

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**IN THE MATTER OF

SWITZER-CARTY TRANSPORTATION US, INC., ET AL.**

-- ACQUISITION OF CONTROL --

AGNES CORPORATION

DOCKET NO. MCF 21153

**VERIFIED APPLICATION UNDER 49 U.S.C. § 14303(a)
FOR APPROVAL OF THE ACQUISITION OF CONTROL OF AGNES
CORPORATION BY SWITZER-CARTY TRANSPORTATION US, INC.**

Switzer-Carty Transportation US, Inc., a noncarrier ("SCT-US", and, together with its shareholders as described below, each an "Applicant", and, collectively, the "Applicants"), respectfully submits this Application under 49 U.S.C. § 14303 and the Surface Transportation Board ("STB" or the "Board") regulations at 49 C.F.R. Part 1182 (this "Application") 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 SCT-US of Agnes Corporation ("Agnes"), a noncarrier that serves as a holding company for several regulated passenger motor carriers, as further detailed below.

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I. Parties of the Contemplated Transaction, Pertinent Operating Authorities, and USDOT Safety Fitness Ratings (49 C.F.R. § 1182.2(a)(1) and (2)).¹

A. SCT-US. SCT-US is a corporation organized under the laws of the state of Delaware. The address of the headquarters of SCT-US is 1006 Plains Rd. E., Burlington, Ontario L7T 4K2, Canada. SCT-US is a holding company formed by the shareholders of SCT-US's Canadian affiliate entity, Switzer-Carty Transportation Services, Inc. ("SCT-CA") (further described below), for the purpose of effectuating the Contemplated Transaction. An organizational chart depicting SCT-US, SCT-CA and its subsidiaries, and the shareholders of SCT-CA and SCT-US, is attached hereto as Exhibit A. A chart summarizing the stock ownership of SCT-US, which is substantially the same as that of SCT-CA, is attached hereto as Exhibit B. A brief description of each shareholder is provided below. The authorized signature on behalf of the Applicants is set forth in the Verification of Applicants in Section XIII of this Application. None of the Applicants have interstate carrier authority, a United States Department of Transportation ("USDOT") Number, or a USDOT Safety Rating.

1. The Manufacturers Life Insurance Company. The Manufacturers Life Insurance Company, a federally incorporated Canadian corporation, is a wholly owned subsidiary of Manulife Financial Corporation, a Canadian public company ("Manulife"). Headquartered in Toronto, Canada, Manulife is a leading international financial services group that provides diverse insurance, investment, and wealth management services to over 37 million customers globally. Manulife employs over 37,000 individuals and manages a vast investment portfolio. The Manufacturers Life Insurance Company ultimately owns an approximate 49.5% voting interest and 49.9% capital interest in SCT-US.

¹ This Application is organized to follow the elements set forth in the applicable rules of the Board at 49 C.F.R. § 1182.2(a).

2. Terramont SC Aggregator L.P. Terramont SC Aggregator L.P. is a Delaware limited partnership. Its limited partners are Terramont Infrastructure Aggregator L.P. and Terramont SC Co-Invest, L.P., both Delaware partnerships and ultimately owned by Terramont Infrastructure Management LLC, a Delaware limited liability company that provides financial advisory services (collectively with Terramont SC Aggregator L.P., “Terramont”). Terramont is headquartered in New York, New York and specializes in middle-market infrastructure businesses, including transportation, digital services, and energy. Terramont ultimately owns an approximate 39.59% voting interest and 32.6% capital interest in SCT-US.

3. Siemens Financial Ltd. Siemens Financial Ltd., a federally incorporated Canadian corporation, is a Canadian subsidiary of Siemens AG (“Siemens”), a German company headquartered in Munich, Germany. Siemens is a global technology conglomerate focused on industry, infrastructure, transportation, and healthcare. Siemens Financial Ltd. acts as a financing arm of Siemens and offers financing solutions to an array of businesses. Siemens Financial Ltd. ultimately owns an approximate 10.91% voting interest and 10.1% capital interest in SCT-US.

4. NST Holdings Inc. NST Holdings Inc. (“NST”) is the Ontario private holding corporation of Nicholas McRae, a senior executive of SCT-CA. NST owns an approximate 2.3% capital interest in SCT-US.

5. Hurds Lake Investments LLC. Hurds Lake Investments LLC (“Hurds”) is the Delaware limited liability company of Douglas Carty, a co-founder SCT-CA. Hurds owns an approximate 1.5% capital interest in SCT-US.

6. Switzer Family Trust. Switzer Family Trust is an Ontario trust established by James Switzer, a co-founder of SCT-CA. Switzer Family Trust owns an approximate 3.7% capital interest in SCT-US.

B. Affiliates of SCT-US. Collectively, the shareholders of SCT-US ultimately own and control Switzer-Carty Transportation, Inc. (“SCT-CA”), a Canadian corporation that primarily provides school bus transportation services under contracts with school districts in Canada.² In addition to student transportation, SCT-CA occasionally uses its buses for charter and other contract bus services. In providing its services, SCT-CA utilizes approximately 2,415 passenger carrying vehicles and employs approximately 2,525 drivers. Nevertheless, because SCT-CA operates exclusively within Canada, it is not subject to the STB’s general jurisdiction under 49 U.S.C. § 13501. Accordingly, SCT-CA does not have interstate passenger motor carrier authority in the United States. SCT-CA wholly owns and controls two subsidiaries, 417 Bus Line Ltd. (“417BL”) and Switzer-Carty Property Inc. (“SCP”).

1. 417BL. 417BL is an Ontario corporation that provides public passenger charter and tour services to groups and organizations primarily in Canada. While 417BL operates primarily in southeastern Ontario and southern Quebec, it also provides motor coach tour services involving interstate travel in the United States, primarily in New York, Pennsylvania, and New Jersey. 417BL is assigned USDOT Number 523518. 417BL has interstate passenger motor carrier authority under Federal Motor Carrier Safety Administration (“FMCSA”) Docket No. MC-262861 and has a USDOT Safety Rating of “Satisfactory.” 417BL maintains a fleet of approximately 27 coaches and employs approximately 40 drivers. Other than 417BL and one of Agnes’ subsidiaries (described in detail below), there are no other passenger carriers with regulated interstate operations involved with this Application.

² As a majority of the shares of SCT-CA and SCT-US are held by entities involved primarily in investment and investment management activities, such entities maintain varying interests in several other entities that are not interstate passenger motor carriers, and are not affiliated with SCT-CA and SCT-US. Other than SCT-CA and SCT-US, there are no other entities which are owned and controlled by the same group of shareholders.

2. SCP. SCP is an Ontario corporation that owns and leases real property located in Canada. SCP is not a passenger motor carrier and does not have a USDOT Number, FMCSA Docket Number, or Safety Rating.

C. Agnes. Agnes is a Minnesota corporation incorporated in 1991. Its headquarters is located at 1145 Park Drive, Owatonna, Minnesota 55060. Agnes is the holding company for several family-owned and operated motor carriers that primarily provide contract school bus transportation services, serving approximately ten school districts and schools/universities in the state of Minnesota, and one school district in the state of Iowa.³ Agnes does not have a USDOT Number, FMCSA Docket Number, or Safety Rating. An organizational chart depicting Agnes and each of its subsidiaries is attached as Exhibit C.⁴ The school bus transportation services provided by Agnes' subsidiaries currently represent over 90% of the group's annual revenue. A wholly owned subsidiary of Agnes, Cavalier Coaches, Inc. ("Cavalier"), provides public charter and contract shuttle passenger motor carrier services, including interstate passenger transportation service primarily in the state of Minnesota (the "Agnes Service Area"). A chart detailing the address, USDOT Number and authorities held by each of Agnes' subsidiaries, including Cavalier, is attached as Exhibit D.⁵ In addition to its interstate passenger motor carrier authority, Cavalier also holds intrastate passenger motor carrier authority issued by the Minnesota Department of Transportation under MnDOT Number 150681. In its collective operations (including

³ Agnes' subsidiary North Iowa Bus Company, Inc., is responsible for all transportation services provided in Iowa. The remainder of Agnes' subsidiaries provide transportation services within Minnesota.

⁴ Note that one of Agnes' subsidiaries, Pinicon Services, Inc., provides USDOT-regulated and non-regulated drug and alcohol testing, and does not provide transportation services. Despite not providing any transportation services, Pinicon Services, Inc. is included in the organizational chart attached as Exhibit C for completeness' sake.

⁵ The SAFER website of the FMCSA incorrectly reflects that St. Louis Park Transportation, Inc., holds interstate passenger motor carrier authority under FMCSA Docket No. MC-541036. St. Louis Park Transportation, Inc., previously held such authority under that FMCSA Docket No.; however, such authority was voluntarily revoked effective April 29, 2020.

Cavalier), Agnes' subsidiaries utilize a fleet of approximately 375 vehicles, of which approximately 330 are school buses and 45 are motor coaches, vans, and other miscellaneous vehicles, and Agnes and its subsidiaries employ approximately 410 drivers. The operations of Cavalier entail the use of approximately 20 passenger vehicles, (the majority of which are motor coaches) and the employment of approximately 48 drivers.

Agnes is controlled and owned by eight individuals (each, a "Seller" and collectively, the "Sellers"), each of whom is a citizen and resident of the United States. Ann T. Casey, a Seller and the President of Agnes, has provided her authorized signature on behalf of Agnes in the Verification of Agnes in Section XIII of this Application.

II. Description of the Contemplated Transaction (49 C.F.R. § 1182.2(a)(3)).

The event triggering STB jurisdiction is the contemplated acquisition of all of the issued and outstanding stock, of all classes, of Agnes by SCT-US, the effect of which will be to place Agnes under the control of the shareholders of SCT-US which are the same shareholders as those of SCT-CA. As such, STB's jurisdiction is invoked by 49 U.S.C. § 14303(a)(5), as the Contemplated Transaction involves "acquisition of control of a carrier (i.e., Agnes) by a person that is not a carrier but that controls any number of carriers (i.e., the shareholders of SCT-US that, collectively, ultimately control 417BL through SCT-CA)." 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. Other Federally Regulated Carrier Affiliates (49 C.F.R. § 1182.2(a)(4)).

As described above, other than 417BL and Agnes' subsidiary, Cavalier, there are no carriers with regulated interstate operations involved in this Application. As previously

noted, an organizational chart depicting SCT-US, SCT-CA and its subsidiaries, and the shareholders of SCT-CA and SCT-US, is attached as Exhibit A, and an organizational chart depicting Agnes and its subsidiaries is attached as Exhibit C.

IV. Jurisdictional Statement – Revenues (49 C.F.R. § 1182.2(a)(5)).

The STB has jurisdiction over this matter under 49 U.S.C. § 14303(g), because the aggregate gross operating revenues of 417BL and Agnes and its subsidiaries exceed \$2 million during the 12-month period immediately preceding the filing of this Application.

V. Environmental Impact (49 C.F.R. § 1182.2(a)(6)).

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. The Contemplated Transaction is merely a change in control of carriers that already provide regular bus transportation services. No significant operational changes are anticipated at the current time and, therefore, no environmental impact is expected.⁶

VI. Public Interest Considerations (49 C.F.R. § 1182.2(a)(7)).

The Board “shall approve and authorize a transaction” when it finds that the transaction is “consistent with the public interest.” 49 U.S.C. § 14303(b). The statutory factors the Board must consider are the “adequacy of transportation to the public,” “total fixed charges that result...” and the “interest of carrier employees affected...” *Id.*

A. Adequacy of Transportation Services. The Contemplated Transaction is not expected to have a material, detrimental impact on the adequacy of transportation services available for the public in the Agnes Service Area. Applicants anticipate that services available to the public will be improved as operating efficiencies are realized and potential

⁶ The Board has found similar transactions to be categorically excluded from environmental review under 49 C.F.R. § 1105.6(c). See, e.g., *All Aboard Americal Holdings, Inc. – Acquisition of Control – Lux Bus America Co.*, STB Finance Docket No. MCF 21082, at 5 (STB served Sept. 21, 2018). Section 1105.6(c) categorically excludes Section 14303 transactions that do not implicate operational changes that exceed certain specified thresholds.

additional services and capacity are made available. Given their contractual nature, the services currently provided by Agnes's subsidiaries are expected to continue for the foreseeable future and will be provided under the same names used prior to the Contemplated Transaction. Agnes' subsidiaries will continue to operate, but going forward, will simply be operating under the ultimate control of Applicants, who are thoroughly experienced in passenger transportation operations. In addition, current key Agnes management personnel are expected to remain employed by Agnes or one or more of its subsidiaries. As a result, the Contemplated Transaction is expected to result in improved operating efficiencies, increased equipment utilization rates, and cost savings, all of which will help to ensure the continued provision of adequate service to the public by Agnes' subsidiaries.

The acquisition of control of Agnes by Applicants will also serve to enhance the viability of the Applicants' controlled regulated motor carrier, 417BL. The continued viability of 417BL assures the continued availability of adequate passenger transportation service for the public in the areas served by 417BL, as well as, following the Contemplated Transaction, the Agnes Service Area.

B. Fixed Charges. The Contemplated Transaction will increase fixed charges, in the form of interest expense to SCT-US, because funds will be borrowed to assist in the financing of the Contemplated Transaction. However, such an increase will not impact the provision of transportation services to the public.⁷

C. Employee Interests. It is the current intention of Applicants to continue the existing operations of Agnes and its subsidiaries and, as such, the Contemplated Transaction

⁷ The Board has approved transactions that use debt financing in the past, despite some increase to interest expense. See, e.g., *FlixBus SE, et al. – Control – Pacific Northwest Bus LLC*, STB Docket No. 21142, at 4 (served March 13, 2026); *TIP Minnesota Coaches Acquisition LLC, et al., – Acquisition of Control – Marshall Line, Inc., et al.*, STB Docket No. 21127 (served January 8, 2025); and *Van Pool Transportation LLC and Avalon Motor Coaches, LLC – Acquisition of Control – Rose Chauffeured Transportation, Inc.*, STB Docket No. 21128, at 6 (served January 10, 2025).

is not expected to have substantial impacts on employees or labor conditions. Applicants do not anticipate a measurable reduction in force or changes in compensation levels and/or benefits.

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 such 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 the 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 *Van Pool Transportation LLC and AG Van Pool Holdings, LP – Acquisition of Control – Specialty Transportation, Inc.*, STB Docket No. 21146 (served April 17, 2026); *TBL Group, Inc. – Acquisition of Control – Reston Limousine & Travel Service, Inc.*, STB Docket No. MCF 21126 (Served February 14, 2025); and *Winthrop Sargent, John Cogliano, and Paul Fuerst – Acquisition of Control – Plymouth and Brockton Street Railway Company, Brush Hill*

Transportation Company, and McGinn Bus Company, Inc., STB Docket No. MCF 21089, (served January 3, 2020).

The demand for school bus, charter, and shuttle transportation services in the Agnes Service Area is strong and is expected to remain so in the foreseeable future. Minnesota, the primary area served by Agnes and its subsidiaries, has a population of almost 6 million people and serves as a major hub in the Midwest. While demand for passenger motor carrier services is strong, there is significant competition in the Agnes Service Area for the services offered by Agnes.

The school bus transportation market is very competitive in the Agnes Service Area, and there are a large number of school bus services providers in that market area. Competitors of Agnes for school bus services include local, regional and national providers, such as Palmer Bus Service, Northstar Bus Lines, Monarch Bus Service, Minnesota Central School Bus, Elite School Transportation, Pride Transportation Bus Service, Superior Transportation Services, and American Student Transportation.

In regard to passenger charter and shuttle services, Agnes' coach transportation subsidiary, Cavalier, competes directly with other similar service providers in the Agnes Service Area, such as Minnesota Coaches, Lorenz Bus Service, LCS Coaches, Voigt's Bus Service, Southwest Coaches, Richfield Bus Company, Voyager Bus Co, and Lake Crystal Coaches. There are also a number of passenger transportation arrangers or brokers for charter services that operate within the Agnes Service Area. Moreover, passenger motor coach charter providers, including Cavalier, are also in competition with scheduled rail transportation and airlines within the Agnes Service Area.

The Agnes Service Area is geographically dispersed from the areas serviced by SCT-US's affiliate motor carrier, 417BL, regarding interstate charter service offerings, and there is little-to-no overlap in the service areas and no overlap in the customer bases among such

carriers in that regard. In addition, the Agnes Service Area is geographically dispersed from the areas serviced by SCT-CA in that SCT-CA's school bus operations are all within Canada. 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.

Board approval of this Application will allow the acquisition of control of Agnes 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).⁸

VII. Safety Fitness Certification (49 C.F.R. § 1182.2(a)(8)).

Applicants hereby certify, and as stated above, the USDOT Safety Rating for 417BL, the only affiliated motor carrier of SCT-US with regulated interstate operations involved in this Application, is "Satisfactory". Sellers certify that the Safety Rating of Cavalier, the only subsidiary of Agnes with interstate operations, is "Satisfactory".

VIII. Insurance Certification (49 C.F.R. § 1182.2(a)(9)).

Each of the motor carriers subject to FMCSA insurance requirements and involved in this Application now satisfy, and after Board approval of this Application, will continue to satisfy FMCSA requirements relating to adequate security for the public.

⁸ 49 U.S.C. § 14303(f) provides that "A carrier or corporation participating in or resulting from a transaction approved by the [Surface Transportation] Board under this section, or exempted by the Board from the application of this section pursuant to section 13541, 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. A carrier, corporation, or person participating in the approved or exempted transaction is exempt from the antitrust laws and from all other law, including State and municipal law, as necessary to let that person carry out the transaction, hold, maintain, and operate property, and exercise control or franchises acquired through the transaction."

IX. Mexico Certification (49 C.F.R. § 1182.2(a)(10)).

Applicants, being the sole party acquiring operating rights through the Contemplated Transaction, certify that no party acquiring any operating rights through the Contemplated Transaction is either domiciled in Mexico or owned or controlled by persons of that country.

X. No Individuals Holding Operating Authority (49 C.F.R. § 1182.2(a)(11)).

The Contemplated Transaction does not involve the transfer of operating authority to an individual who will hold the authority in his or her name.

XI. Exempt Transaction under Federal Premerger Notification Laws.

Pursuant to 15 U.S.C. § 18a(c)(6), this Application and copies of all other information and documentary material filed with the Board in connection with the Contemplated Transaction are being filed with the United States Federal Trade Commission and the Antitrust Division of the United States Department of Justice in keeping with the Contemplated Transaction's status under the regulated-industry provisions of that statute.

XII. 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.

XIII. Verification.

The verifications of Applicants and Agnes and Sellers are as follow.

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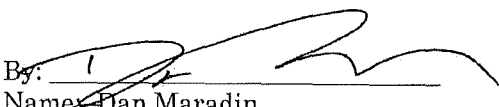
VERIFICATION

The undersigned verifies under penalty of perjury under the laws of the United States of America, that all information supplied in connection with this Application relevant to all the Applicants is true and correct. Further, the undersigned is qualified and authorized on behalf of all the Applicants to submit this verification and file this Application. The undersigned knows that willful misstatements 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.

“Applicant”

Switzer-Carty Transportation US, Inc.

Dated: July 23 2026

By: 

Name: Dan Maradin

Title: President & CEO

VERIFICATION

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 Agnes and Sellers in connection with this Application is true and correct. Further, the undersigned with respect to Agnes and Sellers, respectively, is qualified and authorized on behalf of Agnes and Sellers, respectively, to submit this verification and authorize the filing of this Application. The undersigned further certifies under penalty of perjury under the laws of the United States of America, that the undersigned knows that willful misstatements 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.

"Agnes"

Agnes Corporation

Dated: 7/10/26

By: Ann T Casey

Name: Ann T. Casey

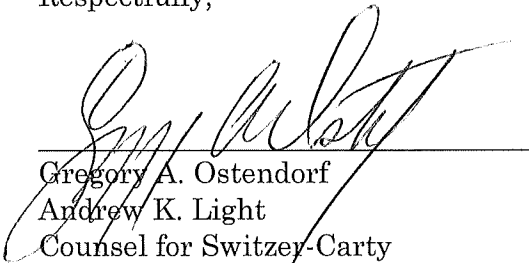
Title: President

XIV. Applicant Legal Counsel.

Switzer-Carty Transportation US, Inc.

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Andrew K. Light
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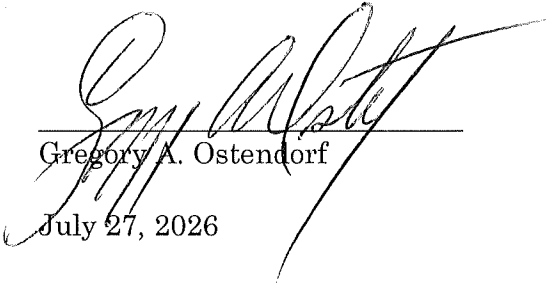
Respectfully,



Gregory A. Ostendorf
Andrew K. Light
Counsel for Switzer-Carty
Transportation US, Inc.

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 U.S. first-class mail on each state regulatory body for each state in which intrastate operations are affected by the Contemplated Transaction. I further certify that as required by 15 U.S.C. § 18a(c)(6), I have also served a copy of the foregoing Application, and copies of all other information and documentary material filed with the Surface Transportation Board in connection with the Contemplated Transaction, via email on the United States Federal Trade Commission and the Antitrust Division of the United States Department of Justice.



Gregory A. Ostendorf

July 27, 2026

Exhibit A

Entities Chart – SCT-US and SCT-CA

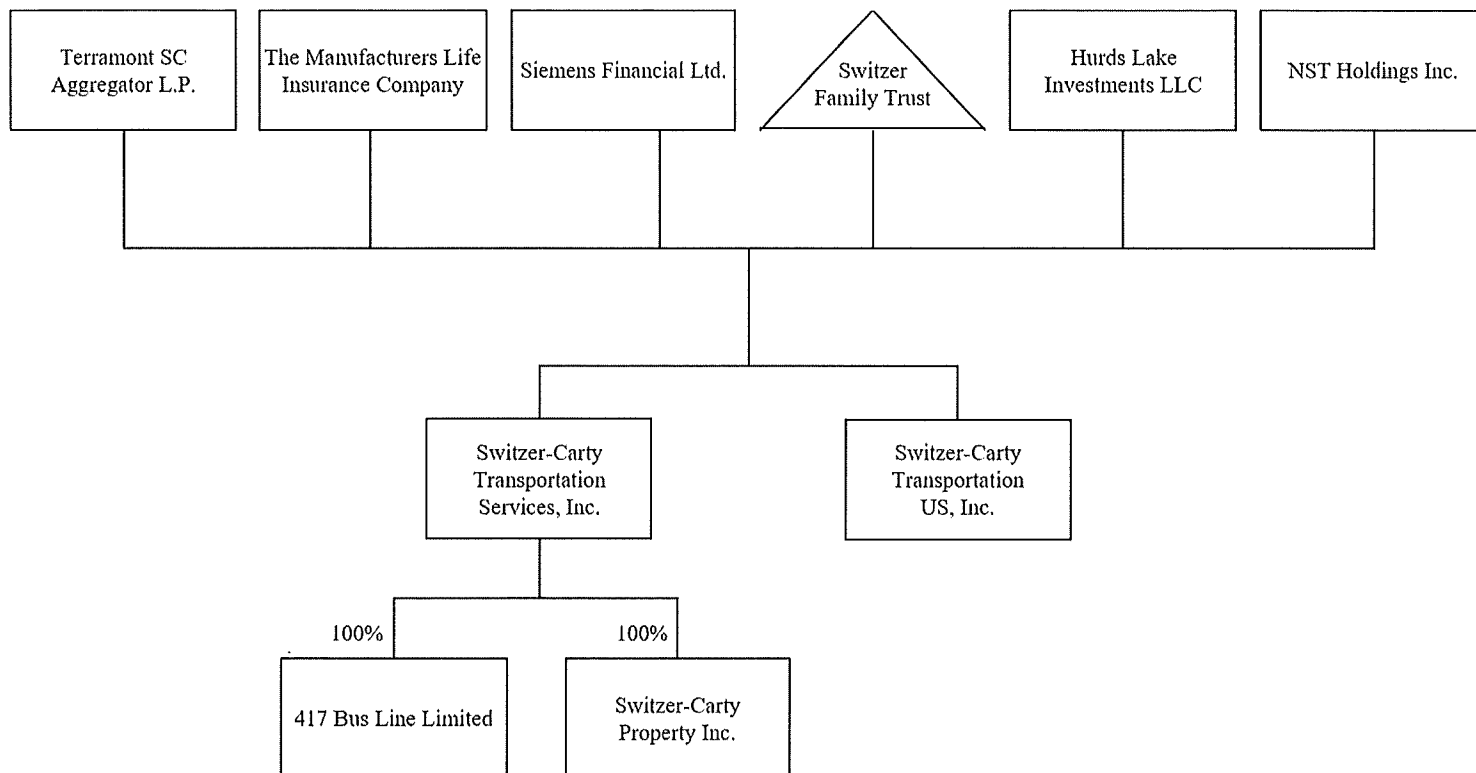


Exhibit B

Share Ownership of SCT-US

Entity Name	Number of Shares Owned	Percentage Voting Ownership
Terramont SC Aggregator L.P.	4,419.58	32.59
The Manufacturers Life Insurance Company	6,763.81	49.88
Siemens Financial Ltd.	1,366.43	10.08
Switzer Family Trust	500	3.69
Hurds Lake Investments LLC	200	1.48
NST Holdings Inc.	309.51	2.28
TOTAL	13,559.33	100%

Exhibit C

Entities Chart – Agnes and subsidiaries

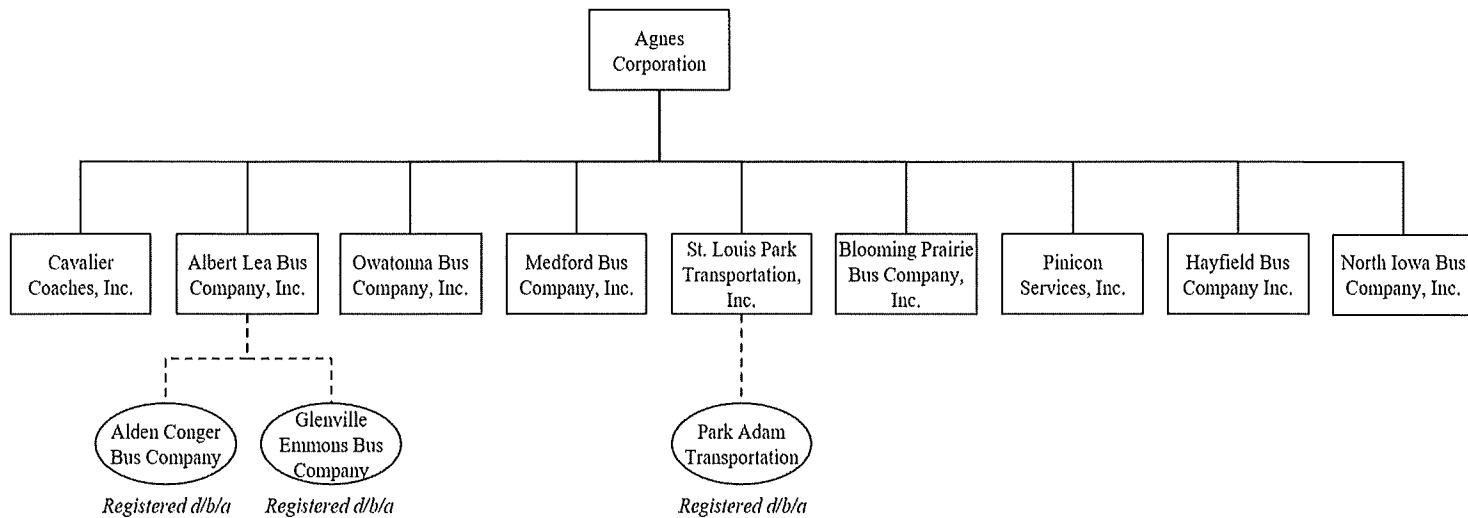


Exhibit D

Summary of Authorities – Applicable Agnes subsidiaries

Entity Name and Address	USDOT No.	FMCSA Docket No.	USDOT Safety Rating	Minnesota DOT No.
Cavalier Coaches, Inc. 1145 Park Drive Owatonna, MN 55060	230841	MC-178731	Satisfactory	150681
Albert Lea Bus Company, Inc. 1407 St. John Ave. Albert Lea, MN 56007	881362	None	Satisfactory	247344
Owatonna Bus Company, Inc. 1145 Park Drive Owatonna, MN 55060	1711596	None	None	134450
St. Louis Park Transportation Inc. 2211 Edgewood Ave. S. St. Louis Park, MN 55426	1000013	MC-541036	None	None
Blooming Prairie Bus Company, Inc. 602 Hiway Avenue South Blooming Prairie, MN 55917	2251967	None	None	None
Medford Bus Company PO Box 583 Owatonna, MN 55060	None	None	None	None
Hayfield Bus Company Inc. PO Box 583 Owatonna, MN 55060	None	None	None	None
North Iowa Bus Company, Inc. PO Box 1561 Mason City, IA 50402	None	None	None	None
Pinicon Services, Inc. 2101 15 th St. SW Mason City, IA 50401	None	None	None	None