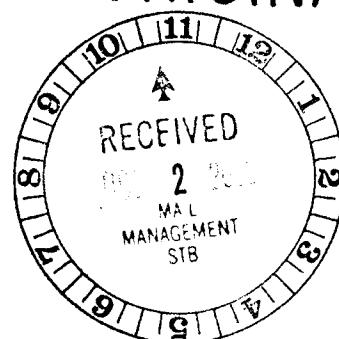


(19988)

LAW OFFICES
FRITZ R. KAHN, P.C.
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WASHINGTON, D.C. 20036-1601
(202) 263-4152
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ORIGINAL



September 28, 2000

Hon. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW (7th fl.)
Washington, DC 20423-0001

Dear Secretary Williams:

this refers to the Decision of the Board in STB Docket No. MC-F-20940, Laidlaw Inc. and Laidlaw Transit Acquisition Corp.-- Merger--Greyhound Lines, Inc., the responsive Comments of Laidlaw Inc. and Greyhound Lines, served September 1, 2000, and their supplemental submission, filed September 22, 2000.

Further supplementing their filings, Laidlaw Inc. and Greyhound Lines, Inc., herewith submit eleven copies of Greyhound's Form 8-K, filed with the SEC as of September 22, 2000, and Laidlaw's press release, dated September 26, 2000.

An additional copy of this letter and its attachments are enclosed for you to stamp to acknowledge your receipt of them and to return to me in the enclosed stamped and self-addressed envelope.

If you have any question concerning the foregoing which you believe I may be able to answer or if I otherwise can be of assistance, please let me know.

Sincerely yours,


Fritz R. Kahn

cc: Office of the G.C., DOT
F.M.C.S.A., DOT
Antitrust Div., D. of J.
T. C. Knappen, Esq.
Mark E. Southerst, Esq.

UNITED STATES SECURITIES AND EXCHANGE COMMISSION
WASHINGTON, D.C. 20549



Form 8-K
CURRENT REPORT

Pursuant to Section 13 or 15(d) of the Securities Exchange Act of 1934

September 22, 2000

Date of Report (Date of earliest event reported)

Commission file number 1-10841

GREYHOUND LINES, INC.

and its Subsidiaries identified in Footnote (1) below
(Exact name of registrant as specified in its charter)

Delaware
(State or other jurisdiction of
incorporation or organization)

86-0572343
(I.R.S. employer
identification no.)

15110 N. Dallas Parkway, Suite 600
Dallas, Texas
(Address of principal executive offices)

75248
(Zip code)

(972) 789-7000
(Registrant's telephone number, including area code)

None
(Former name, former address and former fiscal year, if changed since last report)

Co-Registrants

This Form 8-K is also being filed by the following entities. Except as set forth below, each entity has the same principal executive offices, zip code and telephone number as that set forth for Greyhound Lines, Inc. on the cover of this report:

<u>Name</u>	<u>Commission File No.</u>	<u>I.R.S. Employer Identification No.</u>	<u>Jurisdiction Of Incorp.</u>
Atlantic Greyhound Lines of Virginia, Inc.	333-27267-01	58-0869571	Virginia
GLI Holding Company	333-27267-04	75-2146309	Delaware
Greyhound de Mexico, S.A. de C.V.	333-27267-05	None	Republic of Mexico
Sistema Internacional de Transporte de Autobuses, Inc.	333-27267-08	75-2548617	Delaware
Texas, New Mexico & Oklahoma Coaches, Inc. 1313 13th Street Lubbock, Texas 79408 (806) 763-5389	333-27267-10	75-0605295	Delaware
T.N.M. & O. Tours, Inc. (Same as Texas, New Mexico & Oklahoma Coaches, Inc.)	333-27267-11	75-1188694	Texas
Vermont Transit Co., Inc. 345 Pine Street Burlington, Vermont 05401 (802) 862-9671	333-27267-12	03-0164980	Vermont

GREYHOUND LINES, INC. AND SUBSIDIARIES

ITEM 5. OTHER EVENTS

Laidlaw Inc. ("Laidlaw"), the parent of Greyhound Lines, Inc. ("Greyhound") announced that, as a result of ongoing discussions with its banks and debenture holders, Laidlaw anticipates that it will obtain secured financing facilities, which will be sufficient to satisfy its projected seasonal and ongoing working capital needs, as well as its near-term capital expenditure needs.

Laidlaw has been discussing financing arrangements, which would provide one or more of the following, each of which is subject to negotiations and execution of definitive documentation:

- Up to a \$200 million revolving credit facility and a \$50 million sub-facility for letters of credit (LOCs) for Laidlaw from a group of financial institutions led by Canadian Imperial Bank of Commerce.
- Up to a \$125 million revolving facility with a \$25 million LOC sub-facility for Greyhound from Foothill Capital Corporation.
- An accounts receivable securitization transaction, which will provide up to \$150 million.

Laidlaw is soliciting the consent of holders of Laidlaw's debentures to waive compliance with certain provisions of the indentures relating to the incurrence of secured indebtedness, thus allowing these new financing facilities to be put in place.

Should Greyhound close the Foothill facility or otherwise elect not to enter into the banking-syndicate facility, the bank facility would be reduced by an amount to be agreed upon. In addition, Greyhound has entered into a commitment for an alternate short-term facility that does not require the consent of holders of Laidlaw's debentures.

In addition to the consent of the debenture holders, Laidlaw is seeking the consent of the lenders under its syndicated bank facility to complete the foregoing financing transactions.

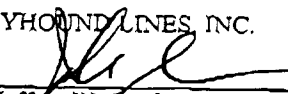
This Form 8-K contains forward-looking statements that involve a number of risks and uncertainties. Among the important factors that could cause actual results to differ materially from those indicated by such forward-looking statements are competitive pressures, changes in pricing policies, business conditions in the marketplace, general economic conditions, cooperation of lenders and debt security holders, negotiation and execution of definitive documentation for the financing facilities and the risk factors detailed from time to time in Greyhound's periodic reports and registration statements filed with the Securities and Exchange Commission

SIGNATURES

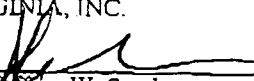
Pursuant to the requirements of the Securities Exchange Act of 1934, the Registrant has duly caused this report to be signed on its behalf by the undersigned thereunto duly authorized.

Date: September 22, 2000

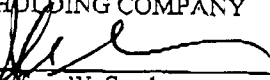
GREYHOUND LINES, INC.

By: 
Jeffrey W. Sanders
Senior Vice President and Chief Financial Officer

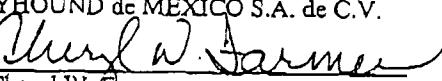
ATLANTIC GREYHOUND LINES OF VIRGINIA, INC.

By: 
Jeffrey W. Sanders
Senior Vice President and Chief Financial Officer

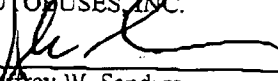
GLI HOLDING COMPANY

By: 
Jeffrey W. Sanders
Senior Vice President and Chief Financial Officer

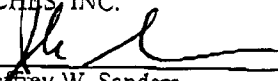
GREYHOUND de MEXICO S.A. de C.V.

By: 
Cheryl W. Farmer
Examiner

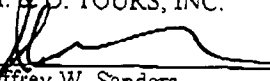
SISTEMA INTERNACIONAL de TRANSPORTE de AUTOBUSES, INC.

By: 
Jeffrey W. Sanders
Senior Vice President and Chief Financial Officer

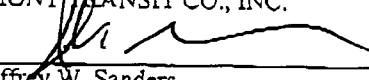
TEXAS, NEW MEXICO & OKLAHOMA COACHES, INC.

By: 
Jeffrey W. Sanders
Senior Vice President and Chief Financial Officer

T.N.M. & O. TOURS, INC.

By: 
Jeffrey W. Sanders
Senior Vice President and Chief Financial Officer

VERMONT TRANSIT CO., INC.

By: 
Jeffrey W. Sanders
Senior Vice President and Chief Financial Officer

**Laidlaw Urges Bondholder Support
Seeks to Establish Secured Credit Facility**

Burlington, Ontario...September 26, 2000. During a conference call held this afternoon with holders of Laidlaw Inc. (NYSE:LDW; TSE:LDM) bonds, Mr. Stephen Cooper, vice chairman of Laidlaw's board of directors and chief restructuring officer discussed the benefits of achieving bondholder consent to permit the establishment of secured financing facilities for the company. During Mr. Cooper's discussion and in response to questions from bondholders, the following topics, among others, were discussed.

Laidlaw expects earnings before interest, taxes, depreciation and amortization (EBITDA) for the fiscal year ended August 31, 2000 to be approximately \$575 million -- \$450 million from its continuing school bus and Greyhound businesses and \$125 million from its discontinued healthcare operations. For FY 2001 it expects approximately \$575 million -- \$440 million from its continuing school bus and Greyhound businesses and \$135 million from discontinued operations for the full fiscal year. Free cash flow (EBITDA less sustenance capital) is expected to be approximately \$330 million for FY 2000 and for FY 2001, \$250 to \$275 million including \$40 million of free cash flow from Greyhound and approximately \$90 million free cash flow from discontinued businesses (assuming such discontinued businesses are not sold during FY 2001). The company continues to pursue alternatives with respect to its previously announced decision to sell American Medical Response (AMR) and EmCare -- its discontinued healthcare-related businesses. Subject to adequate financing being in place, Laidlaw intends to escrow any net proceeds received from sales of such businesses for distribution to the company's creditors as part of its restructuring. While there are no assurances, the company is hopeful that the sale of AMR will be finalized during the first quarter of calendar year 2001.

Laidlaw traditionally has high working capital needs in the fall as the school bus business starts up and Greyhound Lines experiences a seasonal slowdown between Labor Day and Thanksgiving. The company therefore needs a credit facility upon which it can draw during its fall quarter. Laidlaw says its interim working capital needs can be met if the bondholders consent to the bridge facility and the Greyhound facility and both facilities are entered into, thereby providing financing

arrangements totaling \$275 million as outlined in the company's news release of September 20, 2000. If the bondholders consent to both proposals and both proposals are entered into, the bridge facility would be reduced from \$200 million to \$150 million.

Laidlaw believes these secured financings, if approved by the bondholders, will be sufficient to meet day-to-day obligations and fund anticipated capital expenditures through March 31, 2001, which is the anticipated period needed for the company to arrange for a viable, long-term capital structure through a consensual process. In the event the company is unable to secure these financings or obtain other sources to finance Greyhound, Greyhound may not be able to pay the \$8.6 million coupon payable on October 15 on its 11 ½ % Senior Notes due 2007. Mr. Cooper indicated that the current intercompany indebtedness between Greyhound and Laidlaw is approximately \$70 million.

Mr. Cooper said the company has canvassed alternatives to the proposed financings including a filing under the provisions of Chapter 11 of the U.S. Bankruptcy Code and, in Canada, under the Companies Creditors' Arrangement Act. For a variety of factors discussed during the conference call, the company estimates that it would need debtor-in-possession financing of up to \$750 million if the company pursued an in-court restructuring.

"We believe Laidlaw's strong annual cash flows argue fundamentally against the expense and considerable loss of value which could be experienced in a filing at this stage of our reorganization efforts. By the nature of our businesses we believe such an in-court restructuring could trigger a substantial decline in revenue, thereby reducing our consolidated enterprise value. We have a short-term need for a relatively modest access to cash and I'm strongly encouraging our bondholders to vote in favor of establishing such secured credit facilities," said Mr. Cooper.

Mr. Cooper said that while the final outcome from such a restructuring is unknown he expects that the company's creditors will emerge owning virtually all the equity in a restructured Laidlaw.

In connection with issues relating to Safety-Kleen, Inc., Mr. Cooper indicated that he has been in discussion with their representatives in an effort to agree on a framework for assessing Safety-Kleen's claims and Laidlaw's counter claims. Mr. Cooper further indicated that no matter the outcomes of this negotiated process, maintaining Laidlaw's value in an out-of-court restructuring would be best for all interested parties.

A replay of the conference call is available at laidlaw.com or by dialing 800-558-5253 and providing confirmation #16444674.

Laidlaw Inc. is a holding company for North America's largest providers of school and intercity bus transportation, municipal transit, patient transportation and emergency department management services. All dollar amounts are in U.S. dollars.

This news release contains forward-looking statements that involve a number of risks and uncertainties. Among the important factors that could cause actual results to differ materially from those indicated by such forward-looking statements are competitive pressures, changes in pricing policies, business conditions in the marketplace, general economic conditions, cooperation of lenders and debt security holders, negotiation and execution of definitive documentation for the financing facilities and the risk factors detailed from time-to-time in the company's periodic reports and registration statements filed with the Securities and Exchange Commission.

- 30 -

Contact:

Laidlaw Inc.
800-563-6072

T.A.G. Watson
ext. 309

Vice President, Communications

Website:

www.laidlaw.com