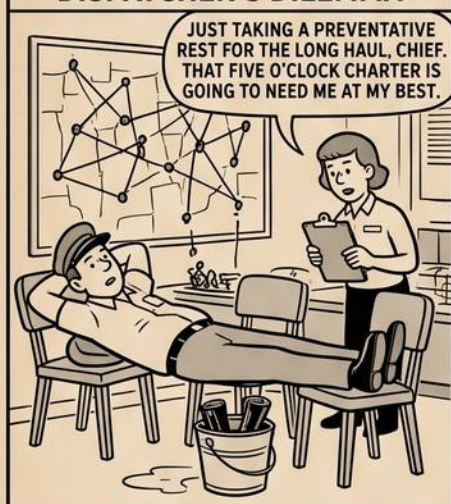
SEPTEMBER 2026

HUSBAND & WIFE



OFFICE ANTICS

DISPATCHER'S DILEMMA



WORD SCRAMBLE

Unscramble each. All seven are on your coach.

1. ELWEH _____
2. RIMOTR _____
3. SLIEA _____
4. GAGUEL _____
5. LEDISE _____
6. LIRLGE _____
7. THRACERT _____

DAILY RIDDLE

1. I have fifty-five seats and no opinion about any of them. What am I?
2. What can a group leader lose twenty minutes of and never find again?
3. It is at the back, it costs the most, and everybody points at the front of the bus when you mention it. What is it?

Answers on the back page.

TALES FROM THE DRIVER'S SEAT

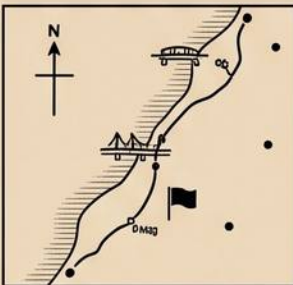
The coach quit on me at nine at night with fifty-five people aboard and forty miles still to go. I rang for help. Help was two hours away, and two hours away at nine at night is the same as not coming. So I opened the bay and found it myself. Forty minutes on my back in the gravel in a good shirt. When she fired up, the whole coach applauded. I have been paid worse for a longer day. Nobody was coming. That is the part they never tell you.

— Joe, Delaware

COACH TIPS & TRICKS

1. Check tire pressure cold, before the first mile of the day.
2. Every hour at idle is a gallon, and it buys you nothing.
3. At night, add a second to your following distance.
4. Photograph the bay and the bumper before you pull away.
5. Keep the second set of keys somewhere that is not the coach.
6. Know who you ring first, before the day you have to ring them.

ROAD MAP OF THE WEEK



JERRY THE GENIUS



HANK'S HOME FRONT



ADVERTISEMENT

DIESEL FACTS

Diesel reached 5.652 a gallon for the week of 24 August, up 19.8 cents in seven days. On a 500-mile round trip a coach burns about 75 -x gallons. At last year's price that was 278 dollars. Today it is about 424.

GEAR-JAMMER'S RIDDLE

I am checked before every trip, blamed after every trip, and thanked on no trip at all. What am I?

Answer on the back page.

THE LOGBOOK HEROES



THE MARKET

New sales down 8 percent. Used up 74.

Second quarter sales barely moved on the headline. 514 units against 510, up 0.8 percent.

Underneath it, everything changed. New motorcoach sales fell 8.4 percent. Pre-owned sales rose 73.7 percent. Sales to private operators dropped 27.1 percent, while sales to public bodies rose 260 percent.

Read plainly: private operators have stopped buying new. The public sector is holding the new market up. The used lot is where this trade is shopping.

With tariffs landing on top, expect the gap between a good used coach and a new one to widen before it narrows.



The used lot is where this trade is shopping.

The industry is bigger than it was. Nearly 51,000 coaches across the United States and Canada in 2025, up 4.7 percent on the year before. Passenger miles climbed to 43.9 billion, up 8.9 percent.

Whatever the cost pressure looks like from inside one company, more people are traveling by coach, not fewer. The demand is there. The argument is about who can afford to serve it.

NEW IRON

Prevost says its first electric coach lands this year

Prevost says it plans to introduce its first electric motorcoach this year. Manufacturers and operators are still working through charging, range, federal funding, maintenance, and the plain question of whether an electric coach suits a long charter route at all. MCI already offers the D45 CRT CHARGE, the battery-electric version of its commuter coach. Commuter contracts are where electric makes sense first. Fixed routes, known mileage, and a depot to charge at overnight.

The redesigned Prevost H3-45 has led North American coach sales since the second quarter of 2024, with operators citing roughly 12 percent better fuel efficiency. At 5.65 a gallon that is no longer a specification-sheet detail. On a coach doing 60,000 miles a year at 6.7 miles per gallon it is somewhere near 6,000 dollars of diesel a year.

Before you go shopping.

All of that comes from manufacturers and trade press, not from a coach we have driven. Fuel figures in particular are quoted by the people selling the vehicle. Ask an operator running one on your kind of work, and ask what parts and service look like where you are, not where the dealer is.

THE LONG WAY BACK.

What things cost, in the years you have been driving.

	1985	1995	2005	2015	2025
Diesel, gallon	1.13	1.11	2.51	2.89	3.96
Big Mac	1.60	2.50	2.58	4.79	5.79
First-class stamp	0.22	0.32	0.37	0.49	0.73
Federal min. wage	3.35	4.25	5.15	7.25	7.25
Gallon of milk	2.26	2.48	3.20	3.42	4.05

WHAT DID A NEW ONE COST?

Nobody publishes what a coach listed for new, and the old price sheets have mostly gone. So here is our best guess. We are putting it in print so you can tell us how wrong we are.

- 1985 MCI MC-9 about 175,000.
- 1995 MCI 102DL3 about 265,000.
- 2005 MCI J4500 about 410,000.
- 2015 MCI J4500 about 525,000.
- 2026 new coach, any make ... 400,000 to 750,000.

Only the last line is solid. It comes from current dealer listings. The four above it are estimates and we would not bet a tire on them. So tell us. Too high? Too low? About right? If you signed the paperwork on any of these, you know something we do not, and we would rather print your number than our guess.

Diesel is the East Coast average. Sources on the back page.

ENTERTAINER COACHES

The corner that cannot build fast enough

If you run sleepers, or have thought about it, this part of the market is behaving differently to everything else in this issue.

Demand has outpaced supply for years.

Entertainer fleets take a long time to build. Heavily customized vehicles with bunks, lounges and an electrical fit-out a charter coach never needs.

An imbalance that already existed was made considerably worse by the pandemic. This imbalance has not recovered.

The sector serves touring musicians, comedians, theatrical productions and political campaigns—with drivers used to running overnight between stops and sleeping to a schedule nobody else in this trade would recognize.

Dreamliner has become the market leader through acquisitions and now operates more than 200 coaches, with 24-hour on-call support behind it.

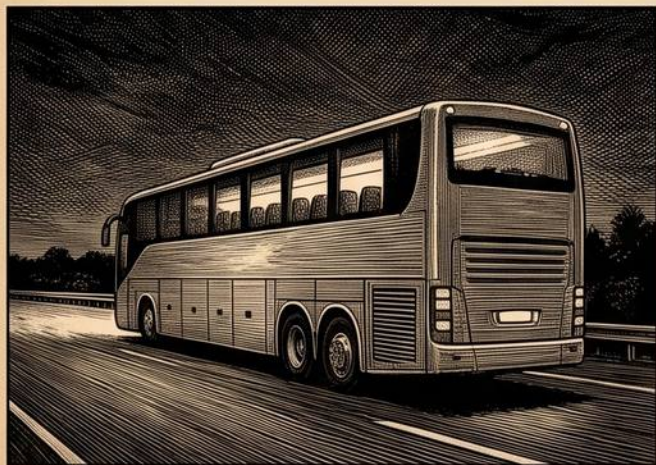
Connectivity is now a booking requirement, not a perk.

Starlink is among the most common client requests, with operators fitting satellite and multi-carrier cellular so streaming works nationwide.

Quoting entertainer work without an answer on connectivity is quoting the last decade.

Entertainer work is not charter work with beds in it. The hours, the insurance, the driver expectations and the client relationship are all different.

But a market where demand has outrun supply for years is worth understanding before deciding it is not for you.



Overnight between stops, and asleep by a schedule nobody else would recognize.

WHERE TO BE

The fall and winter calendar

September is quiet for our end of the industry. The big American gatherings sit in January and February, so get the dates down before the rooms go.

21 to 24 September — InnoTrans, ICC Berlin. Not a coach show, but where the technology that reaches our vehicles in five years gets shown first.

4 to 7 October — APTA TRANSform and EXPO, McCormick Place, Chicago.

6 to 9 October — AACA Eastern Fall Meet, Hershey, Pennsylvania.

20 to 22 October — Persontrafik, Stockholm.

17 to 20 January 2027 — UMA Motorcoach EXPO, San Antonio, Texas.

For the ones who keep the old iron running

Plenty of operators own something older than the coach they earn with, and there is a proper home for it. The Museum of Bus Transportation at the AACA Museum in Hershey has a full floor given to buses and coaches. Its annual Spring Fling is the bus event of the year for that crowd.

The AACA Eastern Fall Meet in October is not a bus show. It is one of the largest antique vehicle meets in the country, with something over 9,000 vendors. If you are chasing a part for something old, that flea market is where it is.

The BusBoys Vintage Bus Collection runs rallies and keeps a parts operation going. Dates move, so check their schedule.



The old iron comes out of the sheds in the fall.

TELL US WHAT WE MISSED

This calendar is only as good as what we can find. Know of a rally, a swap meet or a state association meeting that belongs in it? Send it and it goes in next month, with your name on it if you want it there.

YOUR HEALTH

You cannot run the company from a hospital bed

Sixty-nine percent of long-haul drivers are obese. Among working adults generally it is a third. Seventeen percent are severely obese against seven percent.

Sleep apnea runs at twenty-eight to fifty percent of drivers. More than half reported two or more of these.

High blood pressure.
Obesity.
Smoking.
High cholesterol.
Too little movement.
Under six hours of sleep.

It is not a mystery why.
Eleven hours in a seat.
Food from wherever you stopped.
A body clock that never settles.
And there is a business reason to care.

Blood pressure and sleep apnea are two of the things most likely to turn a turn a two-year DOT medical card into a three-month one, or end it.

If you are the owner and the driver, your medical certificate is your operating authority.

That is not a wellness wotness slogan. It is a single point of failure in the middle of your company.

Keeping drivers..., and keeping groups

A schedule they can plan a life around. Being told before the passengers are. Equipment that is not a fight. Somebody answering the phone at two in the morning.

What actually worked in the trial

A randomized trial of American truck drivers, the SHIFT study, produced real weight loss at six months.

The interesting part was what pre-predicted it. Not willpower. Not a gym.

Self-monitoring. Simply recording what you ate and what you weighed.

And when researchers asked drivers what stopped them, the answers were not about motivation either. They named access, time and cost.

Which means most of what follows is logistics rather than discipline.



Five stops is half a mile.

- 1. Walk the coach.** One slow lap at every stop. Five stops is half a mile you were not going to walk.
- 2. Stand and lean back.** Hands on hips, gentle backward lean, ten seconds, three times.
- 3. Hip flexor stretch.** Foot on the coach step, hips forward, thirty seconds each side.
- 4. Step-ups on the coach step.** Twenty of them, twice a day.
- 5. Shoulder rolls.** Ten forward, ten back, at every fuel stop.

What you carry with you, you control

On food, the access problem has one answer, and it is the one the drivers in these studies kept reaching for themselves.

What you carry with you, you control. A cooler packed at home decides your week before it starts. It is also the cheaper option, which answers the third barrier at the same time.



What you carry with you, you control.

For **blood sugar**, build meals around protein and fiber rather than something white and fast. Not virtue. They simply do not spike and crash you at three in the afternoon on the interstate.

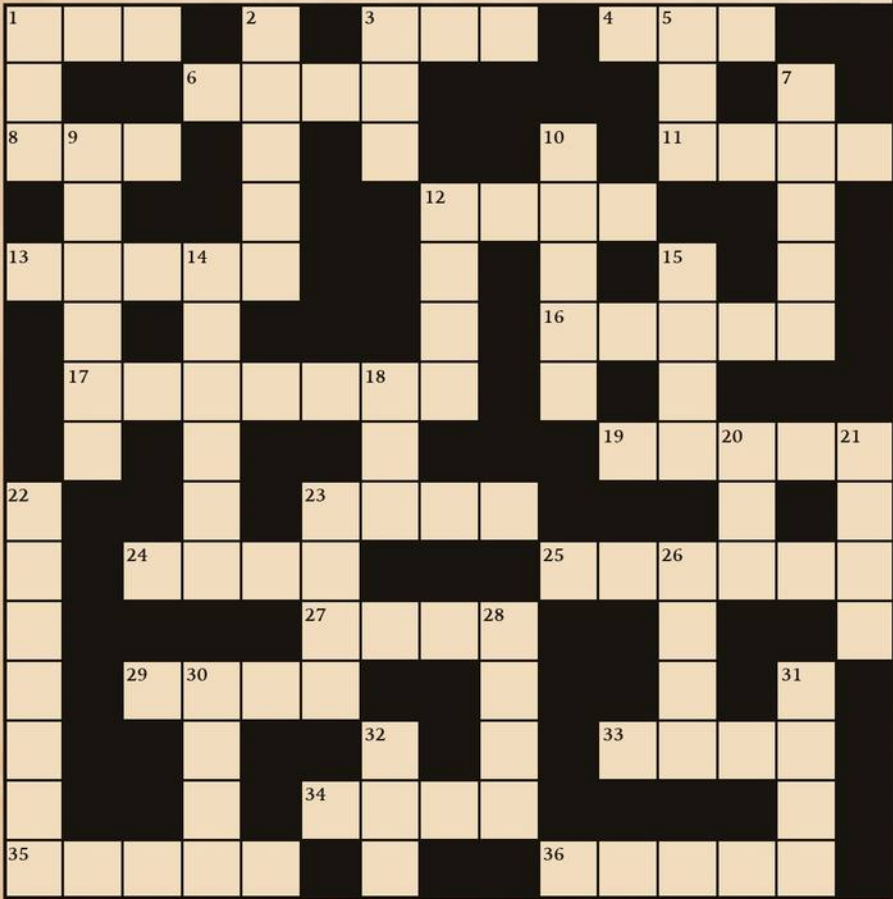
For **blood pressure**, salt is the one nearly everybody underestimates. Almost none of it comes from the shaker. It is me shaker. It is already in the sandwich, the soup and the sauces. On medication, a point the medical examiners make rather than us. Blood pressure controlled and documented is a completely different conversation at an DOT physical to blood pressure that was controlled until the prescription ran out in a town you were passing through.

Irregular schedules are precisely why drivers miss doses. The fix is usually a repeat prescription, an organizer and an alarm.

And on sleep apnea. If you snore heavily and wake tired no matter how long you were in the bunk, get tested before your next physical rather than at it.

THE DEPOT PUZZLER

THE CROSS-WORD



ACROSS

- 1 Household companion
- 3 Be in debt
- 4 Took first place
- 6 Two kinds. The polite one and the other one
- 8 Breakfast, and good for blood sugar
- 11 What the seat costs when it is sold by the seat
- 12 Passengers and bags together
- 13 Useless until the one morning it is not
- 16 Twenty dollars of it saves ten percent of your fuel
- 17 It rides in the sides, never the back
- 19 Two coaches is a start. Ten is this
- 23 Comfort, every two hours or so
- 24 Fifty-five of them, and the whole business
- 25 Fold it in for the narrow lane
- 27 Miss it in a 45-footer and you have a project
- 29 Marker, clearance or tail
- 33 A gallon an hour to go nowhere
- 34 How the lift earns its keep
- 35 Fifty of them applaud when you park
- 36 Usually the same person as the driver

DOWN

- 1 Diner dessert
- 2 See ENGINE. Still at the back
- 3 How many drivers most of these companies have
- 5 The opposite of on
- 7 Air, on a coach
- 9 The face of the thing
- 10 What the side bays are for
- 12 Stay in yours through the work zone
- 14 It lives at the back of a coach
- 15 The line on the quote nobody controls
- 18 Trust it when a quote feels wrong
- 20 Lend one to the group leader
- 21 At eighty percent pressure it costs you fuel
- 22 A trip booked whole, not sold by the seat
- 23 Where the first passenger checks their phone
- 26 What this paper is named after
- 28 One job, start to finish
- 30 Insurers count them. So do the tolls
- 31 Where the engine is
- 32 What you do standing up at the fuel island

THE DRIVER'S HOROSCOPE

WHAT THE ROAD HOLDS FOR YOU

- ARIES** — You will be first to the fuel island and last to be paid.
- TAURUS** — Someone will ask if the bus has a bathroom. It does. They will use it before the first exit.
- GEMINI** — Two groups will book the same Saturday. Only one of them called first. Neither will believe you.
- CANCER** — A passenger brings you a sandwich. Genuinely a good day.
- LEO** — You will be photographed beside your own coach by a stranger and it will be the best picture ever taken of it.
- VIRGO** — Your pre-trip finds the fault. Your afternoon does not thank you for it.
- LIBRA** — A group leader says we will only be twenty minutes. Mercury is not involved. This is simply what they say.

- SCORPIO** — The one time you skip the walkaround, a mirror goes.
- SAGITTARIUS** — A charter cancels. Two hours later a better one calis.
- CAPRICORN** — Your renewal arrives. Sit down first.
- AQUARIUS** — Somebody asks what you do. You say you own a bus. They ask if you can move a sofa.
- PISCES** — Fifty people applaud when you park. Take it. You earned it.

THE DISPATCH BOARD

Each letter stands for another, the same one all the way through.

X ZWCYU NXGU YCC RXLY
HL XTCYBUQ NXT'L LUXY

Hint — Æ X is A.

Answers on the back page.

THE DRIVERS' PAGE



Point your phone here.

This page belongs to you. Two minutes on your phone.

WHAT DO YOU WANT MORE OF?

Tick them on your phone in ten seconds.
Whatever wins goes in next month.

- ☐ Insurance —I what it costs, and how to pay less
- ☐ Federal rules, deadlines and what they mean for you
- ☐ Pricing —I what a day is actually worth
- ☐ Maintenance and mechanical
- ☐ Buying and selling coaches
- ☐ Driver health and staying on the medical card
- ☐ Entertainer and sleeper work
- ☐ School and student transportation
- ☐ Bookkeeping, taxes and the paperwork side
- ☐ Fuel, and how to burn less of it
- ☐ Profiles of other operators
- ☐ Puzzles and the funnies
- ☐ The calendar —Äi shows, rallies, association meetings
- ☐ Legal —Äi claims, contracts, what to do when it goes wrong
- ☐ Something else

HOW ARE WE DOING?

Is this paper worth your time?

- ☐ Yes ☐ No ☐ Not yet

Is it too long?

- ☐ Yes ☐ No ☐ About right

Would you show it to another operator?

- ☐ Yes ☐ No

INTRODUCE YOURSELF TO THE NATION

Who you are, where you run, what you drive, how long you have been at it. We print these. A name and a state is enough if that is all you want to give.

ANYTHING ELSE

A correction, an idea, a story, a complaint. Especially a complaint.

YOUR NUMBER IS YOURS.

When you are talking to another operator — asking about a part, answering a question, sorting out a rescue —Ä it all happens on the message board or in the app on your phone. You never have to give out your number to do any of it.

If you would rather be phoned, you can switch that on. Some operators want the call. That is your choice to make, not ours, and you can change it whenever you like.

Tap anywhere on this page, or scan the code at the top. It comes straight to me.

— J. Trip

FROM THE EDITOR'S DESK

Something bigger than I set out to build

The publisher writes.

I set out to build a community. Somewhere a few hundred owner-operators could find each other, swap what they knew, and stop working alone.

Station Bus Nation is turning into something bigger than that. I want to be straight about why. None of it is down to me. It is down to who started showing up.

What we are building now is a nation. Not just like-minded people, but enough of us, organized enough, to make some of the most profound changes this trade has ever seen. In how work is found. In what a day is worth. In what we pay to be insured. In. In room. In who gets heard when the rules are written.

And it is not only for the one-coach owner. The larger fleets stand to gain from it too. A trade where the small operator is not desperate is a trade where nobody has to race anybody to the bottom.

Let me say one thing plainly before anybody gets the wrong idea. This is not a union. There are no dues, no organizers, nobody bargaining on your behalf and nobody teino to haul. You run your own company and you always will.

What I am talking about is unity. Knowing each other. Helping each other. Sending work to each other. It is no more complicated than that, and it needs nobody's permission.

What I am talking about is unity. Knowing each other. Helping each other. Sending work to each other. It is no more complicated than that, and it needs nobody's permission.

What we have so far is a directory where every charter company on the East Coast can find each other, and it is expanding. A rescue board. A library of hard-won knowledge. No broker in the middle. No commission off the top. Your money never passes through us.

Operators facing the same exposure are even allowed to buy liability cover as one group. That has been legal since 1986. Doctors used it, truckers used it, and it is only one of the things open to us once we are organized.

Whether it works is an open question, and I would rather say that plainly in my own paper than have somebody say it for me. A list of thousands is not a nation. What is different here is mostly what is absent. No cut. No markup. No middleman.

Claiming your listing costs nothing at all.

The front page asked whether I will succeed. I cannot answer that, and neither can this paper. Thousands of you can.

I would be honored if you joined us and helped make a little history.

J. E. "JOE TRIP" REVELL



Station Bus Nation is published by BusTrusted LLC of Dover, Delaware, which also runs the directory described above. We thought you should know that from the first sentence rather than the last.

ANSWERS

THE DEPOT PUZZLER ~Σ CROSS-WORD

Across: PET, OWE, WON, HORN, EGG, FARE, LOAD, WIPER, GAUGE, LUGGAGE, FLEET, STOP, SEAT, MIRROR, EXIT, LAMP, IDLE, RAMP, RIDER, OWNER
Down: PIE, MOTOR, NUT, OUT, AIR, GRILLE, CARGO, LANE, ENGINE, FUEL, TIRE, CHARTER, STEP, ROAD, TRIP, AXLE

THE DISPATCH BOARD

A quote made too fast is another man's seat.

THE DRIVER'S LOG ~Σ WORD SCRAMBLE

Wheel ~Σ Mirror ~Σ Aisle ~Σ Luggage ~Σ Diesel ~Σ Grille ~Σ Charter

THE DRIVER'S LOG ~Σ DAILY RIDDLE

1. A coach. 2. Your afternoon. 3. The engine.

