

● Commonwealth of Kentucky ●  
**EDUCATIONAL BULLETIN**

**ECONOMY AND SAFETY  
IN  
SCHOOL TRANSPORTATION**



Periodical Librarian  
University of Kentucky  
Lexington, Ky.

Published by  
**DEPARTMENT OF EDUCATION**  
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Superintendent of Public Instruction

**ISSUED MONTHLY**

Entered as second-class matter March 21, 1933, at the post office at Frankfort, Kentucky, under the Act of August 24, 1912.

**Vol. X ● June, 1942 ● No. 4**

## FOREWORD

The title of this bulletin indicates its purpose. It contains information on, and suggestions for, economy and safety in pupil transportation. Part I suggests a plan of school bus maintenance which should aid materially in economic operation of school buses. There is also presented information concerning transportation in the county school districts which it is believed will aid superintendents and boards of education in comparing the programs which they are using in transporting children with those being used in other districts. There is presented also, in contrast, information on transportation for the school years 1935-36 and 1940-41.

Part II gives information on the plan of fleet insurance for school buses in operation in the state, as well as the accident records of the different school districts for the school year 1940-41. There is presented herein for the first time standards of the State Board of Education for school buses which transport fewer than twenty children.

I recommend this publication for the careful consideration of school administrators, boards of education and all citizens who are concerned with the ever increasing problem of pupil transportation. It was prepared by Gordie Young, Assistant Superintendent of Public Instruction.

J. W. BROOKER  
*Superintendent Public Instruction*

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## Part I

### ECONOMY IN SCHOOL TRANSPORTATION

#### I. Introduction

##### Why School Transportation?

The social and economic changes which have taken place during the past few years have placed upon the school system an enlarged educational responsibility. Growing interest in individual differences of pupils, a new regard for the physical and mental health of children, and an increased emphasis on guidance and vocational efficiency has resulted in an expansion and enrichment of the school curriculum and an increase in the enrollment and thereby made necessary structural changes in the organization of our educational program. These changes represent an attempt on the part of our school executives to meet the demands which school patrons have made upon the schools. It is these changes which define the major problems of education today.

An educational program for rural territory which will meet these demands can best be achieved by enlargement of school units. Pupils can be gotten to these units most economically by means of publicly supported transportation. School buses are now bringing pupils of many rural communities within reach of especially trained teachers and ample school equipment which provide for them the training they need and want.

Transportation of school children in Kentucky has now become an essential service. It is generally agreed that children should not be denied the training they need for life because they live beyond walking distance from a school which can give them the training which they need. Modern school buses provide a safe and economical means of getting children to such schools. Because it is a means of equalizing educational opportunity, there is more and more demand for state support of school transportation. The constantly increasing demand for school transportation shows public approval not only of this method of getting to school but the kind of educational opportunities made possible by the consolidated school. This demand is based upon the idea that it can be done more economically and more safely at public than at private expense and upon the belief that any school activity should be furnished at public expense if that activity can be done at less expense than it can be done by private expense.

### Who Benefits by School Transportation?

**Children.** The larger schools provided by means of transportation are better equipped, have more classes, cover more subject matter, have better libraries, give more attention to health and needs of growing children, have more student activities and better prepared teachers than can be had by the small units. The school spirit of the larger school furnishes a better opportunity to build character.

**Teachers.** Teaching conditions are almost always better and salaries higher in the larger school units. The buildings, laboratories and libraries furnish better teaching situations. The professional association and living conditions for teachers are almost always better in the larger units.

**Taxpayers.** In larger school units there can be had a much better educational program at the same or at less cost. In smaller schools the classes are small and the per pupil cost mounts rapidly when modern facilities are provided. In larger units fairer equalization can be had because of greater equality in valuations from district to district and from unit to unit in the same district. The great variance in wealth from district to district is well known in this state. Tax income from larger territories helps to iron out inequalities.

The present indication is that the school program of the future must not only provide for a larger number of pupils but also for a diversity of children of differing capacities and needs. The cost of this varied program for the future will be too great to be borne unless the load is carried by the cooperative efforts of all the people who receive benefits of such an educational program.

**The whole community.** The consolidated school center furnishes the best and cheapest way for a community to provide itself with a place to meet for educational, recreational, and civic affairs, as well as for a library not only for the school to use but for the community as a whole. Under such conditions the people come together oftener for entertainment and for adult betterment and education than do the people of smaller districts.

These statements are justified by the survey made in Kentucky in 1936 and entitled A STUDY OF LOCAL SCHOOL UNITS IN KENTUCKY. This study shows that the trend is toward larger administrative units and a constant decrease in the smaller schools. This indicates that the amount of transportation of pupils for the future will constantly increase.

## II. School Bus Maintenance<sup>1</sup>

### Introduction

Safe and economical school bus operation depends largely upon the amount of thorough and frequent mechanical attention given to the school vehicles in service. It is assumed that a safe vehicle is one which has been carefully maintained by efficient mechanics. School buses kept in a good state of repair result in economy in so far as long-time maintenance programs are concerned. Every contractor should be required to meet rigid standards of maintenance prescribed by the board of education. School buses should be inspected periodically at such times as the board may designate. When the equipment is publicly owned the board must assume full responsibility for its care, storage and service. A good maintenance program should insure economy as well as safety.

A desirable maintenance and repair program must provide for maintenance and repair of both the chassis and body. The chassis may be serviced and repaired in a shop equipped to service heavy trucks. The body requires additional equipment and workmen of special skills. Since the body has few moving parts it does not require attention at such frequent intervals as does the chassis. Some boards of education have employed skilled workmen competent to do a first class job in servicing both chassis and body and at a much lower cost than can be secured in commercial garages and body repair shops.

During the school vacation bodies may be painted, seats upholstered and other needed repairs made. It is recommended that board operated repair shops equipped to service chassis and bodies be provided in every district where there are twelve or more standard size buses operated. These shops may be provided for a smaller number of buses where it is practical and economical to do so. In districts where it is necessary to have buses serviced by commercial garages the same high standard of service should be required as that maintained in board owned garages.

The advantages of board owned repair shops are

1. Responsibility can be definitely placed for safe mechanical condition of buses;
2. Repairs can be provided when needed;
3. Makes possible frequent inspection of buses; and
4. Profits are not considered in maintenance and repair.

<sup>1</sup> Adopted from School Transportation Committee Report, Southern States Work Conference.

A major consideration in the economical operation of school buses is the purchase of supplies for bus use such as gasoline, tires, batteries, oil, grease, etc. This should be done in an efficient, accurate and businesslike way. Such rules and regulations should be made and enforced as will prevent dishonesty in this service. No board of education can hope to have a safe and economical program of maintenance for buses unless it is able to handle these matters properly. One of the most important problems which faces us in school transportation today is an efficient and economical program of maintenance and repair of buses. Unless this phase of the program is successfully handled, pupil transportation will be costly. Inefficient and unsafe handling cause public criticism which, in most cases, is deserved.

### Maintenance Methods

**Private garages.** The service of private garages should be sought:

1. For **special** work which requires equipment too expensive to provide a reasonable return on the investment for tools with which to do such work.
2. For **major** repairs when the school board owns fifteen vehicles or fewer. (An exception to this principle should be made if the school transportation organization is such as to provide or permit a concentration of vehicles at one place. In such an event a driver or part-time mechanic may be employed for the work.)
3. For all **major** and **minor** repairs when the board of education owns fifteen vehicles or fewer and when the school transportation organization is such as to prevent economical assembly of these vehicles for repairs.

**Contracts for labor.** Boards of education may find it economical to contract with one or more private concerns to furnish labor for repairs. When this is done, the board should retain supervision over the replacements and purchase of parts.

**Board operated central shop.** One central shop in which repairs can be economically made should be maintained for large school units. Such a shop may be operated for school units conducting pupil transportation on a relatively small scale if all buses have their route terminals within a short distance from this central shop.

The importance of a stock of accessories and parts at the central garage must not be overlooked. The amount and kind of "stock" will depend upon (1) availability of certain parts, (2) frequency of use, (3) saving through quantity purchases. No elaborate inventory record is suggested; however, it will be wise to keep a card record of unit costs so that proper charges may be made.



**Board operated subcenters.** In addition to the central shop it is suggested that subcenters for repairs may be maintained for administrative units having more than one large center to which many pupils are transported. For the school units that have a concentration of vehicles at one or more points not convenient of access to the central shop, a subcenter or subcenters will aid materially in providing needed repairs at an economical cost. Each subcenter should have a building preferably enclosed, large enough to shelter the largest bus unit. A concrete floor would materially aid workmen during rainy weather. Other equipment needed is a good workbench, vise, and set of tools for making minor repairs. If the building is enclosed, small accessories and parts that are frequently needed may be stored there, especially when daily contact with the store of supplies at the central shop cannot be made conveniently. A list of these items may include bolts, nuts, ignition points, condensers, battery cable, spark plugs and other items of common use.

The combination driver-mechanic who has a short route and works as a mechanic on minor repairs during school hours has proved an acceptable substitute for the full-time mechanic in a number of locations. This type of employee fits well into the subcenter program.

### **The School Bus Shop**

**Site.** The location of the site should be selected in terms of satisfactory accessibility, drainage, water supply, supply of electricity, and adequate space. Satisfactory accessibility is defined as that area which will be closest to as many terminal school bus lines as possible; which will eliminate a maximum amount of traffic congestion; and, which will be in close proximity to the general administrative offices of the unit served.

The location of the site should be planned with relation to the shop in such a way as to have available parking space to the front of the shop building for all buses within the fleet. This will facilitate any movement in and out of the shop, as needed, for periodic service.

The site should be located on well-drained land of a texture which will absorb water and reduce sloppy conditions to a minimum.

Certain services are essential for a school bus shop site location. The water supply should be ample, economical, and free from injurious chemicals.

An adequate supply of electricity should be available at a minimum cost for installation and consumption.

The school bus site should be enclosed by a wire fence so erected as to discourage theft.

**Size.** The school bus shop should be erected on a site sufficiently large to insure adequate parking area for all the school buses and to provide sufficient space for such services as may be considered suitable by the local school administrative unit. The optimum size to meet these conditions for a fleet of forty school buses should be approximately one acre. A site of this size, to produce the best results, should be either square or rectangular. If rectangular, the short axis should be wide enough to insure maximum use.

**Location.** It is suggested that the shop be placed on the outskirts of centrally located areas in order that city traffic may be avoided and that adequate space requirements may be met.

The school bus shop should be so oriented on the site as to secure a maximum amount of natural lighting, preferably from the east, west, northeast, or northwest.

**Types of rooms needed.** In setting up general standards for the school bus shop, it is necessary to propose an optimum size and arrangement. In doing this, the recommendations suggested are proposed for an optimum shop to maintain a fleet of forty school buses.

In maintaining this number of school buses, it is necessary to have a small office room, a paint shop room, a hoist room, a general repair shop room, tool and parts room, and available space for toilet and locker facilities. In addition to these rooms, a heating plant will be necessary.

**Arrangement of rooms.** In order that efficiency might accrue in the operation of the school bus shop, it is recommended that the rooms be arranged to decrease walking distance and bring all services into a compact economical unit. To secure this efficiency of operation, it is recommended that the shop facilities be placed around and in close proximity to the repair shop room unit.

**Dimensions.** Naturally, the dimensions of a school bus shop will vary with the size of the fleet to be serviced and with the availability of building funds. The floor plan of the school bus shop recommended here is approximately forty-six feet wide and ninety-four feet long. It is the opinion of school bus fleet operators that this size is desirable for a fleet of forty buses. Any school bus shop should allow for a maximum amount of flexibility. In other words, the shop plan recommended herein can be easily altered to allow for one, two or three units in the repair shop room. The general scheme of the building will not be upset if the hoist shed room or the paint shop room were of necessity eliminated temporarily. In other words, the only fixed dimension in the building as planned would be the width of forty-six feet which should not be lessened.

**Construction materials.** The school bus shop should be constructed, insofar as practicable, of fire-resistant material. Certainly, the heating plant room should be as nearly fire-proof as possible to eliminate any fire hazard. Every care should be taken to provide sufficient natural and artificial lighting, and to amply and properly distribute air, water power, and electricity throughout the entire shop to save time of mechanics and increase the efficiency of their services.

All floors throughout the shop should be concrete with necessary drains. The partition walls should be so constructed as to allow economical alteration. Certain rooms, such as the office, tool and parts room, and toilet and locker room, may have an overhead ceiling if funds are available. The window sash should be of acceptable steel design which will minimize upkeep and facilitate good ventilation.

The large twelve foot door should be of a well-constructed drop type. However, if funds are not available for this type door, the outward swinging split-type door would be acceptable. It is suggested that the two long trusses supporting the roof over the repair shop room be of steel or carefully designed built-up wood. The other trusses over partition walls may be well-designed rafter trusses.

The hoist room might be placed outside the building and in some instances unshedded. However, it is recommended for accessibility and all-weather use that the hoist room be placed adjoining the paint shop room and shedded.

Every effort should be made to place in strategic location enough breeze windows to secure adequate cross ventilation.

A durable roof material, easily maintained, which will serve as insulation against summer heat should be specified.

#### BILL OF MATERIALS

- 27 cu. yds. concrete footing 24" wide.
- 95 cu. yds. concrete floor and approaches.
- 2500 cu. ft. stone masonry walls.
- 4600 sq. ft. 1" sheathing for roof.
- 46 squares tar paper roof.
- 46 squares composition shingles.
- 25 double hung windows—12 lts. 14" x 30" complete with frame, hdw., etc.
- 2 double hung windows—6 lts. 14" x 30" complete with frame, hdw., etc.
- 2 double hung windows—12 lts. 12" x 20".
- 1 plate glass 20' x 5' paint room—complete with frame, hdw., etc.
- 3 inside doors 2'-6" x 6' x 8" complete with frame, hdw., etc.
- 1 inside door 2'-0" x 6'-8" complete with frame, hdw., etc.
- 1 outside door 2'-6" x 6'-8" complete with frame, hdw., etc.
- 5 swing out or overhead doors complete with frame, hwd., etc.
- 35 pcs. 2 x 6 x 14 ceiling joists.
- 45 pcs. 2 x 6 x 20 ceiling joists.

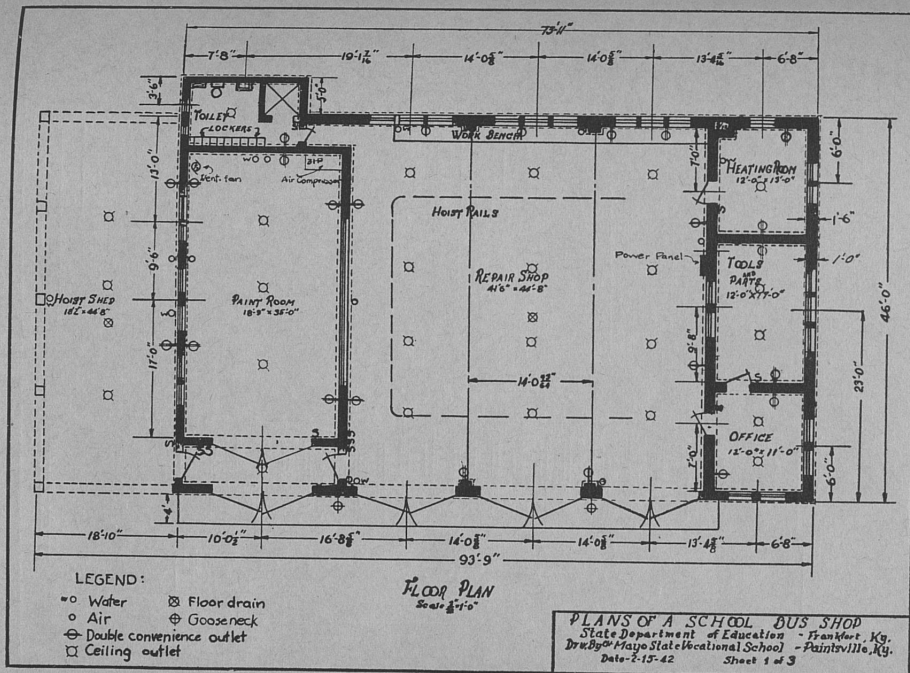
- 5 4 x 4 posts—hoist shed.
- 30 pcs. 2 x 6 x 20 rafters—hoist shed.
- 160 lin. ft. approved type combination cornice and gutter design.
- 52 pcs. 2 x 8 x 14 stringers for roof.
- 156 pcs. 2 x 8 x 16 stringers for roof.
- 52 pcs. 2 x 8 x 20 stringers for roof.
- 150 lin. ft. 2 x 8 sills.
- 2 built up wooden trusses for support of roof over inside wall.
- 2 built up wood or steel trusses to span garage.
- 3 floor drain traps, complete with pipe to nearest sewer.
- 1 commode, complete with vent and pipe to nearest sewer.
- 1 wash basin—complete.
- 1 urinal—complete.
- 1 shower—complete.
- 1000 brick for chimney.
- 20 ft. 8 x 12 flue tile.
- 1 furnace.
- 4 unit heaters—fan type—for heating bldg.
- 1 ½ H. P. ventilator fan for paint room.
- 1 3 H. P. air compressor.
- 200 ft. ½" pipe for air.
- 150 ft. 1" water pipe.
- 1 hoist rail 84' long—complete with chain and pulleys.

#### LIGHTS AND POWER

- |  |  |
|--|--|
| 24 4" Octagon outlet boxes.            | 100 ½" bushings.                                     |
| 29 bar hangers.                        | 18 ¾" locknuts.                                      |
| 10 toggle switches.                    | 10 ½" bushings.                                      |
| 10 switch boxes.                       | 15 ½" conduit ells.                                  |
| 10 switch plates.                      | 3 ¾" conduit ells.                                   |
| 26 double convenience outlets.         | 1 1" conduit ells.                                   |
| 26 double convenience covers.          | 23 14" dome reflectors<br>(150 watt)                 |
| 26 double convenience outlet<br>boxes. | 1500 ft. No. 14 R C D B wire.                        |
| 2 goose neck brackets—<br>complete.    | 1500 ft. No. 12 R C D B wire.                        |
| 5 4" outlet boxes.                     | 1 1" W. P. service entrance—<br>3 wire.              |
| 5 covers.                              | 1 multi-breaker service and<br>load center.          |
| 5 receptacles.                         | 70 ampere with 8 branch cir-<br>cuits 115/230 volts. |
| 1000 ft.—½" conduit.                   |  |
| 20 ft.—1" conduit.                     |  |
| 165 ft. ¾" conduit.                    |  |
| 150 ½" locknuts.                       |  |

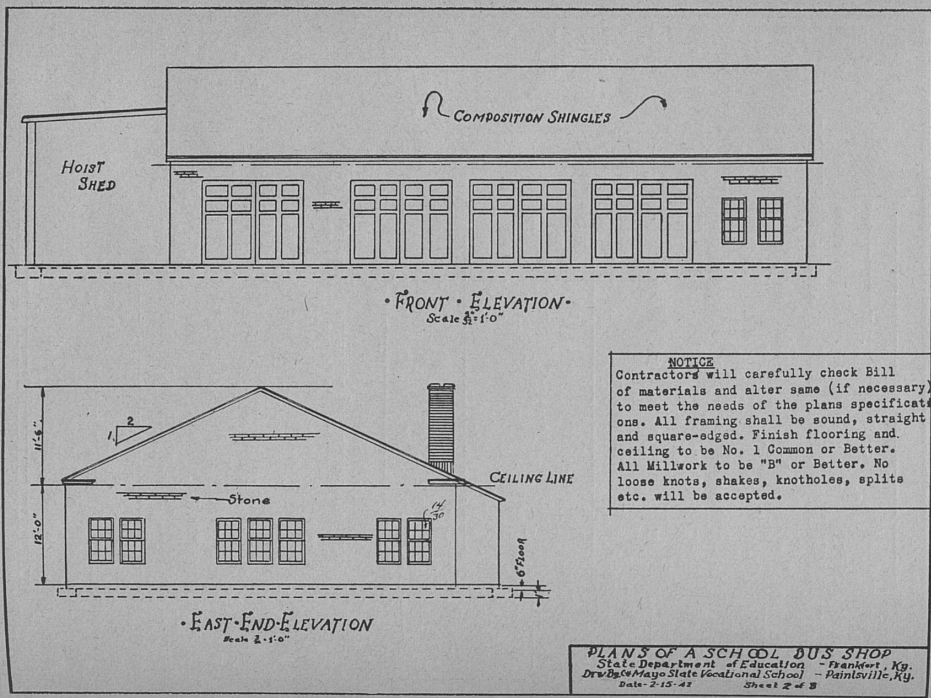
PLANS OF A SCHOOL BUS SHOP State Dept. of Education, Frankfort, Ky.  
 Drawn at Mayo State Vocational School, Paintsville, Ky.  
 Date 4-20-42 Sheet 3 of 3

**Plans and specifications.** Plans and specifications as shown herein may be secured from the Department of Education at Frankfort. Regardless of the type of construction used, carefully prepared plans and specifications are essential for a shop that can be used efficiently and satisfactorily. It is recommended that this shop be built in connection with the construction of the shop for vocational agricultural education if one has not already been built and equipped for that purpose.



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## Shop Equipment

**Service truck.** The number of service trucks used by any school unit will depend largely on the type of service conducted; that is, how tires are aired, whether gasoline must be conveyed from a central tank to school center, and the number and kind of other maintenance procedure undertaken as part of the road service. For mechanical service, one service truck should be sufficient to serve forty bus units on the road. A service truck should be as light as the type of work will permit. It should be equipped with bins for carrying small parts for road service. A power winch mounted on a one and one-half ton truck is recommended for emergency service such as lifting buses that may be stuck by other vehicles.

**Service, gasoline and oil.** Common methods of providing gas and oil for board-owned buses are

1. The board of education purchases gasoline in tank car lots and distributes it to larger schools equipped with underground storage tanks, under direct supervision of the school principal and under general supervision of the Supervisor of Transportation. At small schools where one and two buses are used, a small skid tank may be installed either at the school or at the driver's home. Arrangements may be sometimes made on bid price with private local dealers to provide gas.
2. The board of education contracts, where possible, with wholesale distributors to provide gasoline and oil at school centers in tanks either owned by the board of education or owned by the contracting company.
3. The board of education may contract with private companies to supply the buses with gasoline and oil in a tank truck owned and operated by the board.
4. Other methods of providing gasoline and oil include:
  - a. Contracting with the local filling station operator; and
  - b. Issuing gasoline receipt books which authorize the driver to procure gasoline from any filling station. The board of education should audit and pay for all such gasoline and oil each month.

It is recommended that the board purchase the gasoline and oil in tank car lots when approximately forty-five buses or more are operated and contract with wholesale distributors when fewer than forty-five buses are operated.

Gasoline commonly known as regular grade or the next grade below ethyl gasoline is recommended. Oil should be of good quality and for ease of handling and service should be purchased in quart cans or the equivalent. This will facilitate record-keeping and insure clean oil of the grade purchased. Oil filters of a removable and

replaceable cartridge type should be used on all buses in order to lessen wear on frictional surfaces of motor and elimination of road dust from the crank case. Such filters will lessen frequency of oil changes. Oil filters should be installed on the motor carefully so as to avoid filter vibrations which may result in breakage of oil lines. Oil changes should be made according to

1. Condition of oil; and
2. Condition of motor.

**Shop tools.** Certain tools are necessary to any shop. Purchase of expensive tools which are seldom used should be avoided. Items preceded by letter (M) in the following list are essential in any shop.

Item	Estimated List Price
1. (M) Comp. Vac. Gauge .....	\$ 6.50
2. (M) Compression Gauge .....	7.50
3. (M) Vacuum Pressure Gauge .....	20.00
4. (M) Condenser Tester .....	30.00
5. (M) Coil Tester .....	8.50
6. Electric Drill— $\frac{5}{8}$ " .....	45.00
7. Boring Bar—2.2" to 4.26" .....	260.00
8. Ridge Reamer—2 $\frac{11}{16}$ "—4 $\frac{1}{8}$ " .....	12.50
9. Hydraulic Press—20-ton .....	90.00
10. (M) Battery Rectifier (Recharger)—12 Batteries.....	31.00
11. (M) Bench grinder with motor—7-inch .....	45.00
12. Welding and Cutting Outfit complete .....	75.00
13. (M) Painting outfit complete with motor .....	65.00
14. (M) Air Compressor complete with motor—7 $\frac{1}{2}$ cu. ft.*	215.00
15. (M) Grease Gun—2-lb. air .....	45.00
16. (M) Grease Gun Transmission—1 qt. ....	12.00
17. (M) Brake Lining Machine .....	60.00
18. (M) Wheel Aligner Machine .....	8.00
19. (M) Floor Jack Hydraulic—4-ton .....	45.00
20. (M) Chain Hoist—1 $\frac{1}{2}$ -ton .....	20.00
21. (M) Vise—4-inch .....	12.50
22. Valve Refacer complete .....	115.00
23. (M) Valve Seat Set .....	13.50
24. Pin Hole Grinder .....	120.00
25. Small Shop Lathe .....	105.00
26. (M) Tube Vulcanizer .....	20.00
27. (M) Miscellaneous Wheel Pullers .....	35.00
28. Band and Rip Saw and Woodworking Tools.....	175.00
29. (M) Miscellaneous small tools, wrenches, hammers, etc.	75.00
30. Hydraulic Hoist .....	\$175.00—\$500.00

**Personnel.** It is essential that some competent person be in charge of school bus maintenance where public ownership exists.

\* 15 cu. ft. necessary if hydraulic hoist is provided.



This person may be a chief mechanic or supervisor of transportation under the direction of and in cooperation with the county school superintendent.

The personnel suggested below for bus maintenance for varying sized operations are based on experience of units which have been operating publicly owned school buses over a period of years.

Number of Buses	Number and Type of Employees
10-20	1 part-time mechanic
20-30	1 full-time mechanic
30-40	1 full-time mechanic
	1 part-time mechanic
40-50	1 full-time mechanic
	3 part-time mechanics
50-60	2 full-time mechanics
	2 part-time mechanics

Part-time mechanics as the term is used here will usually mean driver-mechanics. These mechanics may work in the central garage for general overhaul work during the summer vacation period. The number of mechanics mentioned here is not meant to be arbitrary but to serve as a suggestion as to the probable number which will be needed.

It is essential that all employees be efficient, loyal and progressive. They should be selected carefully and in terms of their ability to render the service needed.

**Efficiency of organization.** The head mechanic and his assistants must be competent to determine what repairs or adjustments need to be made and to see that they are made. No one else can assume that responsibility. The superintendent and board of education should take his advice and recommendations for equipment and repairs and thereby make him responsible for the efficiency of the service.

It is recommended that work orders be managed so as to place the responsibility for inspection of repairs of each job in the shop. The efficiency of the shop personnel can be appraised in terms of the number of man-hours required to make certain repairs and replacements in comparison to national standards. Such standards may be found in "Motor's Factory Flat Rate and Shop Manual," Motor, the Automotive Magazine, 572 Madison Avenue, New York City.

### Inspection

**Daily.** Each driver should be required to inspect his bus before each morning and afternoon trip without reference to whether the transportation service is publicly or privately operated. The inspec-

tion should include a check of the steering apparatus, brakes, tires, horn, and other signaling devices, windshield wiper and the cleanliness of the interior of the bus body. The driver should not begin his bus trip until defects are remedied. He should be alert to the mechanical condition of his bus and report immediately any difficulties to the proper school authorities. Each bus should carry a limited number of tools suitable to make very minor repairs and adjustments.

**Monthly.** Each bus whether publicly or privately owned should be inspected as to mechanical condition by a competent mechanic at least once each month. The report of such inspection should be made on a form furnished by the board of education. One copy of such report should be filed with the principal for transmission to the school superintendent as required. Each board of education is required to either provide a mechanic or designate a garage for such inspection whether the bus is privately or publicly owned. Any bus found defective should not be used for transportation of pupils until the defects are remedied.

### III. Miscellaneous Information 1935-36 and 1940-41

Tables A and B which follow record facts in contrast for the respective county school districts and the state as a whole concerning school transportation for the school years ending June 30, 1936 and June 30, 1941. This information may be grouped as follows:

#### Current Expenditures for Transportation

The first three columns in each of these tables give facts in contrast as to the amount spent for this service and its relation to the total amount spent for current expenses for all school services.

#### The School Census Transported

Columns four and five show the number of pupils transported and the relation the number transported bears to the school census.

#### Equipment Used

Columns six, seven, eight and nine show the number of vehicles used, the average load per bus, the total daily miles these buses traveled and the length of the school term.

#### Unit Costs

Columns ten, eleven and twelve show costs in three ways. The cost per child per year as shown in Column ten is not as accurate measure for comparison between districts as that shown in Columns eleven and twelve because of the varying lengths of school term. In Column twelve will be found the cost per bus mile, while Column ten shows the cost per pupil mile. The costs shown in some districts will be a fraction higher than the actual costs per pupil mile or per bus mile. A number of these districts operated school transportation longer than the minimum term of seven months as shown in Column nine. From the information available it was impossible to determine how many children were transported and how many buses were used for an eighth or a ninth month in these districts. For that reason, the cost shown here were based on the minimum term of seven months.

An examination of these two tables will show that transportation for the past five years has increased very rapidly. In 1935-36, seven and seven-tenths per cent of the current expenditures was used in paying for school transportation. Five years after that, in 1940-41, this amount had increased four per cent or to eleven and seven-tenths per cent of the total current expenditure. It may also be noted that the increase in total current expenditures from 1935 to 1940 was

approximately twenty-five per cent while the increase in transportation costs was a little more than ninety per cent.

The number of children transported in 1940-41 was 104,164 while in 1935-36 it was 56,896. The former figure is almost double the latter. School buses traveled 30,329 miles daily in 1935-36 and 69,796 miles daily in 1940-41. The number of buses used in 1935-36 was 1,056; in 1940-41 there were in use 1,713. Putting it another way, in 1935-36, there were transported to the schools of Kentucky daily 56,896 children, which was eleven per cent of the census. They rode on 1,056 buses, 30, 329 miles daily at a cost of nineteen cents per bus mile or four mills per pupil mile. In 1940-41, there were transported daily 104,164 children, which was nineteen per cent of the census, in 1,713 school buses which traveled 69,796 miles daily at a cost of thirteen cents per bus mile and three mills per pupil mile.

Attention is called to the fact that the number of pupils transported per bus in 1935-36 was fifty-eight while in 1940-41 it had increased to sixty-five. In 1935-36 the average miles traveled per bus per day was thirty-three as compared with forty-one miles per bus per day for 1940-41.

When one examines the figures in this table for the different districts, it is apparent that some are not correct or that some of them are excessive. If the information is not correct, it shows a need for a better record system. If the figures are correct, it shows a need for an adjustment. For example, this information shows that Carroll County was expending in 1935-36 thirty-two per cent of its current expenses for transporting school children with an average load per bus of forty-seven pupils. For 1940-41, the amount expended for pupil transportation is thirty-seven per cent of the total current expense with an average of twenty-eight pupils per bus.

In Column twelve, it may be noted that the average load per bus in some instances seems rather large. For example, in Knott County, it shows 171 pupils; in Knox County 211 pupils. It is possible that buses with seating capacities of fifty or sixty could transport this number of children by making two or more trips. In numbers of other instances, it will be noted that buses must make more than two trips to carry the numbers of pupils which have been reported as being transported for the respective districts. Even though some of the figures are not correct it is felt that the figures are sufficiently accurate to show the general trend of the school transportation situation and to indicate certain improvements which should be made at the earliest possible date.

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TABLE A—MISCELLANEOUS INFORMATION CONCERNING TRANSPORTATION IN KENTUCKY—1935-36

County	Total Current Expenses	Transportation Costs	Per Cent of Current Exp. for Transp.	Number Pupils Transp.	Per Cent Census Transp.	Number Vehicles	Total Daily Mileage	Pupils per Bus	Length of Term	Annual Cost per Pupil Transported	Cost	
											Per Pupil Mile	Per Bus Mile
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Adair	\$ 66,096.00	\$ 967.20	1.4	0	0	0	0	—	140	\$	\$	\$
Allen	65,563.61	8,795.43	13.4	350	9.42	9	304	38	140	25.12	.005	.206
Anderson	40,670.21	0	0	0	0	0	0	—	140	0	—	—
Ballard	72,830.15	4,570.53	6.2	410	16.5	9	396	45	160	11.14	.002	.072
Barren	88,563.64	3,731.50	4.2	85	1.4	4	65	21	140	43.90	.020	.41
Bath	52,170.04	4,101.06	7.8	258	0.8	5	155	51	140	15.89	.004	.188
Bell	141,584.93	7,476.86	5.2	350	4.07	4	280	87	140	21.36	.002	.190
Boone	61,730.42	13,040.47	21.1	1,321	64.	22	792	60	160	9.87	.002	.102
Bourbon	97,319.91	15,991.50	16.4	1,152	55.8	19	907	60	160	13.88	.002	.11
Boyd	64,321.52	3,255.53	5.0	235	9.4	3	105	78	180	13.85	.002	.172
Boyle	61,748.44	7,881.02	12.7	872	34.4	8	450	109	180	9.03	.001	.097
Bracken	49,209.09	8,097.47	16.4	762	45.9	18	231	42	160	10.62	.005	.219
Breathitt	99,756.33	3,738.25	3.7	444	6.3	3	128	148	140	8.41	.001	.208
Breckinridge	75,732.26	5,378.42	7.1	410	9.1	7	186	58	140	13.11	.004	.206
Bullitt	38,971.32	6,069.95	15.5	468	25.	17	255	27	160	12.96	.005	.148
Butler	62,547.02	0	0	0	0	0	0	0	140	0	0	0
Caldwell	50,628.68	6,092.41	12.0	350	15.6	4	144	87	140	17.40	.003	.302
Calloway	79,374.44	3,950.64	4.9	445	10.7	11	113	40	140	8.87	.006	.249
Campbell	56,597.78	6,179.50	10.9	281	14.5	8	264	35	160	21.99	.004	.146
Carlisle	34,535.89	1,278.05	3.7	79	4.5	2	58	39	160	16.17	.004	.137
Carroll	41,814.16	13,565.15	32.4	950	72.6	20	312	47	160	14.27	.006	.271
Carter	132,394.41	1,834.50	1.3	45	.59	1	24	45	160	40.76	.011	.477
Casey	72,342.51	0	0	0	0	0	0	0	140	0	0	0
Christian	102,889.73	3,088.97	3.0	235	4.19	5	100	47	140	13.14	.005	.22
Clark	94,569.96	10,345.70	10.9	1,018	40.1	14	560	72	180	10.16	.001	.102
Clay	105,171.38	0	0	0	0	0	0	0	140	0	0	0
Clinton	33,372.95	0	0	0	0	0	0	0	140	0	0	0
Crittenden	43,403.53	2,245.20	5.1	150	5.75	2	76	75	140	14.96	.003	.211
Cumberland	44,558.57	810.50	1.8	80	2.5	1	60	80	140	10.13	.001	.096
Daviess	154,613.99	26,377.22	17.0	1,785	29.1	26	1,092	68	160	14.77	.002	.150

TABLE A—MISCELLANEOUS INFORMATION CONCERNING TRANSPORTATION IN KENTUCKY—1935-36—Cont.

County	Total Current Expenses	Transportation Costs	Per Cent of Current Exp. for Transp.	Number Pupils Transp.	Per Cent Census Transp.	Number Vehicles	Total Daily Mileage	Pupils per Bus	Length of Term	Annual Cost per Pupil Transported	Cost	
											Per Pupil Mile	Per Bus Mile
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Edmonson	\$ 58,874.15	\$ 2,927.91	4.9	262	7.3	11	132	23	140	\$11.17	\$.007	\$.158
Elliott	35,357.96	687.80	1.9	50	1.9	1	16	—	140	13.75	—	.307
Fayette	232,372.02	40,530.11	17.4	3,053	52.6	29	1,392	105	180	13.27	.002	.161
Estill	53,885.62	0	0	0	0	0	0	—	140	0	—	—
Fleming	51,250.35	8,960.20	17.4	600	20.3	17	198	35	140	14.93	.009	.323
Floyd	297,231.99	398.46	.1	0	0	0	0	—	160	0	—	—
Franklin	70,059.11	14,021.77	20.0	—	—	—	—	—	160	—	—	—
Fulton	42,629.58	2,874.57	6.7	365	14.9	4	80	91	160	7.87	.002	.104
Gallatin	21,013.14	3,479.22	16.5	120	13.7	3	96	40	140	28.99	.006	.258
Garrard	71,892.76	11,685.92	16.2	1,469	50.9	20	360	73	140	7.95	.003	.231
Grant	73,967.52	10,964.95	14.8	710	31.9	18	540	39	180	15.44	.002	.011
Graves	134,216.83	19,506.95	14.5	1,421	21.	43	796	33	140	13.72	.005	.175
Grayson	73,484.04	0	0	0	0	—	—	—	140	0	—	—
Green	44,726.01	229.50	.5	0	0	0	0	—	140	—	—	—
Greenup	89,061.61	2,228.38	2.5	206	4.37	2	96	103	140	10.81	.002	.165
Hancock	41,566.73	2,273.05	5.4	225	12.7	2	100	112	140	10.10	.001	.162
Hardin	91,085.68	11,820.02	12.9	841	18.8	14	420	60	160	14.05	.003	.175
Harlan	270,793.69	9,758.17	3.6	875	4.93	8	1,000	109	140	11.15	.001	.069
Harrison	81,997.65	15,677.76	19.1	1,658	60.9	18	954	92	160	9.45	.001	.102
Hart	76,448.24	8,197.45	10.7	405	9.5	8	280	50	140	20.24	.004	.209
Henderson	128,575.78	25,076.05	19.5	1,484	35.1	32	640	46	160	16.89	.005	.244
Henry	89,115.45	9,974.89	11.1	600	21.9	10	300	60	140	16.62	.004	.237
Hickman	57,395.10	2,746.29	4.7	290	11.1	8	250	36	140	9.46	.002	.078
Hopkins	124,664.21	7,769.66	6.2	345	5.4	6	170	57	140	22.52	.006	.326
Jackson	58,413.57	462.50	.7	16	.3	2	40	8	140	28.90	.010	.082
Jefferson	435,741.49	48,637.39	11.1	2,264	17.6	34	802	68	180	21.40	.005	.336
Jessamine	55,381.06	0	0	0	0	—	—	—	180	0	—	—
Johnson	103,368.75	2,791.95	2.7	340	3.8	2	100	170	140	8.21	.001	.199
Kenton	118,480.27	20,378.88	17.2	1,603	46.5	29	1,015	55	180	12.71	.002	.111
Knott	96,943.29	2,369.48	2.4	173	2.6	2	136	36	140	13.69	.001	.124
Knox	95,278.95	4,738.67	4.9	545	7.1	5	270	109	140	8.69	.001	.125
Larue	33,630.29	1,633.50	4.8	53	2.6	2	22	26	140	30.82	.020	.53
Laurel	98,535.39	3,833.54	3.8	70	1.	1	89	70	140	54.76	.004	.307
Lawrence	84,061.40	5,666.39	6.7	200	3.9	3	90	66	140	28.33	.007	.449
Lee	53,608.99	781.70	1.4	66	2.2	3	30	22	140	11.84	.008	.186
Lee	67,250.63	715.64	1.0	35	.7	1	28	35	140	20.44	.005	.182
Leslie	67,250.63	715.64	1.0	35	.7	1	28	35	140	20.44	.005	.182
Letcher	160,931.22	5,693.72	3.5	377	3.7	6	247	62	160	15.10	.002	.144
Lewis	79,961.54	13,015.47	16.2	995	25.	25	375	39	160	13.08	.006	.216
Lincoln	77,917.64	8,421.76	10.8	858	20.	18	470	47	160	9.81	.002	.111
Livingston	46,186.66	1,844.15	3.9	100	4.5	5	53	20	140	18.44	.012	.248
Logan	111,180.71	5,665.00	5.	400	7.5	8	288	50	140	14.16	.003	.140
Lyon	26,172.76	0	0	0	0	0	0	0	140	0	—	—
Madison	124,277.68	9,108.64	7.3	976	15.4	16	230	61	160	9.33	.004	.247
Magoffin	88,449.67	0	0	0	0	0	0	0	140	0	—	—
Marion	70,284.11	4,044.89	5.7	217	5.2	6	120	36	140	18.64	.007	.240
Marshall	61,621.72	20.00	.03	0	0	0	0	0	140	0	—	—
Martin	59,747.76	537.43	.8	0	0	0	0	0	140	0	—	—
Mason	120,486.44	27,674.73	22.9	1,961	59.4	44	748	44	160	14.11	.005	.231
McCracken	102,491.64	12,888.47	12.5	1,090	28.9	12	708	90	160	11.82	.001	.113
McCreary	76,859.73	3,031.63	3.9	121	2.5	4	88	30	140	25.05	.008	.246
McLean	55,491.57	7,193.31	12.9	581	21.3	4	340	145	140	12.38	.001	.151
Meade	56,268.39	6,170.14	10.9	273	9.9	9	216	30	140	22.60	.007	.204
Menifee	33,001.74	0	0	0	0	0	0	0	140	0	—	—
Mercer	81,888.48	14,089.60	17.2	1,366	47.5	15	675	91	160	10.31	.001	.130
Metcalfe	47,544.19	2,340.00	4.9	172	5.5	3	115	57	160	13.60	.002	.127
Monroe	53,105.17	1,908.76	3.5	135	3.3	3	35	45	140	14.13	.009	.389
Montgomery	49,350.69	5,526.18	11.1	205	8.1	9	200	22	160	26.95	.008	.172
Morgan	82,455.05	0	0	0	0	0	0	0	140	0	—	—
Muhlenberg	145,209.63	8,517.40	5.8	593	6.9	8	232	74	160	14.36	.003	.229
Nelson	68,082.23	2,698.50	3.9	165	4.5	5	175	33	140	16.35	.003	.110
Nicholas	46,353.76	8,789.80	18.9	578	35.6	11	297	52	160	15.20	.004	.184
Ohio	127,916.78	5,011.99	3.9	411	5.6	19	200	21	140	12.19	.008	.178
Oldham	63,381.47	7,962.37	12.5	571	32.9	14	516	40	180	13.94	.002	.085
Owen	46,722.84	9,411.80	20.1	777	35.9	12	444	64	140	12.11	.002	.151
Owsley	38,872.25	0	0	0	0	0	0	0	140	0	—	—
Pendleton	65,186.25	14,455.75	22.1	1,473	65.7	33	1,128	44	160	9.81	.002	.080
Perry	157,800.28	3,855.18	2.4	160	1.3	3	170	53	140	24.09	.003	.161
Pike	373,609.27	1,144.90	.3	75	38.6	3	24	25	140	15.26	.014	.340

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TABLE A—MISCELLANEOUS INFORMATION CONCERNING TRANSPORTATION IN KENTUCKY—1935-36—Cont.

County	Total Current Expenses	Transportation Costs	Per Cent of Current Exp. for Transp.	Number Pupils Transp.	Per Cent Census Transp.	Number Vehicles	Total Daily Mileage.	Pupils per Bus	Length of Term	Annual Cost per Pupil Transported	Cost	
											Per Pupil Mile	Per Bus Mile
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
Powell	\$ 44,652.68	\$ 1,789.44	4.0	185	7.6	2	170	92	140	\$ 9.67	\$.001	\$.075
Pulaski	134,156.27	6,058.67	4.5	461	5.1	6	-----	-----	140	13.14	-----	-----
Robertson	16,852.58	1,014.25	6.0	111	14.6	2	-----	-----	140	9.13	-----	-----
Rockcastle	62,406.90	840.40	1.3	119	2.6	1	-----	-----	140	7.06	-----	-----
Rowan	71,688.89	3,851.00	5.3	234	5.2	6	88	39	140	16.45	.008	.312
Russell	56,642.12	0	0	0	0	0	0	-----	140	0	-----	-----
Scott	91,258.60	15,267.60	16.7	1,100	39.6	12	400	91	160	13.87	.003	.238
Shelby	99,849.69	16,210.83	16.2	1,214	43.4	16	640	75	180	13.35	.002	.140
Simpson	37,346.77	1,579.86	4.2	150	7.2	4	70	37	140	10.53	.004	.161
Spencer	39,032.06	581.05	1.4	18	.9	1	22	18	160	32.28	.009	.165
Taylor	46,029.18	0	0	0	0	0	0	-----	140	0	-----	-----
Todd	48,205.62	2,315.50	4.8	193	8.1	4	120	48	160	11.99	.003	.120
Trigg	58,423.72	2,861.71	4.8	210	5.8	6	180	35	140	13.62	.003	.113
Trimble	33,934.45	3,004.00	8.8	326	28.2	6	180	54	160	9.21	.002	.104
Union	64,428.61	8,765.52	13.6	575	19.7	20	180	28	160	15.24	.011	.304
Warren	131,847.84	17,441.28	13.2	1,850	31.1	52	500	35	140	9.42	.007	.249
Washington	58,202.58	2,163.61	3.7	60	1.8	1	24	60	140	36.06	.011	.643
Wayne	72,523.53	1,891.97	2.6	165	3.4	4	120	41	140	11.46	.003	.112
Webster	77,024.84	10,928.30	14.1	1,058	32.6	11	242	96	140	10.32	.003	.322
Whitley	99,645.98	4,439.00	4.4	286	4.1	5	220	57	140	15.52	.003	.144
Wolfe	41,964.94	0	0	0	0	0	0	0	140	0	0	0
Woodford	55,594.78	12,235.01	22.0	1,072	55.8	21	740	51	180	11.41	.002	.091
TOTALS	\$10,037,962.02	\$776,922.82	7.7	56,896	11.0	1,056	30,329	58	149	\$13.65	.004	.197

TABLE B—MISCELLANEOUS INFORMATION CONCERNING TRANSPORTATION IN KENTUCKY—1940-41

TOTALS	\$10,037,962.02	\$776,922.82	7.7	56,896	11.0	1,056	30,329	58	149	\$13.65	.004	.197
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TABLE B—MISCELLANEOUS INFORMATION CONCERNING TRANSPORTATION IN KENTUCKY—1940-41

County	Total Current Expenses	Transportation Costs	Per Cent of Current Exp. for Transp.	Number Pupils Transp.	Per Cent Census Transp.	Number Vehicles	Total Daily Mileage	Pupils per Bus	Length of Term	Annual Cost per Pupil Transported	Cost	
											Per Pupil Mile	Per Bus Mile
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
Adair	\$ 75,881.60	\$ 1,266.75	1.6	6	.1	1	0	0	140	\$211.12	\$	\$
Allen	72,070.04	12,307.26	17.0	411	10.8	16	611	25	140	29.94	.006	.143
Anderson	47,168.12	5,608.48	11.8	426	24.4	9	346	47	140	13.16	.002	.096
Ballard	77,401.04	11,826.22	15.2	1,600	76.7	25	1,216	64	160	7.39	.001	.061
Barren	109,290.67	12,088.40	11.0	589	9.9	12	449	48	140	20.59	.004	.192
Bath	80,114.40	17,999.88	22.4	1,463	49.8	18	864	81	180	12.30	.001	.116
Bell	161,340.01	11,784.78	7.3	475	4.9	10	451	47	140	24.81	.004	.187
Boone	85,843.03	21,524.51	25.0	1,260	60.1	27	1,109	46	170	17.08	.002	.114
Bourbon	132,292.89	32,627.29	24.6			24			180			
Boyd	81,323.85	15,758.33	19.3	1,004	39.1	12	540	83	180	15.69	.002	.160
Boyle	77,720.14	9,850.18	12.6	1,169	46.3	13	610	89	180	8.42	.001	.089
Bracken	78,041.70	19,331.00	24.7	1,204	68.8	24	611	50	180	16.05	.004	.176
Breathitt	120,895.90	7,896.22	6.5	617	8.1	6	562	102	140	12.79	.001	.100
Breckinridge	101,004.37	12,938.19	12.8	658	12.9	18	433	50	140	19.66	.004	.213
Bullitt	71,026.45	14,235.63	20.0	868	40.9	21	416	41	160	16.40	.005	.214
Butler	71,281.72	3,315.79	4.6	208	5.	6	293	34	140	15.94	.002	.081
Caldwell	53,271.10	4,975.54	9.3	493	21.9	6	625	82	140	10.09	.001	.057
Calloway	81,812.82	9,734.19	11.8	1,140	31.7	18	765	63	140	8.53	.001	.091
Campbell	90,858.17	24,520.76	26.9	910	44.1	21	530	43	180	26.94	.006	.257
Carlisle	56,595.04	7,365.27	13.0			8	501		160			.092
Carroll	42,207.36	15,628.97	37.0	665	44.3	23	474	28	140	23.50	.008	.235
Carter	152,031.28	5,647.21	3.7	681	8.9	9	452	75	160	8.29	.001	.078
Casey	85,227.84	0	0			0	0		140	0		
Christian	122,760.27	11,136.43	9.0	800	15.6	14	630	57	140	13.92	.002	.126
Clark	105,342.05	20,779.24	19.7	1,425	57.2	22	950	64	180	14.58	.002	.122
Clay	126,367.30	0	0			0			140	0		
Clinton	41,127.20	0	0			0			140	0		
Crittenden	43,462.88	3,557.48	8.1	326	12.	11	406	29	140	10.91	.002	.063
Cumberland	53,453.92	4,413.03	8.2	235	7.1	4	250	58	140	18.80	.002	.126
Daviess	183,240.52	38,708.64	21.1	2,723	44.6	43	1,891	62	160	14.21	.002	.127



TABLE B—MISCELLANEOUS INFORMATION CONCERNING TRANSPORTATION IN KENTUCKY—1940-41—Cont.

County	Total Current Expenses	Transportation Costs	Per Cent of Current Exp. for Transp.	Number Pupils Transp.	Per Cent Census Transp.	Number Vehicles	Total Daily Mileage	Pupils per Bus	Length of Term	Annual Cost per Pupil Transported	Cost	
											Per Pupil Mile	Per Bus Mile
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
Edmonson	\$ 67,071.56	\$ 6,299.20	9.3	552	15.1	16	525	34	140	\$11.41	\$.002	\$.086
Elliott	48,167.83	594.30	1.2			0			140			
Estill	76,296.50	994.07	1.3	171	3.8	1	82	171	140	5.81	.001	.087
Fayette	353,116.74	47,373.30	13.4	3,800	56.5	35	2,543	108	180	12.46	.001	.103
Fleming	98,255.31	22,743.59	23.1	1,624	48.9	37	510	43	160	14.00	.006	.279
Floyd	353,874.57	14,935.30	4.2	2,007	11.5	14	776	143	140	7.44	.001	.137
Franklin	116,036.31	15,764.50	13.5			23	850		180			.103
Fulton	47,129.50	4,795.83	10.1	741	33.	6	362	123	160	6.47	.001	.083
Gallatin	32,767.31	7,245.70	22.1	486	44.8	11	384	44	160	14.90	.003	.111
Garrard	81,883.92	19,822.92	24.2	1,268	47.3	25	619	50	140	15.63	.005	.229
Grant	91,546.15	15,953.20	17.4	1,371	68.7	26	970	52	180	11.63	.002	.091
Graves	139,005.70	23,872.80	17.1	2,378	40.5	49	1,211	48	140	10.03	.003	.141
Grayson	93,336.63	6,741.51	7.2	350	7.5	6	225	58	140	19.26	.004	.214
Green	56,488.09	2,117.00	3.7	78	2.2	5	91	15	140	27.14	.011	.166
Greenup	105,010.76	6,045.20	5.7	241	5.	6	407	40	140	25.08	.003	.106
Hancock	50,559.05	5,485.85	10.8	586	32.8	12	430	48	140	9.36	.002	.091
Hardin	133,827.89	23,467.99	17.5	1,944	40.1	29	1,109	47	160	12.07	.002	.132
Harlan	359,649.17	23,844.02	6.6	1,250	6.1	13	1,402	96	140	19.07	.001	.122
Harrison	93,269.51	19,822.68	21.2	1,439	60.2	22	1,089	65	180	13.77	.002	.101
Hart	84,594.28	8,483.50	10.0	617	14.8	17	520	36	140	13.74	.003	.116
Henderson	133,418.56	31,394.11	23.5	1,973	42.3	39	1,376	50	140	15.91	.002	.111
Henry	102,133.93	16,088.31	15.7	1,119	41.9	19	1,100	58	180	14.37	.001	.081
Hickman	71,826.25	8,865.82	12.3	832	34.8	13	545	64	140	10.65	.002	.117
Hopkins	111,312.51	12,815.43	11.5	1,160	18.6	21	658	55	140	11.04	.003	.139
Jackson	73,482.36	630.00	.8	38	.7	2	112	19	140	16.57	.002	.040
Jefferson	563,488.31	82,952.51	14.7	5,130	34.8	58	2,955	88	180	16.17	.002	.156
Jessamine	68,027.17	9,287.94	13.6	884	35.1	11	806	80	180	10.50	.001	.064
Johnson	117,003.63	8,832.64	7.5	603	9.1	0	0		140	14.64		
Kenton	243,074.25	22,908.71	9.4	2,371	55.3	30	1,076	79	180	9.66	.001	.118
Knott	133,283.47	4,221.38	3.1	515	7.2	3	220	171	140	8.19	.001	.137
Knox	140,593.33	16,075.76	11.4	2,538	29.	12	668	211	140	6.33	.001	.172
Larue	46,261.36	2,244.96	4.8	40	2.	3	57	13	140	56.12	.021	.282
Laurel	129,466.09	12,027.58	9.2	570	7.9	5	520	114	140	21.10	.001	.165
Lawrence	144,699.57	16,502.23	10.7	751	12.5	6	0		160	21.97		
Lee	77,886.13	2,053.02	2.6	200	5.3	2	120	100	140	10.26	.001	.122
Leslie	79,327.52	2,440.00	3.0	282	5.5	3	173	94	140	8.65	.001	.101
Letcher	189,852.74	15,095.15	7.9	610	5.8	10	698	61	140	24.74	.003	.154
Lewis	113,440.51	25,476.25	22.4	1,802	42.2	33	768	47	160	14.13	.004	.207
Lincoln	118,307.24	16,988.83	14.3	1,680	31.9	25	1,129	67	160	10.11	.001	.094
Livingston	52,577.24	6,844.70	13.0			12	250		140			.196
Logan	130,886.74	14,931.25	11.4	1,493	27.9	17	712	87	140	10.00	.002	.149
Lyon	29,134.71	79.00	.2	3	.1	2	20		140	26.33	.019	.028
Madison	167,165.86	27,875.05	16.6	2,710	42.3	22	1,689	123	160	10.28	.001	.103
Magoffin	109,813.10	860.06	.7			0			140			
Marion	83,886.26	13,333.18	16.4	806	18.9	15	650	53	140	17.16	.003	.152
Marshall	32,885.34	6,153.67	7.4	379	10.2	9	298	42	140	16.23	.003	.147
Martin	88,951.84	5,164.88	5.8	134	3.4	8	160	16	140	38.54	.014	.231
Mason	132,693.55	27,684.58	20.8			43	1,413		180			.108
McCracken	107,970.10	17,093.01	15.8	1,691	46.	18	1,160	93	140	10.10	.001	.105
McCreary	95,136.08	3,326.57	3.4	387	6.9	4	278	96	140	8.59	.001	.085
McLean	60,507.24	7,231.00	11.9	1,105	43.6	10	719	110	160	6.54	.001	.063
Meade	68,343.50	12,717.00	18.6	631	29.9	16	435	39	140	20.15	.005	.208
Menifee	34,076.31	0				0			140			
Mercer	85,492.45	20,075.97	23.4	1,291	53.5	14	1,036	92	160	15.55	.001	.121
Metcalfe	60,238.07	5,848.86	8.8	289	8.8	5	300	57	140	18.50	.002	.127
Monroe	82,059.14	3,120.55	3.8	250	5.2	5	200	50	140	12.48	.002	.111
Montgomery	66,253.80	12,813.90	19.3	828	31.1	15	583	55	160	15.47	.002	.137
Morgan	94,213.51	0		80	1.4	2			140			
Muhlenberg	149,691.63	12,955.27	8.6	1,757	20.	14	633	125	150	7.37	.001	.137
Nelson	96,357.68	12,996.07	13.4	655	17.4	12	535	54	160	19.84	.003	.152
Nicholas	51,632.96	16,642.14	32.2	971	64.1	18	650	53	170	17.13	.003	.156
Ohio	166,070.43	13,278.30	7.9	1,151	16.7	19	425	60	140	11.53	.004	.225
Oldham	68,037.79	9,827.56	14.4	900	51.7	16	114	56	160	10.91	.001	.054
Owen	55,946.60	19,247.49	34.4	1,510	65.1	19	1,009	79	140	12.74	.002	.136
Owsley	45,739.18	210.00	.4	25	.9	1	16	25	140	8.40	.004	.098
Pendleton	70,876.88	14,373.09	20.2	1,297	59.9	25	1,328	51	160	11.08	.001	.067
Perry	213,299.79	7,233.42	3.3	620	4.6	7	274	88	140	11.66	.002	.198
Pike	444,009.24	35,612.42	8.0	2,967	13.1	26	1,332	114	140	12.00	.002	.191

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TABLE B—MISCELLANEOUS INFORMATION CONCERNING TRANSPORTATION IN KENTUCKY—1940-41—Cont.

County	Total Current Expenses	Transportation Costs	Per Cent of Current Exp. for Transp.	Number Pupils Transp.	Per Cent Census Transp.	Number Vehicles	Total Daily Mileage	Pupils per Bus	Length of Term	Annual Cost per Pupil Transported	Cost	
											Per Pupil Mile	Per Bus Mile
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Powell	\$ 42,307.83	\$ 2,331.50	5.5	113	4.4	2	108	56	140	\$20.63	\$.003	\$.154
Pulaski	156,447.86	4,401.77	2.8	673	7.1	11			140	6.54		
Robertson	22,533.29	4,719.74	20.9	205	26.	8			140	23.02		
Rockcastle	70,622.79	181.00	.2			0			140			
Rowan	90,943.74	8,123.50	8.9	599	12.	9	297	66	140	13.56	.003	.195
Russell	69,433.95	758.95	1.0	10	.2	2	64	5	140	75.89	.017	.085
Scott	122,151.17	30,285.58	24.7	1,523	60.0	28	1,519	54	180	19.88	.002	.111
Shelby	129,314.74	28,662.66	22.1	1,862	62.3	26	1,465	71	170	15.39	.002	.115
Simpson	54,224.43	13,903.31	25.6	884	41.7	17	783	52	140	15.72	.002	.126
Spencer	47,064.96	2,238.01	4.7	44	2.3	2	65	22	160	50.86	.010	.215
Taylor	48,852.92	0	0			0	0		140			
Todd	64,865.57	7,191.00	11.0	592	20.5	6	437	98	160	12.14	.001	.103
Trigg	68,647.58	8,852.85	12.8	488	13.9	8	350	61	140	18.14	.003	.181
Trimble	35,771.36	6,912.06	19.3	507	31.8	9	370	56	160	13.63	.002	.117
Union	124,596.78	15,115.37	12.1	1,416	33.8	24	773	59	180	10.67	.002	.109
Warren	160,917.66	29,493.95	18.3	2,027	33.9	49	1,325	41	140	14.55	.004	.159
Washington	77,234.52	11,669.94	15.1	902	28.7	18	730	50	140	12.93	.002	.114
Wayne	84,563.46	7,801.72	9.2	314	6.2	9	350	34	140	24.84	.005	.159
Webster	69,595.34	8,465.00	12.1	975	31.9	15	590	65	140	8.68	.002	.102
Whitley	123,934.55	9,351.10	7.5	382	4.9	4	400	95	140	24.47	.002	.167
Wolfe	58,401.96	311.78	.5			0			140			
Woodford	58,889.17	15,499.07	26.3	1,361	72.7	23	880	59	180	11.38	.002	.098
TOTALS	\$12,594,483.04	\$1,483,932.61	11.7	104,164	19.	1,713	69,796	65	151	\$13.37	.003	.133

Tables 1 to 9, inclusive, which follow, show frequency distribution of certain facts contained in Tables A and B. See Table 10 for a summary of this distribution.

**TABLE 1—LENGTH OF TERM COUNTY DISTRICTS**

Number of Days	1935-36	1940-41
140	76	75
150	0	1
160	33	22
170	0	3
180	11	19
	120	120

**TABLE 2—ANNUAL COST PER PUPIL TRANSPORTED**

Range	1935-36 Number of Districts	1940-41 Number of Districts
\$ 0-\$ 4.00	0	0
5.00- 9.00	14	17
10.00- 14.00	46	39
15.00- 19.00	18	25
20.00- 24.00	8	11
25.00- 29.00	6	7
30.00- 34.00	2	1
35.00- 39.00	1	1
40.00- 44.00	2	0
45.00- 49.00	0	0
50.00- 54.00	0	1
55.00- 59.00	1	1
60.00- 64.00	0	0
65.00- 69.00	0	0
70.00- 74.00	0	0
75.00- 79.00	0	1
80.00- 84.00	0	0
85.00- 89.00	0	0
- 211.00	....	1
Total number of county districts	98	105

**TABLE 3—AVERAGE NUMBER PUPILS PER BUS**

Range	1935-36 Number of Districts	1940-41 Number of Districts
0- 4	0	0
5- 9	1	1
10- 14	0	1
15- 19	1	3
20- 24	6	1
25- 29	4	4
30- 34	4	4
35- 39	13	2
40- 44	7	7
45- 49	8	8
50- 54	7	13
55- 59	5	12
60- 64	8	8
65- 69	3	4
70- 74	4	1
75- 79	3	3
80- 84	1	4
85- 89	3	4
90- 94	6	3
95- 99	1	4
100-109	5	3
110-119	1	3
120-129	----	3
130-139	----	----
140-149	2	----
150-159	----	----
160-169	----	----
170-179	1	2
180-189	----	----
-211	----	1
Total number of county districts	94	99

**TABLE 4—PER CENT OF CENSUS TRANSPORTED**

Range	1935-36 Number of Districts	1940-41 Number of Districts
0- 4 per cent	23	12
5- 9 per cent	24	20
10-14 per cent	7	11
15-19 per cent	8	7
20-24 per cent	6	4
25-29 per cent	5	4
30-34 per cent	5	10
35-39 per cent	4	4
40-44 per cent	3	11
45-49 per cent	3	6
50-54 per cent	2	3
55-59 per cent	3	3
60-64 per cent	2	6
65-69 per cent	1	3
70-74 per cent	1	1
75-79 per cent	0	1
Total number of county districts	97	106

**TABLE 5—PER CENT OF CURRENT EXPENSES USED FOR TRANSPORTATION**

Range	1935-36 Number of Districts	1940-41 Number of Districts
0- 4 per cent	35	20
5- 9 per cent	26	27
10-14 per cent	18	26
15-19 per cent	17	16
20-24 per cent	7	15
25-29 per cent	0	7
30-34 per cent	1	2
35-39 per cent	0	1
Total number of county districts	104	114

**TABLE 6—COST IN CENTS PER BUS MILE**

Range	1935-36 Number of Districts	1940-41 Number of Districts
0- 4 cents	1	2
5- 9 cents	8	21
10-14 cents	23	45
15-19 cents	23	20
20-24 cents	18	13
25-29 cents	7	3
30-34 cents	10	0
35-39 cents	1	0
40-44 cents	1	0
45-49 cents	2	0
50-54 cents	1	0
55-59 cents	0	0
60-64 cents	1	0
Total number of county districts	96	104

**TABLE 7—COST IN MILLS PER PUPIL MILE**

Range	1935-36 Number of Districts	1940-41 Number of Districts
0- 4	59	86
5- 9	27	8
10-14	6	3
15-19	0	2
20-24	2	1
25-29	0	---
Total number of county districts	94	100

**TABLE 8—NUMBER OF VEHICLES OPERATED**

Range	1935-36 Number of Districts	1940-41 Number of Districts
0- 4	36	16
5- 9	25	23
10-14	11	21
15-19	11	18
20-24	6	11
25-29	4	11
30-34	3	1
35-39	0	4
40-44	2	2
45-49	0	2
50-54	1	0
55-59	0	1
Total number of county districts	99	110

**TABLE 9—NUMBER OF PUPILS TRANSPORTED**

Range	1935-36 Number of Districts	1940-41 Number of Districts
0- 499	60	32
500- 999	18	33
1000-1499	12	20
1500-1999	6	11
2000-2499	1	4
2500-2999	0	4
3000-3499	1	0
3500-3999	....	1
4000-4499	....	0
5000-5499	....	1
Total number of county districts	98	106

Table 10, which follows, is a summary of the frequency distribution of the facts contained in Tables 2 to 7, inclusive. It may be of some interest to examine Table 10 to determine where the median case comes for the different frequency distributions. In reading Table No. 10, the range of distribution in Column (1) should be considered in terms of dollars in interpreting Column (2); as Arabic units in interpreting Column (3); as percentage in interpreting Columns 4 and 5; as cents or one-hundredths of a dollar in interpreting Column 6; and as mills or one-thousandths of a dollar in interpreting Column 7.

TABLE 10—SUMMARY OF THE FREQUENCY DISTRIBUTION OF MISCELLANEOUS INFORMATION FOR COUNTY SCHOOL DISTRICTS AS CONTAINED IN TABLES 2-7

(1) Range of Distribution	(2) Distribution for Annual Cost per Pupil Transported		(3) Distribution for Pupils per Bus		(4) Distribution for Per Cent of Census Transported		(5) Distribution for Per Cent of Current Expense for Trans.		(6) Distribution for Cost in Cents per Bus Mile		(7) Distribution for Cost in Mills per Bus Mile	
	1935-36	1940-41	1935-36	1940-41	1935-36	1940-41	1935-36	1940-41	1935-36	1940-41	1935-36	1940-41
0- 4	0	0	0	0	23	12	35	20	1	2	59	86
5- 9	14	17	1	1	24	20	26	27	8	21	27	8
10- 14	46	39	0	1	7	11	18	26	23	45	6	3
15- 19	18	25	1	3	8	7	17	16	23	20	0	2
20- 24	8	11	6	1	6	4	7	15	18	13	2	1
25- 29	6	7	4	4	5	4	0	7	7	3	0	0
30- 34	2	1	4	4	5	10	1	2	10	0	0	0
35- 39	1	1	13	2	4	4	0	1	1	0	0	0
40- 44	2	0	7	7	3	11	0	0	1	0	0	0
45- 49	0	0	8	8	3	6	0	0	2	0	0	0
50- 54	0	1	7	13	2	3	0	0	1	0	0	0
55- 59	1	1	5	12	3	3	0	0	0	0	0	0
60- 64	0	0	8	8	2	6	0	0	1	0	0	0
65- 69	0	0	3	4	1	3	0	0	0	0	0	0
70- 74	0	0	4	1	1	1	0	0	0	0	0	0
75- 79	0	1	3	3	0	1	0	0	0	0	0	0
80- 84	0	0	1	4	0	0	0	0	0	0	0	0
85- 89	0	0	3	4	0	0	0	0	0	0	0	0
90- 94	0	0	6	3	0	0	0	0	0	0	0	0
95- 99	0	0	1	4	0	0	0	0	0	0	0	0
100-109	0	0	5	3	0	0	0	0	0	0	0	0
110-119	0	0	1	3	0	0	0	0	0	0	0	0
120-129	0	0	0	3	0	0	0	0	0	0	0	0
130-139	0	0	0	0	0	0	0	0	0	0	0	0
140-149	0	0	2	0	0	0	0	0	0	0	0	0
150-159	0	0	0	0	0	0	0	0	0	0	0	0
160-169	0	0	0	0	0	0	0	0	0	0	0	0
170-179	0	0	1	2	0	0	0	0	0	0	0	0
180-189	0	0	0	0	0	0	0	0	0	0	0	0
-211	0	1	0	1	0	0	0	0	0	0	0	0
Total number reported	98	105	94	99	97	106	104	114	96	104	94	100





**TABLE 12—TRANSPORTATION COSTS 1935-36**

ITEM	County Owned Buses	Contract Buses
Number of buses included .....	249	719
Average annual cost per mile of route (2-way) .....	19.84	27.43
Average annual cost per pupil hauled...	11.46	14.51
Average daily cost per pupil hauled.....	.065	.086
Average cost per pupil-mile .....	.005	.008
Average cost per bus-mile .....	.122	.17

**Present Trends**

Records available in the Department of Education for Kentucky indicate that during the past few years the trend is moving gradually toward public ownership of school buses. There are several reasons for this trend.

1. Boards of education are not required to pay federal taxes, and state license fees.
2. Boards of education may purchase in quantity at a cheaper price than can the individual owner.
3. Fleet rate purchases by boards of education enables them to secure buses at cheaper prices than can be had by the single bus price.
4. Reduction in the price of repairs on quantity contracts results in reduced costs.
5. Purchase of equipment and supplies in quantity enables a board of education to secure a lower rate than that which may be secured by the individual owner.
6. Higher financing costs which must be paid by individual owners may be eliminated by boards of education because a board is a continuing organization. In case of the death of an individual owner the debt which he may owe for a bus may be involved in the settlement of his estate. The death of a member of a board of education will change the personnel of the board but it does not in any way involve the amount which the board may legally owe for a school bus.
7. The individual owner must have more for his service because of uncertainty of the length of contract which he may secure as the operator of a school bus or buses.
8. Publicly owned school buses can be shifted from section to section of the district where they carry a full load in a better manner than can buses which are individually owned.
9. The board is not concerned with a profit on its operation of a bus or buses as are individuals.

Careful studies made during the past few years in different sections of the United States have shown that publicly owned school buses are operated cheaper than are those which are privately owned. Such studies are especially convincing when they cover a period of several years. These studies enable one to compare the costs before and after the change from privately owned to board owned buses in particular districts.

Lower costs of service is not the only reason favoring publicly owned buses. Executives in charge of transportation programs have contended that the ease of re-routing and reorganizing bus routes is an important advantage. The assignment of a bus to a different route more nearly adapted to the capacity of the vehicle is more difficult to administer when it is necessary to consult contracts and contractors. Maintenance of an efficient program demands that the system be sufficiently flexible to enable a person in charge to take immediate action required by population shifts or other transportation problems which may arise during any school year.

Sooner or later boards of education which provide educational facilities by means of transportation must answer for themselves the question whether they will contract for the transportation services which they furnish or whether they will do it by means of board owned equipment. If only a few buses, twelve or less, are operated, it may be desirable to contract for the service. The present trend of ownership of school buses is moving gradually in favor of publicly owned equipment.

## V. Some Transportation Objectives

For any system of public transportation to meet constant public approval it must be done in a safe and economical, as well as adequate manner. This can best be done only when an objective program of transportation is provided. Safety and economy have been accepted as general objectives for school transportation in Kentucky. Much progress has been made by local school authorities in improving transportation service for pupils. Much more needs to be done before Kentucky can be said to have safe, economical and adequate transportation for the pupils who must ride to school. Much saving can be made in the expense of the transportation program in most districts by re-routing buses and thereby making it possible for each one to carry a full load most of the time and do so without going twice over the same part of the route on the same trip. There are many instances where too many different buses travel the same part of the road daily. Coordinated development of routes is just beginning to be accepted. Too many stops are being made on the bus routes. Each stop takes time and costs the taxpayers for wear of machinery. Better bus maintenance programs as suggested herein will result not only in better service but more economy in transportation. The good practices which are being followed should be made better and the poor eliminated as fast as possible.

Below are listed a few objectives which are believed to be applicable to the situation in Kentucky. In order that the safety and economy mentioned above may be more readily achieved, the objectives listed below are proposed.

1. Replace old, unsafe buses as rapidly as possible with those which have all metal bodies and meet at least minimum standards for a safe bus.
2. Procurement of new buses at the lowest possible cost by cooperative purchasing.
  - a. By purchase through competitive bidding;
  - b. By checking all bids and the specifications submitted with them with state standards and specifications submitted by the manufacturers.
  - c. By checking chasis and bodies after delivery to determine whether the bus delivered meets standards and specifications as provided in the order.

- d. Careful consideration of what capacity of bus to purchase, as well as to the kind and amount of equipment to secure.
3. Establish school bus repair shops for board-owned equipment which will provide quick and economical repair service for each bus in operation by
  - a. Encouraging each board of education using from twelve to fifteen publicly owned buses to operate its own repair shop;
  - b. Urging those operating a smaller number of publicly owned buses to contract with private garages for repair service at reduced prices; and
  - c. Establishing an understanding as to what constitutes good management of school bus repair service.
4. Establish minimum functional standards for the operation of transportation vehicles by
  - a. State wide inspection at least annually;
  - b. Inspection of all buses monthly by local mechanic appointed by the board of education before the contractor receives pay for his service for that month; and
  - c. Publishing results of such inspection.
5. Increase efficiency of buses in operation by
  - a. Determining major factors on which objective information is needed to evaluate efficiency and economy in operation of school buses.
  - b. Collecting objective data on these major factors, namely:
    - (1) Number of pupils eligible to transportation;
    - (2) Length and number of routes over which transportation is maintained; and
    - (3) Kind and condition of roads over which transportation is being done.
  - c. Providing forms and records for use in collecting this information; and
  - d. Revising schedules where possible to make more efficient operation of buses and make for the convenience of pupils.
6. Cost accounting for each publicly owned bus which will give full information on the cost of operation month by month and year by year by
  - a. Keeping costs records; and
  - b. Promotion of the need of accurate cost records for each bus operated.
7. Increase safety in school bus driving by
  - a. Conference of drivers after bus inspection;
  - b. Holding annual safety dinners within the counties; and
  - c. Issuing annually safety certificates to drivers who have not been responsible for an accident during that year.

## Part II

### SAFETY IN SCHOOL TRANSPORTATION

#### Introduction

No school bus is safer than the driver who operates it. No driver can do a safe and economical job in transporting school children when he must use unsafe and inadequate transportation equipment. The children who ride the bus can do much to aid in their own safety. The most careful pupils and the best drivers need to be constantly reminded of the hazards involved and of safe practices which they should follow. Teachers and school officials, therefore, must assume full responsibility for providing proper instruction in safety practices. Games, stories, posters, songs, essays, dramatizations, exercises and assembly programs of various types may be used for instruction purposes. Frequent meetings with the bus drivers and the awarding of safety certificates for their good driving will help in calling bus drivers' attention to hazards which they should avoid.

#### I. Insurance

##### Law Governing Purchase

The Legislature of Kentucky passed a law in 1940 authorizing boards of education to purchase liability and indemnity insurance against the negligence of the drivers or operators of school buses owned and operated by boards of education and requiring contractors for such transportation to carry such insurance. This law was the result of a feeling that if children are required to attend school, go over bus routes in school buses driven by persons whom the pupils or parents did not select, and become injured because of such requirements, there should be provided a fund to at least partially pay the expense of such injuries.

##### Fleet Plan

When the law was first put into operation, each owner purchased insurance protection for his particular bus. The premium rate for one bus was much higher than the rate on a fleet basis. With the aid of the Department of Insurance and some interested insurance agencies of the state, a plan for the purchase of fleet insurance for school buses was agreed upon. By this plan, all buses operated by a board of education are considered as one fleet.

## Forms for Use in Purchasing

The insurance companies in the state were informed of the strict regulations which the State Board of Education had made concerning operation of school buses. They were also given information collected for the school year 1938-39 concerning school bus accident records for the state. With this information available a plan was agreed upon for putting into proper operation the law concerning purchase of liability and indemnity insurance. The State Board of Education, acting under authority of law adopted regulations and forms which are contained herein for use in the purchase of school bus insurance. By this plan, the different companies of a district are asked to submit bids on the fleet basis for all buses which are to be insured in the district. This plan of procedure on the fleet basis has during the past two years resulted in reduction of premiums about fifty per cent to what they were four years ago on the individual rate basis.

### SCHOOL BUS INSURANCE BID FORM

(Invitation)

#### Part I

To Insurance Companies:

The ..... Board of Education hereby invites you to bid on insurance for the school transportation vehicles operated in the school district. The insurance is for Bodily Injury Liability and Property Damage Liability against the negligence of drivers, operators and/or contractors of school transportation vehicles in accordance with requirements of Section 160.310, K. R. S., and State Board of Education regulations, including the Kentucky Standard School Bus Endorsement adopted by the State Board of Education for use on school transportation vehicle insurance policies. Any bid, to be considered, must be submitted in Part II of this form and must be sealed and delivered or mailed so as to reach the office of the board of education prior to

.....  
Day                      Month                      Year                      Hour                      A. M.                      P. M.

The board of education reserves the right to reject any and all bids. Bid must be accompanied by check of five per cent of the total price. A minimum of five dollars (\$5.00) must accompany the bid if it is for less than a total of one hundred dollars (\$100.00).

Part II, attached, is for your use in submitting a bid for insurance on the vehicles to be used in .....district in transporting school children.

Please note that there has been indicated on this sheet the number and kinds of vehicles to be operated, as well as the trade name of each chassis. For use in calculating the premium for your bid there has been indicated the number of months of insurance for each vehicle, the number of pupils each is designed to seat, the date the insurance is to begin, the coverage for property damage and bodily injury for each person and for each accident. Will you please indicate following the vehicles listed on each line your bid per bus for property damage and public liability, as well as the total bid?

Date.....

.....  
Board of Education

By.....  
Superintendent







### **Policy Endorsement**

An examination of the forms of policy contract used by the different insurance companies showed considerable variance in the kinds of protection provided. The policy used in nearly all cases was the regular automobile form with a school bus endorsement attached. These endorsements had very little uniformity as to coverage. In many cases the different owners operating buses to the same school had considerable variance in the items of coverage. Because of this difference in coverage, and in order that the companies which bid might all furnish the same protection and coverage, a school bus endorsement was prepared and adopted by the State Board of Education for use on all school bus policies for Kentucky. A copy of this endorsement follows.

#### **KENTUCKY STANDARD SCHOOL BUS ENDORSEMENT**

(Revised)

It is hereby agreed that such insurance as is afforded by the policy for Bodily Injury Liability and for Property Damage Liability applies with respect to the automobile classified as "School Bus," subject to the following provisions.

1. The insurance shall apply, if the automobile is of the bus or commercial type, to the Named Insured, and/or to the Board of Education in his or their individual or official capacity and/or to the owner, and/or the operator or driver, and/or the substitute operator, and/or substitute driver, as insured; and, if the automobile is of the private passenger type, the definition of "Insured" agreement of the policy applies to the insurance under this endorsement in the same manner as though the automobile were classified as "Pleasure and Business", and
2. The insurance shall apply, while the automobile is used as a "School Bus" or for "Pleasure and Business" as defined in the policy, but shall not apply to the use of said automobile for general delivery or any other passenger carrying purposes; and
3. "School Bus" use is defined as: (a) The transportation of school children, students and teachers to and from school, school games and school outings; (b) the incidental transportation of guests or guardians of school children in connection with any school activity; and (c) operation necessary and incidental to such transportation which has been authorized by the Board of Education or its administrative officer, the superintendent; and
4. The insurance shall apply to other automobiles or vehicles which may be temporarily substituted for the automobile used as a "school bus," provided such substitution is necessitated because of weather conditions, mechanical breakdown or damage to the automobile and may continue to be used only while the automobile is thus withdrawn from use. If permanent substitution is made, notice of such permanent substitution must be given to the company within thirty days following the date of substitution; and

5. The insurance does not apply if the automobile is of the bus or commercial type, to injuries sustained by persons while riding in the automobile, other than those enumerated in the definition of "school bus" used herein; and
6. The insurance shall apply if the school term is extended beyond the expiration date of this policy by reason of the school having been closed during the regular school term; the liability and/or property damage coverage of this policy shall be extended likewise for such extended school term; and
7. The insurance shall apply to cover the legal liability of the insured for accidents causing bodily injury and/or death to any person acting under the instruction of school authorities and/or the driver of the school bus insured hereunder to direct traffic while the said school bus has been stopped for the purpose of taking on or discharging school children or stopping at railroad crossings or any other necessary stop; and
8. It is understood and agreed that any error or omission for unintentional violation of warranty by the assured shall not invalidate the coverage; and
9. It is understood and agreed that in the event of a claim arising under the coverage afforded by this policy by virtue of this endorsement, the company will not interpose the defense, except at the request of the insured board of education, that the insured board is engaged in the performance of a governmental function; and
10. In consideration of the premium stipulated in the policy to which this endorsement is attached, the insurer agrees to pay any final judgment which may be rendered against the insured for bodily injury to any person, and for property damage to any property due to the negligence of the insured, his or its agents, servants or employees in the operation or use of any vehicle used as a "school bus" as defined in Article 3 of this endorsement or any substituted or emergency vehicle as permitted by Article 4 of this endorsement, within the limits of coverage stated in the policy.  
The insurer further agrees that upon its failure to pay any final judgment within sixty (60) days from the date of its rendition or final affirmation or appeal, the judgment creditor may maintain an action against it in any court of competent jurisdiction to enforce such payment. This policy shall constitute a continuing indemnity, the amount of which shall not be reduced as to any succeeding claim by any payment of any claim or any judgment or by any previous accident.  
In the event of the insolvency or bankruptcy of the insured, the insurer shall not be relieved of the payment of such indemnity hereunder as would have been payable but for the insolvency or bankruptcy; and
11. It is agreed that the policy to which this endorsement is attached shall not terminate by cancellation until after fifteen (15) days' notice of such termination in writing has been given by the insurer to the insured District Board of Education, the individual named in the policy as the insured, and the Superintendent of Public Instruction. Said fifteen (15) days' notice to begin with the date the notice is actually received at the office of the Superintendent of the District Board of Education.

12. It is agreed that any provisions, either in the body of the policy to which this endorsement is attached, or in any other endorsement thereon or attached thereto, in conflict with or contrary to the provisions of this endorsement shall be deemed to be canceled hereby.

This endorsement shall take effect ..... 194.....  
12:01 A. M., Standard Time, at Assured's address, and shall terminate simultaneously with this Policy.

Nothing herein contained shall vary, alter, waive or extend any provision or condition of the Policy, other than as above stated.

To be attached to and form a part of Policy No.....issued  
to .....

Date of issue:

....., 194.....

Countersigned by

By:

Company

.....  
Authorized Representative

.....  
President

.....  
Secretary

NOTE.—Not valid unless countersigned by a duly authorized representative of the Company.

### Regulations of State Board of Education

1. When contracting for transporting school children, and for insurance, boards of education which provide school bus transportation shall enter into agreement with school bus operators for securing insurance at bid fleet rates when the number of vehicles operated in the district is sufficient to secure fleet rates;
2. Said boards shall take bids for fleet indemnity and liability insurance from at least three surety or insurance companies duly authorized to do business in the Commonwealth of Kentucky and award contracts for such insurance to the lowest and best bidder of such companies, which in the judgment of the board of education offers the safest and best protection for the insured;
3. The Kentucky Standard School Bus Endorsement adopted by the State Board of Education and furnished by the Superintendent of Public Instruction shall be attached to all such policies after they have been signed by proper officers of the surety or insurance company which was awarded the insurance contract; and
4. For this purpose there shall be used the forms submitted herewith and made a part of this regulation.

### II. Standards for Evaluating and Awarding Contracts

1. Boards of education should not give some companies opportunities to bid and deny others which are qualified to bid.
2. Confidential information should not be given to some companies and withheld from others.
3. All bidders should be treated with equal fairness and consideration.

4. A policy of fair dealing toward all should be firmly established.
5. Local dealers should not be favored unless their products are as good as those of other competing companies.
6. Any consideration of bids or bidders should not be influenced by any political or family connection.
7. No special effort should be made to distribute business among the several competing companies or to give personal preference to either of these companies.
8. Definite standards for comparison of products should be established and used in determining to whom a contract should be awarded.
9. No superintendent or member of a board of education or employee thereof should receive any reward for service in connection with the placement of an order.
10. Collusion among bidders should not knowingly be condoned.
11. The superintendent and board of education of a district are justified in taking drastic measures when the conduct of bidders falls below high standards of business practice.
12. All activities in taking bids should be based on legal authority for such bidding and all forms for bidding should be made in such manner as will give full information concerning the products desired and provide bids on a definite and competitive basis.

### III. Standards for Transporting Twenty or Fewer Children

#### The Pickup Truck

Inspection of school buses during the two school years 1939-40 and 1940-41 disclosed that a number of district boards of education were using pickup trucks for transporting school children. In some instances, these trucks were used on the farm between the time they transported children in the morning and the time the bus was again used for transporting children in the afternoon. Makeshift seats, overcrowded conditions, unsanitary situations and lack of discipline made these vehicles, which were never intended for passenger transportation, undesirable and dangerous for use in transporting school children. Insurance companies objected to carrying risks on them. Parents objected to their children being transported in them. There are three objections to this type of transportation for school children.

1. The cab in which the driver is located is so constructed that there is little opportunity for communication between the driver and children. Discipline, under such circumstances, is very difficult for the driver;
2. The wood construction in which the children ride is not safe. A wood construction on the back of a pickup truck with a minimum of comfort and safety is almost as costly as a panel truck built on the same wheelbase length; and

3. A pickup truck so arranged cannot be heated in a very satisfactory manner. Some have attempted to do this by the use of oil heaters. This is very dangerous and cannot be permitted. Regulations of the State Board of Education prohibit this practice.

### **The Panel Truck**

The remedy for the use of the pickup truck for transporting school children was not at once apparent. Inquiry into the availability of the panel truck for this purpose revealed that it may be secured from most any company which manufactures the pickup truck. The difference of cost at the factory between the panel and pickup truck is about ninety dollars. The cost of constructing a safe and sanitary wood body on the pickup would be such that the panel job would cost only about forty or fifty dollars more than the pickup truck. This difference in cost is very little as compared to the safety measures it offered for the pupils in favor of the panel trucks. Acceptable lateral seats, windows, etc., for either job would be additional and equal in cost for either of the two bodies. The panel construction is preferable because

1. It is all metal and, therefore, much safer than the wood construction of the pickup;
2. There is plenty of opportunity in the panel body for communication between the driver and the pupils; and
3. This type of body may be easily heated with a regular hot water heater installed in the front.

On November 28, 1941, the State Board of Education adopted the following standards for motor vehicles used for transporting twenty or fewer pupils.

### **STANDARDS FOR MOTOR VEHICLES USED FOR TRANSPORTING TWENTY OR FEWER PUPILS**

The following standards shall apply to all motor vehicles which are used for transporting twenty or fewer children of school age.

#### **1. Chassis standards**

The standards for chassis which are used for transporting twenty or fewer children shall be the same as those for transporting more than twenty children, except the wheelbase length may be shorter and single wheels may be used on the suburban carryall and the panel truck. The rear bumper shall be so attached as to make the hitching of rides or obtaining of a toe hold impossible.

#### **2. Body standards**

The body shall be a regular school bus body with the same standards as those designed to seat more than twenty school children, or that of a regular passenger car, suburban carryall or commercial panel truck with body modifications as stated herein.

a. **Suburban carryall**

This type of body may be used with the usual commercial seating arrangement if it does not cause an overcrowded condition with this arrangement of seats. This type of body may be seated in the same manner as outlined herein for a panel truck.

b. **Panel body conversion for school bus use**

The all steel or all metal body which is usually constructed for regular commercial use on panel trucks shall be modified as follows:

(1) **Front seats.** The forward facing seat at the entrance side shall be removed so the children may have a safe and convenient way of entering and leaving the right side of the bus.

(2) **Seating.** Lateral seats of not more than two pieces shall be used on either side of the body. They may have springs or shall be of No. 1 poplar, oak or pine, at least seven-eighths of an inch thick and at least twelve inches wide. They shall be padded with three layers of felted cotton on which shall be placed one layer of Louisiana moss or treated hair. They shall be covered with at least a good quality of imitation leather. They shall be hinged at the back and legs shall be constructed of one-half to three-fourths inch round metal which shall extend from the seat to the floor in such manner as will permit seats to be raised when not in use. Enough hinges and legs shall be used to make the seats sufficiently strong and sturdy.

**Forward facing seats** of the same type and arrangement as are usually found in suburban carryalls may be used where the number to be transported is not such as will cause too crowded a condition with this arrangement of seats.

**Back rests.** They shall be at least six inches in width and constructed of the same material as the seats without springs and shall be placed at the proper height above the seat for comfort of the children.

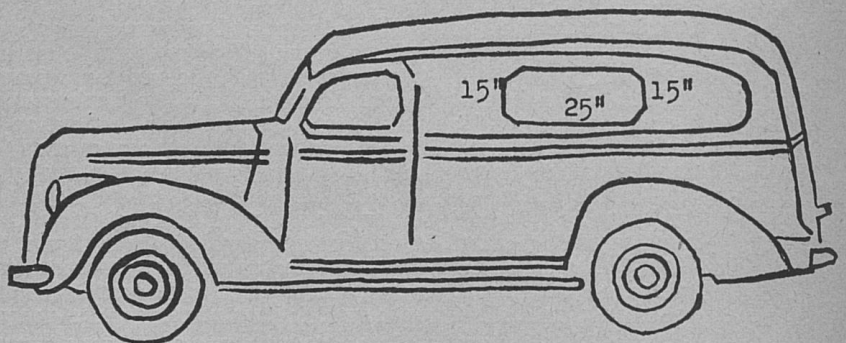
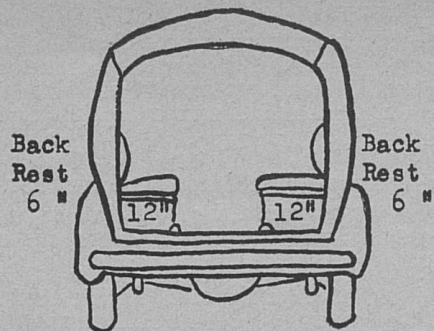
(3) **Windows.** Bodies of wheelbase lengths of more than 115 inches shall have at least one window placed in each side half way from back edge of the front door to back of the body. This window shall be at least 15 by 25 inches and equipped with safety glass set in a frame with "U" shaped felts and mouldings or rubber grommet fastened around it in such a manner as will make it secure and noiseless when the bus is in operation.

c. **Other specifications\***

The specifications listed below which apply to bodies designed to seat more than twenty school pupils shall apply to the bodies of panel truck or suburban carryall, viz.: **Ceiling; defroster; doors—(1, 5, 6 and 7);\*\* floor identification; lighting shall meet state requirements and at least one inside dome light shall be provided; sun visor; safety glass; flags; additional safety equipment; recommended equipment; inspection; rear vision.**

\* See SCHOOL BUS BODY STANDARDS for these requirements (Pages 25 to 29, inclusive; MANUAL ON PUPIL TRANSPORTATION).

\*\* See these items in ENTRANCE DOOR REGULATIONS for regular school buses (Page 25, MANUAL ON PUPIL TRANSPORTATION).



PANEL TRUCK MODIFIED FOR SCHOOL BUS USE

#### IV. School Bus Accidents, 1940-41

The facts presented herein were collected from the one hundred and twelve county school districts and twenty-nine independent school districts which operated school transportation vehicles in 1940-41. It may be noted that thirty-five counties and five independent districts reported school bus accidents. There were sixty-eight accidents in these districts.

#### In County Districts

Name of County	Number of Accidents	Name of County	Number of Accidents
Fayette .....	7	Ballard .....	1
Jefferson .....	5	Bath .....	1
Lewis .....	4	Boyle .....	1
Madison .....	4	Butler .....	1
Bourbon .....	3	Caldwell .....	1
Bracken .....	3	Carroll .....	1
Henderson .....	3	Fulton .....	1
Pike .....	3	Garrard .....	1
Allen .....	2	Graves .....	1
Calloway .....	2	Hardin .....	1
Crittenden .....	2	Jessamine .....	1
Warren .....	2	Johnson .....	1



Name of County	Number of Accidents	Name of County	Number of Accidents
Knox .....	1	Owen .....	1
Laurel .....	1	Rowan .....	1
Letcher .....	1	Todd .....	1
Meade .....	1	Washington .....	1
Mercer .....	1		
Montgomery .....	1	35 counties .....	63
Muhlenberg .....	1		accidents

### In Independent Districts

Independent Districts	Number of Accidents
Hazard .....	1
Hikes .....	1
Jenkins .....	1
Livingston .....	1
Walton-Verona .....	1
5 independent districts .....	5 accidents

### Injured

Slightly .....	34
Seriously .....	7
Fatally .....	2

### Months in Which Accidents Occurred

January .....	9
February .....	9
March .....	7
April .....	5
May .....	2
August .....	1
September .....	7
October .....	12
November .....	3
December .....	7
Not reporting .....	6
Total .....	68

It will be seen that accidents occurred in every month except June and July. The reports received by this office from the districts did not list the months in which six of the accidents occurred. Sixty-two of the sixty-eight are listed by months above.

### Time of Day

Between 7 and 8 A. M.....	7 accidents
Between 8 and 9 A. M. ....	15 accidents
Between 9 and 10 A. M. ....	4 accidents
Between 11 and 12 A. M. ....	3 accidents
Between 1 and 2 P. M. ....	1 accident
Between 2 and 3 P. M. ....	4 accidents
Between 3 and 4 P. M. ....	12 accidents
Between 4 and 5 P. M. ....	10 accidents
Between 5 and 6 P. M. ....	2 accidents
At 6 P. M. ....	1 accident
Time not reported for.....	9 accidents
Total .....	68

### Weather Conditions

Fair .....	42
Rainy .....	4
Foggy .....	1
Clear .....	1
Sleet .....	2
Dry .....	1
No report .....	17
Total .....	68

### Kind of Road

Macadam .....	34
Concrete .....	10
Rock .....	1
Gravel .....	6
Parking ground .....	1
Brick .....	1
Dirt .....	2
School property .....	2
Well surfaced .....	1
Asphalt .....	4
Not reporting .....	6
Total .....	68

### Place on Road

Curve .....	5
Blind hill .....	5
Straight .....	32
Intersection .....	11
Underpass .....	1
No report .....	9

Narrow .....	3
School yard .....	1
Parking ground .....	1
	<hr/>
Total .....	68

**Condition of Road**

Good .....	29	Dry .....	1
Curve .....	1	Straight .....	1
Dangerous hill .....	3	No report .....	17
Slippery .....	5		<hr/>
Underpass .....	1	Total .....	68
Intersection .....	7		
Unguarded fill .....	1		
Bad bridge .....	2		

TABULATION BY DISTRICTS OF SCHOOL BUS ACCIDENTS, 1940-41

Vehicle		Capacity	On Bus at Time of Accident	Number Injured	First Aid Given	Driver			Speed at Time of Accident	Maximum Speed Permitted When Loaded	Highway	Traffic Flow
Kind	Construction					Reg.	Sub.	Experience				
Car	All metal	5	1	1 slightly	Yes	x	10 years	35	35	45	County	Light
School bus	Composition	30	12	1 seriously	Yes	x	5 years	22	40	45	State	Light
School bus	All metal	45	3	0	No	x		40	Standstill			Light
School bus	All metal	42	40	0	No	x	12 years	42	25	40	State	Medium
School bus	All metal	40	20	0	No	x	12 years	40	Stopped		U. S.	Medium
Car	Composition	5	5	0	No	x	11 years	30	5	30	U. S.	Light
School bus	All metal	40	20	0	No	x	5 years	50	Still		County	Light
School bus	Composition	40	20	0	No	x	7 years	45	25	35	County	Light
Car	All metal	6	3	0	No	x				40	State	Light
School bus	All metal	70	40	0	No	x					County	
School bus	All metal	60	25	0	No	x		26	Still		State	Light
School bus	All metal	40	25	0	No	x		30	10	30	County	Light
School bus	All metal		0	0	No	x		40	5	35	Street	Heavy
School bus	All metal	40	few	0	No	x	15 years	45	10			Light
School bus	All metal	40		0	No	x	20 years		Backing			Light
School bus	All metal	25	0	0	No	x	3 years	38	2	20	Street	
School bus	All metal	36	30	1 slightly		x	Several yrs.	35	Moderate	30	State	Medium
School bus	All metal	36	25	0	No	x	Much	32	Slow	30		
School bus				0	No	x		25	Backing		County	Light
School bus				0	No	x		22	20		U. S.	Heavy
School bus				0	No	x		25	10		Street	Medium
School bus			30	2 seriously	No	x		30	25		Street	Heavy
School bus				0	No	x		25	Slow		County	Light
School bus				0	No	x		26	Slow		State	Heavy
School bus				1 slightly		x			Stopped		County	Light
School bus	All metal	35	30	0	No				12	30	County	
Car	Composition	5	3	1 slightly	Yes	x		35	25	40	U. S.	Light
School bus	Suit Pending			1 fatally	No	x	Many years	30	Still		U. S.	Heavy
School bus	All metal	70	3	1 slightly	No	x	6 years	22	30	30	State	Medium
School bus	Wood	50	45	0	No	x		62	20	30	U. S.	Medium
School bus	Wood	30	25	1 slightly	No	x		29	25	30	U. S.	Medium
School bus				0	No	x			Stopped		U. S.	Medium
School bus				0	No	x					U. S.	Medium
School bus				1 slightly		x			Starting		U. S.	Light
School bus				0	No	x					U. S.	Light
School bus			40	2 slightly		x		49			U. S.	Heavy
Car	All metal	5	0	0	No	x	Yes	40	40	30	County	Light
School bus	All metal	58	56	1 seriously	Yes	x	10 years	35	25	35	State	Medium
School bus	All metal	45	45	1 slightly	No	x	5 years	44	15	35	U. S.	Light
School bus	All metal	42	40	0	No	x	1 year	28	35	40	U. S.	Medium
School bus	All metal	40		0	No	x	Several yrs.		Low gear	35	County	Medium
School bus	All metal	62	0	1 slightly	No	x		35	Not known	40	State	Medium
School bus	All metal	48	55	0	No	x	15 years	55	Just starting		County	Light
School bus	All metal	52	0	1	Yes	x	20 years	40	2	40	County	Light
School bus				0	No	x	23 years	55	10			
School bus	All metal	54	0	0	No	x	2 years	24	Backing	35	School	
School bus	Composition	32	0	0	No	x	4 years	24	Backing	35	School	
School bus	All metal	54	40	0	No	x		26	0	35	State	
School bus	Composition	32	8	0	No	x		50	25	35	County	Light
School bus	All metal	45	20	1 slightly	Yes	x	1 year	23	5	35	U. S.	Light
School bus	All metal	48		0	No	x			20	35	State	Medium
School bus	All metal	53	21	0	No	x	10 years	40	10	40	County	Light
School bus	All metal			0	No	x		50	Slow		State	Heavy
School bus	Composition	36	40	1 slightly		x	8 years	30	Slow		County	Light
School bus	All metal	30	20	3 seriously		x	8 years	23	5	35	State	Light
School bus	All metal	63	0	0	No	x	Several yrs.	30	Turning		U. S.	Medium
School bus	All metal	63		0	No	x	4 years	32	35	35	U. S.	Light
School bus	All metal	52		2 slightly	No	x	6 years	24	30	35	U. S.	Light
School bus	Composition	45	25	1 slightly	No	x	10 years	30	15	40	Street	
School bus		20		1 fatally		x		23	20			
School bus		30		0	No	x		32	Backing		State	Light
School bus	All metal	30	40	1 slightly	Yes	x	Several yrs.	37	Starting	30	Street	Light
School bus	All metal	40		0	No				5	40	State	Light
School bus	All metal	56	50	0	No	x		55	15	35	U. S.	Medium
School bus	All metal	56	40	2 other cars	No	x	10 years	25	30	35	County	Light



## SUMMARY STATEMENT

This report shows a total of sixty-eight accidents for the year. Forty-three people were injured. Two people were injured fatally, seven seriously and thirty-four slightly. Most of them occurred with regular all metal school buses. The accidents occurred on good straight macadam roads. The buses were traveling at low speed and where the traffic flow was light. The month of October had the largest number of accidents, January and February the next largest number. Eight to nine o'clock in the morning and three to five in the afternoon are the hours which show the largest number of accidents.

A study of the following summary showing *fault, cause and type of accident* indicates that in a great many, if not most, of the cases the fault and cause of the accident was that of some person or thing other than the driver or the pupils. This suggests that more information should be given to the traveling public concerning safety in transportation of school children. Superintendents and Boards of Education should give more publicity to the need for more careful driving by the public in and around schools and on the school bus routes. More instruction in safety on school buses should be given weekly by teachers.

When one examines the safety records of the people who travel the highways throughout the state, he is convinced that the children are safer in the school buses which transport them to a school than they are in regular passenger cars which travel the public roads of the state.

## PREMIUMS PAID AND DAMAGES RECEIVED

Reports from the superintendents of districts operating school buses for the school year 1940-41 show that \$31,077.63 was paid as premiums on insurance on all buses insured. The same reports show that there was paid by the insurance companies for these districts \$8,813.62, for property and public liability damages. For this school year, there were in operation approximately 1,700 buses. No information is available as to the number of buses that were not insured. The law does not require publicly owned buses to be insured. It is known that a number of them were not insured.

For the school year 1941-42, reports from the districts operating school buses show \$27,315.48 was paid as premiums for property damage and public liability insurance on school buses. There were 1,394 buses insured and 260 not insured, making a total of 1,654 buses operated. No information is available to this date, May 24, 1942, as to the amount paid out by the insurance companies for property damage and public liability insurance for this school year.

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**TABULATION BY DISTRICTS OF SCHOOL BUS ACCIDENTS, FAULT, CAUSE AND TYPE**

Name of County	Fault	Cause	Type
Allen	(1) Misjudgment	Collision with passenger car	Head-on
	(2) -----	Intersection	-----
Ballard	(1) -----	Other car ran into bus before bus could move after having stopped to enter highway	Man driving car about 60 miles per hour ran into bus (Side-swiped)
Bath	(1) Carelessness	Carelessness	Side-swiping
Bourbon	(1) -----	Collision with passenger car	Side-swiping
	(2) -----	Bus standing still	Side-swiping by car trying to crowd bus
	(3) Unavoidable	Animal	Hog ran under bus
Boyle	(1) Another car—carelessness—passing loading or unloading school bus without stopping or proper caution	Another car—carelessness, passing school bus which had stopped	Rear-end collision
Bracken	(1) -----	-----	-----
	(2) Telephone pole fell on bus	-----	Telephone pole fell on bus
	(3) -----	Slippery road	-----
Butler	(1) Distraction	Animal	Side-swiping—hurt a horse
Caldwell	(1) Both misjudged distance on crowded street	Passenger car—bus was leaving garage after repairs, no children aboard, was not on run	Side-swiping
Calloway	(1) (1) -----	-----	Hurt a horse
	(2) -----	-----	Backed into car
Carroll	(1) Not reported	Not reported	Not reported
Crittenden	(1) Perhaps not driver's fault	Collided with car while backing	Backing
	(2) Horse jumped in front of bus while passing	Collision with animal	Head-on
Fayette	(1) Carelessness	Bus rolled back into car that had stopped	Backing
	(2) Failure to grant right of way	Failure to grant right of way to passenger car	Front against side
	(3) No fault of bus driver	Fault of driver of other car	Side-swiping
	(4) Following vehicle too closely for road and weather conditions	Parked vehicle	Rear end
	(5) Misjudgment	Parked vehicle	Backing



**TABULATION BY DISTRICTS OF SCHOOL BUS ACCIDENTS, FAULT, CAUSE AND TYPE—Continued**

Name of County	Fault	Cause	Type
Fulton	(6) Misjudgment	Pole, tree, hydrant, bridge	Backing
	(7) No	Boarding or leaving bus carelessly	
	(1)	Car moving out from a store as the bus came around a corner at store	Car ran into side of bus—little damage done to car. Both moving slowly
Garrard	(1)	Defective door	Misjudgment
Graves	(1)		
Hardin	(1) No fault of bus driver	Too fast and irresponsibility of driver of passenger car	Senior high school girl was leaving bus in front of her home after a trip to Cincinnati with seniors and teachers when a speeding motorist struck her. Instant death
Henderson	(1)	Passing at intersection, passenger car	Side-swiping
	(2) Unavoidable	Parked vehicle	Side-swiping
	(3) Passing at intersection	Passing at intersection passenger car	Rear end
Jefferson	(1) Other car—train approaching failure to observe	Failure to observe train approaching by another car	Passenger car
	(2) Failure to grant right of way to bus driver	Failure to grant right of way by bus driver	Passenger car
	(3) Carelessness	Carelessness	Collision with pupil boarding or leaving bus
Jessamine	(4) Inattention of bus driver	Inattention of bus driver	Passenger car
	(5) Another car	Failure to grant right of way	Passenger car
	(1) Too fast for road and weather conditions	Driving too fast when overloaded Ran off road into ditch	Running into a ditch
Johnson	(1) Cutting in or out	Riding bicycle on right side of road	"A" front against side
Knox	(1)	Animal	Collision with animal
Laurel	(1) No fault of bus driver	Another car going too fast for road and weather conditions	Rear end
Letcher		Passenger car	Front against side. Entrance to school intersection
Lewis	(1) Misjudgment	Misjudgment	Head-on
	(2) Cutting out	Parked vehicle	Rear end
Madison	(3) Child pushed victim in front of bus practically stopped		Boarding or leaving bus or school conveyance
	(4) Misjudgment	Misjudged distance and struck parked car	Backing
	(1) Misjudgment	Backing	Backed into parked vehicle on school grounds
	(2) Misjudgment	Backing into parked vehicle	Misjudgment in backing bus on school grounds
Meade	(3) No fault of driver	Too fast, failed to stop while school bus was unloading	Side-swiped
	(4) No fault of driver	Too fast	Side-swiping
Mercer			Rear end
Montgomery	Misjudgment	Collision with stationary object	Caved in front entrance
Muhlenberg		Another car	Rear end
Owen		Falling on or off moving bus	
Pike	(1)	Bad bridge	Bus overturned
	(2)	Misjudged distance	Backed into fence
	(3)	Teamster	Horse drawn vehicle
Rowan	Carelessness	Carelessness	Side-swiping
Todd		Car stopped in front of bus without giving any signal	
Warren	(1)		Left front fender Chevrolet car
	(2)	Backed into car	Right rear fender bent and scratched, Oldsmobile
Washington Independent Districts	Carelessness	Started bus before door was closed	Child fell out
Hazard			Car backed into bus
Hikes	No fault of driver of bus	Passenger car, drunken driver	Side-swiping by the other driver
Jenkins	No fault of driver of bus	Passenger car	Rear end side-swiping
Livingston	Failure of another car to grant highway	Another car going too fast on narrow road	Side-swiping by other car
Walton-Verona	Carelessness	Carelessness and misjudgment	

TABULATION BY DISTRICTS OF SCHOOL BUS ACCIDENTS, 1941-42

Name of District	Date of Accident	Time of Accident	Bus Ownership		Weather	Road		
			Admin. Unit	Con-tractor		Kind	Place	Condition
Allen County	10- 9-40	4:30 P. M.	-----	x	Fair	Macadam	On curve	Curve
Allen County	1-23-41	4:30 P. M.	-----	x	Fair	Macadam	Straight	Hill
Ballard County	4- -41	3:00 P. M.	x	-----	-----	Concrete	Intersection	-----
Bath County	2-19-41	8:00 A. M.	x	-----	Fair	Macadam	On curve	Good
Boyle County	12-12-40	7:30 A. M.	x	-----	Rainy	Macadam	Straight	Slippery
Bourbon County	3-28-41	P. M.	-----	x	Fair	Macadam	Straight	Good
Bourbon County	4-15-41	-----	-----	x	Fair	Macadam	Underpass	Underpass
Bourbon County	10-29-40	-----	-----	x	Foggy	Macadam	Blind hill	Good
Bracken County	2-12-41	8:30 A. M.	-----	x	Clear	Macadam	Blind hill	Good
Bracken County	3- -	P. M.	-----	x	-----	Macadam	-----	-----
Bracken County	2- -	A. M.	x	-----	-----	Macadam	Straight	Slippery
Butler County	10-16-40	4:15 P. M.	x	-----	Fair	Rock	Narrow	Good
Caldwell County	9- 7-40	11:30 A. M.	x	-----	Fair	Concrete	Straight	Good
Calloway County	9-30-40	4:30 P. M.	x	-----	-----	Gravel	Straight	-----
Calloway County	3-18-41	8:30 A. M.	x	-----	-----	Macadam	-----	-----
Carroll County	11- 1-40	8:15 A. M.	-----	x	-----	-----	-----	-----
Crittenden County	2- 7-41	3:30 P. M.	Body Chassis	-----	Fair	Macadam	Straight	Good
Crittenden County	2-17-41	9:00 A. M.	x	-----	Fair	Parking ground	Parking ground	-----
Fayette County	4- 8-41	3:00 P. M.	-----	x	Fair	Macadam	Straight	Good
Fayette County	3- 6-41	8:00 A. M.	-----	x	Rainy	Macadam	Intersection	Intersection
Fayette County	4- 4-41	9:30 A. M.	-----	x	Fair	Macadam	Intersection	Intersection
Fayette County	10- 7-40	8:20 A. M.	-----	x	Rainy	Brick	Narrow	Slippery
Fayette County	8- 9-40	11:00 A. M.	-----	x	Fair	Dirt	Straight	Good
Fayette County	10-11-40	9:00 A. M.	-----	x	Fair	Macadam	Straight	Good
Fayette County	1-30-41	3:00 P. M.	-----	x	Fair	Macadam	Straight	Good
Fulton County	-----	8:00 A. M.	x	-----	Fair	Gravel	Intersection	-----
Garrard County	-----	8:00 A. M.	x	-----	Fair	Macadam	Straight	-----
Graves County	Suit Pending	-----	-----	-----	-----	-----	-----	-----
Hardin County	5- -41	1:00	-----	x	-----	Macadam	-----	-----
Henderson County	1-24-41	7:30 A. M.	-----	x	Rainy	Macadam	Intersection	Intersection
Henderson County	1-28-41	8:30 A. M.	-----	x	Sleet	Macadam	Straight	Slippery
Henderson County	12- 4-40	3:10 P. M.	-----	x	Fair	Macadam	Straight	Intersection
Jefferson County	10- 2-40	2:55 P. M.	-----	-----	-----	Asphalt	Straight	Good
Jefferson County	12- 6-40	7:00 A. M.	-----	-----	-----	Macadam	Straight	Good
Jefferson County	2- 7-41	2:45 P. M.	-----	-----	-----	Asphalt	Straight	Good
Jefferson County	10- 4-40	2:00 P. M.	-----	-----	-----	Asphalt	Straight	Good
Jefferson County	5-23-41	9:15 A. M.	-----	-----	Fair	Asphalt	Intersection	Intersection
Jessamine County	1- -41	3:30 P. M.	-----	x	Fair	Macadam	Narrow road	Unguarded fill
Johnson County	3- -41	4:30 P. M.	x	-----	Fair	Concrete	Straight	Good
Knox County	9-17-40	3:00 P. M.	x	-----	Fair	-----	Intersection	Good
Laurel County	12-17-40	3:00 P. M.	x	-----	Fair	Macadam	Straight	Good
Letcher County	-----	6:00 P. M.	x	-----	Fair	Gravel	Intersection	Intersection
Lewis County	11- 8-40	5:00 P. M.	x	-----	Fair	Macadam	Blind hill	-----
Lewis County	-----	3:30 P. M.	-----	x	Fair	Gravel	Straight	Good
Lewis County	-----	8:00 A. M.	-----	x	-----	Gravel	Intersection	Intersection
Lewis County	1-16-41	-----	-----	x	Fair	-----	School yard	-----
Madison County	2-21-41	8:30 A. M.	-----	x	Fair	School property	-----	-----
Madison County	2-14-41	8:00 A. M.	-----	x	Fair	School property	-----	-----
Madison County	3-19-41	3:30 P. M.	-----	x	Fair	Macadam	Straight	Good
Madison County	4-16-41	5:00 P. M.	-----	x	Fair	Macadam	Straight	Good
Meads County	2- 1-41	3:30 P. M.	x	-----	Fair	Well surfaced	Straight	Good
Mercer County	3-18-41	7:30 A. M.	-----	x	Fair	Macadam	Intersection	Good
Montgomery County	10- 7-40	4:00 P. M.	x	-----	Fair	Macadam	Curve	Bad bridge
Muhlenberg County	1-17-41	7:00 A. M.	1/2	1/2	Sleet	Macadam	Blind hill	Slippery
Owen County	10-23-40	8:00 A. M.	x	-----	-----	Macadam	Straight	-----
Pike County	12-24-40	11:45 A. M.	x	-----	Fair	Dirt	Curve	Bad bridge
Pike County	10- 4-40	A. M.	x	-----	Fair	Concrete	Straight	Good
Pike County	12-10-40	-----	x	-----	Fair	Concrete	Curve	Good
Rowan County	9- 3-40	7:30 A. M.	-----	-----	-----	Concrete	Straight	-----
Todd County	9-12-40	-----	-----	x	Fair	Macadam	Straight	Good
Warren County	11-27-40	4:30 P. M.	x	-----	Dry	-----	-----	Dry
Warren County	9-20-40	4:00 P. M.	x	-----	Good	-----	-----	-----
Washington County	10-28-40	8:30 A. M.	-----	x	Fair	Macadam	Straight	Good
Hazard Ind.	9-18-41	3:45 P. M.	x	-----	Fair	Concrete	Curve-blind hill	Dangerous hill
Hikes Ind.	1-16-41	2:30 P. M.	x	-----	Fair	Concrete	Intersection	Straight road
Jenkins Ind.	10- 3-40	8:00 A. M.	x	-----	Fair	Concrete	Straight	Good

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**TABULATION BY DISTRICTS OF SCHOOL BUS ACCIDENTS, 1941-42—Continued**

Name of District	Date of Accident	Time of Accident	Bus Ownership		Weather	Road						
			Admin. Unit	Con-tractor		Kind	Place	Condition				
Livingston Ind. ....	12-17-40	4:00 P. M.	x	.....	Fair .....	Gravel .....	Narrow road .....	Curve .....				
Walton-Verona .....	1-15-41	7:30 A. M.	x	.....	.....	Concrete .....	Straight .....	Good .....				
<b>TOTALS .....</b>												
Jan. .... 9	7- 8 A. M.	7	31	31	Fair .....	42	Macadem .....	34	Curve .....	5	Good .....	29
Feb. .... 9	8- 9 A. M.	15	No report .....	6	Rainy .....	4	Concrete .....	10	Blind hill .....	5	Curve .....	1
March ... 7	9-10 A. M.	4			Foggy .....	1	Rock .....	1	Straight .....	32	Dangerous hill .....	3
April ... 5	11-12 A. M.	3			Clear .....	1	Gravel .....	6	Intersection .....	11	Slippery .....	5
May .... 2	1- 2 P. M.	1			Sleet .....	2	Parking ground .....	1	Underpass .....	1	Underpass .....	1
Aug. .... 1	2- 3 P. M.	4			Dry .....	1	Brick .....	1	No report .....	9	Intersection .....	7
Sept. ... 7	3- 4 P. M.	12			No report .....	17	Dirt .....	2	Narrow .....	3	Unguarded fill .....	1
Oct. ....12	4- 5 P. M.	10					School property .....	2	School yard .....	1	Bad bridge .....	2
Nov. ... 3	5- 6 P. M.	2					Well surfaced .....	1	Parking ground .....	1	Dry .....	1
Dec. ... 7	6 P. M.	1					Asphalt .....	4			Straight .....	1
Not given 6	Not given	9					No report .....	6			No report .....	17