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ABSTRACT

The key position in any student transportation system is that of school bus driver. The driver's responsibilities are such that a specific program of school bus driver education becomes a necessity. A review of the literature reveals that no studies pertaining to school bus driver education have been made. This thesis documents the history and training of school bus drivers and the extent to which drivers are currently being prepared. The results are intended to provide ideas for the Ohio program and to keep State departments of education informed. (Page 50 and the summary table on page 56 may reproduce poorly.) (Author/MLF)

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HISTORY AND CURRENT STATUS
OF SCHOOL BUS DRIVER EDUCATION
IN OHIO AND THE UNITED STATES

A Thesis

Presented in Partial Fulfillment of the Requirements
for the Degree Master of Arts

by

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The Ohio State University
1971

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This book is dedicated to my wife, Lois A. Whisman,
for her courage and devotion in times of adversity.

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The road leading to the completion of a Master's Degree program at times seems long and arduous. However, Dr. Robert Reese, my graduate

advisor, has been very helpful in smoothing out the "bumps" in the road and keeping me "pointed" in the right direction. A sincere thanks to Dr. Reese for his guidance with my course work and assistance in the preparation of this thesis.

CHAPTER I

Introduction to the Problem

School districts throughout the United States are experiencing very rapid growth in the area of pupil transportation. Virtually all school systems, rural or urban, are now providing transportation for some portion of their students.

The pupil transportation function of school districts is indeed an important part of the overall school system. For example: the State of Ohio transports 1,216,211 pupils each day on 11,031 school buses. The buses travel approximately 600,000 miles per day between home and school. The cost of operation for these school buses during the 1969-1970 school year was \$44,393,359.

The State of Ohio and the local school districts combined spent another \$8 million on the purchase of school buses. In addition, local school districts bore the expense of extra-curricular and field trips.¹

The key position in any student transportation system is that of the school bus driver. His ability to operate a heavy vehicle in a safe manner, to maintain discipline on the bus, to meet rigorous time schedules, and to report any mechanical malfunctions so they can be corrected without delay are determiners of pupil safety and program efficiency. The driver's responsibilities are such that a specific program of school bus driver education has become an important necessity.

¹ Ohio State Department of Education, Transportation Section, 1969-70 Statistical Report, Columbus, Ohio, July, 1970.

Background of the Problem

A review of the literature reveals that there have been no studies made pertaining to school bus driver education. Therefore, there are no current means to determine the extent to which driver training is being conducted throughout the United States.

Statement of the Problem

There is very little information available pertaining to the status of school bus driver education throughout the country.

There is a definite need to gather information that would establish the history of the training of bus drivers and to what extent drivers are being prepared at the present time.

Importance of the Study

This study should be made in order to determine the status of training programs throughout the United States.

The results of this study can be beneficial in that:

1. The history and current status of the bus driver training program in the United States, and particularly in Ohio, can be traced and recorded.
2. Information gathered concerning programs in other states may provide ideas as to how the Ohio program can be improved.
3. The results of the study, or parts thereof, can be distributed to state departments of education for information purposes.

Design of the Study

Information pertaining to the driver training programs from other states was gathered by the use of a mail questionnaire. This questionnaire was addressed to state directors of pupil transportation in the state departments of education.

Information pertaining to the Ohio program was available in the files of the Consultant, School Bus Driver Education, Ohio State Department of Education.

Limitations of the Study

Data were collected only from state directors of pupil transportation in all 50 states of the United States and the District of Columbia. There was no attempt to gather information on the local school district level.

This study was limited to the thirteen questions on the mail questionnaire pertaining to the state driver education programs.

Methodology

For the purposes of the study, there was a need to gather information in two major areas. First, information that would enable us to trace and record the history of school bus driver education in the United States. Secondly, data pertaining to the current status of school bus driver education in the nation.

A mail questionnaire was developed to serve as a means of collecting these data. In the course of the questionnaire development three people served as a jury and made significant suggestions for the design of the final draft of the questionnaire. The three people serving on the jury were:

1. Dr. Robert Reese, Chairman of the Academic Faculty of Vocational-Technical Education, College of Education, Ohio State University.
2. Dr. Edwin Novak, Associate Professor, Department of Educational Research, College of Education, Ohio State University.
3. Mr. Hanford Combs, Chief, Pupil Transportation, Ohio State Department of Education.

The questionnaires were mailed to the state directors of pupil transportation in all fifty states and the District of Columbia. The questionnaires were sent to these individuals because they were presumed to have the information pertaining to school bus driver education in their state or would know a source for the information.

After the questionnaire was in final form a letter of transmittal and a follow-up letter were developed. Sample copies of the letter of transmittal, follow-up letter, and final draft of the questionnaire are in the appendix.

All 50 states plus the District of Columbia responded to the questionnaire. Forty-one states responded following the first letter, nine on the second request and one following a personal telephone call.

CHAPTER II
REVIEW OF THE LITERATURE

A review of the literature revealed that there have been no similar studies concerning school bus driver education. There was very little information in the literature concerning the school bus driver.

The following sources were examined in reviewing the literature for this study:

1. Encyclopedia of Educational Research, Fourth Edition, Collier-MacMillian Limited, London, 1969.
2. Research in Education (ERIC), 1956 through October 1970.
3. Education Index, July 1965 through June 1970.
4. Reader's Guide to Periodical Literature, 1955 through September 1970.
5. One hundred twenty-three page computer print-out (ERIC) on student transportation.

A total of seven articles were found pertaining to recruitment of drivers, the need for training, and programs for training within individual school districts.

The first of the articles appeared in the American School Boards Journal in June 1964. It described a school transportation system in Fairfax County, Virginia, which had 387 school buses in operation. For the past 15 years these buses had been driven primarily by women. The women were proving to be excellent school bus drivers because they were more thoughtful, more careful, more reliable, handled youngsters better, and learned more quickly than their male counterparts. The women drivers had a good accident record in that 80% of the drivers in Fairfax were women and they were only responsible for 43% of the accidents.

The October 1964 issue of the School Management Magazine carried an article pertaining to the Pinellas County, Florida, school bus driver education program. The Pinellas County program was unique in that it had a specially designed driver training range on which drivers could practice. The range had almost all the obstacles that a driver would have experienced during a route.

The Pinellas County program was paying dividends in that they had an excellent safety record. Their buses traveled approximately 1.8 million miles each year, and they had fewer than 30 school bus accidents a year.

The Valusia County, Florida, schools provided a week-long seminar for their school bus drivers as was reported in the November 1965 issue of School Management Magazine. The seminar consisted of 15 hours on-the-highway driving and 25 hours of classroom work. It was conducted by members of the National Safety Council, American Red Cross, Florida State Highway Patrol and insurance companies.

The highway driving hours included re-examination of chauffeur's license driver improvement tests. Classroom work included films on driving procedures, emergency first aid, record keeping, written exams, a complete physical, and a vision test.

An article in the February 1967 American School Boards Journal pointed out that one of the most difficult problems in pupil transportation was the recruitment of school bus drivers. Finding available persons, to serve as school bus drivers, required one to analyze the local labor market. People in business for themselves, such as ministers, firemen,

insurance salesmen, had jobs that left them time for school bus driving. However, the shift to women (housewives) seemed to be the most plentiful source of school bus drivers.

Once drivers were hired, training became very important. The Harlem Consolidated Schools offered a yearly seminar for their drivers. The seminar consisted of four (4) two hour sessions which were conducted by members of the Red Cross, state highway patrol, and local police.

The American School Boards Journal of August 1967 related an unusual approach to school bus driver training. The Greece, New York Central School District had done something unique in the area of school bus driver training. A 1952 school bus was converted into a "training bus". The bus had these characteristics:

1. All but three rows of seats on each side were removed.
2. Student desks were used inside the bus.
3. Wooden files were in the bus.
4. The bus had special heaters and inside lights.
5. The bus had an electrical outlet for external power.
6. Audio-visual materials were used in the bus.
7. The bus had inside and outside speakers.

The bus proved very valuable in that it was self-contained; and, of course, it was mobile so it could be moved from one location to another where actual "on-the-bus" instruction could take place.

The history of pupil transportation in the United States was reported in the February 1967 issue of the American School Boards Journal.

This history did not disclose the exact date that pupil transportation at public expense was first introduced in the country, although the idea of the transportation of pupils interested public school leaders as early as 1840. Nineteen years later in 1859, pupil transportation at public expense was permitted by a state law in Massachusetts.

Pupil transportation in 43 of the original states was under legislation specifically enacted for this purpose. The remaining 5 were permitted transportation under the general authority granted to the school trustees or directors.

The period from 1859-1910 marked the greatest increase in pupil transportation as 25 states initiated programs for this service. Fifty years after the first enactment authorizing pupil transportation (1889), the conveyance of pupils at public expense was a reality in 48 states and the territory of Hawaii.

Mr. Robert Isenberg discussed in the Fourth Edition (1969) of the Encyclopedia of Educational Research the responsibilities and duties of the school bus driver.

The driver's responsibilities were such that a specific program for training has been an important necessity, not only for new drivers but for experienced drivers as well. Adult males hold the majority of school bus driving jobs throughout the country. In some states high school students are used as bus drivers. There is a definite increase in the number of female bus drivers.

Women work well in the job as school bus drivers for three reasons:

(1) Women have displayed a readiness for training; (2) Women have a superior relationship with students; (3) Women tend to be less abusive with school bus equipment.

One print-out from the computer search listed a bibliography of training films for school bus drivers. This bibliography listed, by title, 113 films, with descriptions and acquisition addresses. There were 32 free, 40 rental, 38 purchase, and 3 television short films in the list.

CHAPTER III

HISTORY AND CURRENT STATUS
OF SCHOOL BUS DRIVER EDUCATION IN OHIOHistory

In May of 1949, Dr. Robert Reese, former state supervisor of vocational Trade and Industrial Education, State Department of Education and current chairman of the Vocational Technical Education Department, Ohio State University, conducted the first conference on School Bus Driver Education in Ohio.

The main topics discussed at the conference were vehicle maintenance, rules and regulations of the road, and driver education. The conference participants were selected from personnel who had a keen interest as well as experience in school transportation. The committee consisted of school administrators, safety engineers, driver education consultants, and law enforcement officers.

The program remained in a discussion phase with no record of additional conference or planning until January of 1963 when the Trade and Industrial Services, in conjunction with Ohio State University and the State Department's Division of Vocational Education, established the job classification of School Bus Driver Training Consultant.

School district reorganization and consolidation plus the migration of masses of people to the suburbs have created problems of larger rural school attendance areas. To the bus driver, this means more students to

transport, more miles to travel daily and more time to devote to the transportation program. No longer should a person be employed to do this job unless some training in the skills and knowledge of driving a school bus has been acquired. The bus driver is hauling a most precious cargo.

With the above planning accomplished, the Ohio State University hired James Provost on February 1, 1963 as transportation consultant under contract with the Division of Vocational Education, State Department of Education. Mr. Provost was experienced in bus driving, driver education, bus fleet supervision and school administration.

After studying programs in other states and developing an operational advisory committee, material and literature were reviewed and an outline, composed of units that the committee thought should be included in Ohio's manual of instruction, were developed.

Mr. Provost completed the final pre-publication copy of the manual and scheduled two pilot programs in which to test the instruction time involved and the value of the material. The first pilot program was held in a large city school, and the second in a predominately rural school to determine if the content was practical for all types of schools. Necessary revisions to the manual were then made, based on the results of the pilot program, and the manual went to press late in 1963. While the manual was being printed, an instructor's guide was developed to guide the instructors in the sequence of instruction and in timing the units of instruction. Both units were adjusted and reproduced by January 1, 1964. The first official classes began early in January of 1964 at Bedford City in

Cuyahoga County and Willoughby-Eastlake City in Lake County. From this date forward, Ohio could offer a practical program for the school bus driver.²

Mr. Provost served as consultant for school bus driver education until September of 1965. Mr. Charles Dysert was employed as consultant in October of 1965 and remained in the position only until February of 1966. Mr. John McGaw was the next person to serve as consultant in the program. Mr. McGaw served in the position from May of 1966 until June of 1967. The first major change in the program came during the time Mr. McGaw served as consultant. The basic manual was revised and the course length was changed from fifteen to eighteen hours.

In November of 1967, Mr. Robert Whisman was employed as Consultant for School Bus Driver Education and currently occupies the position.

²
School Bus Basic Course Learner's Manual, Columbus, Ohio: Ohio Trade and Industrial Instructional Materials Laboratory, Ohio State University, 1967, pages 2-3.

Current Status

Since the beginning of the program, the basic drivers' course has been the main concern of the consultant.

The Basic School Bus Driver Education Course is designed for drivers with varying amounts of vehicle driving experience. The course is primarily classroom study with some practical exercises in which the learner can participate.

The major objectives of the basic course are:

1. Improve the quality and efficiency of school bus driving in Ohio.
2. Improve and promote safety procedures.
3. Reduce fleet maintenance costs by proper inspection and use of equipment.
4. Cause the bus driver to realize his extensive responsibilities and duties.
5. Provide adequate training for every bus driver in Ohio.³

Through the combined efforts of the four consultants, as of July 1, 1970, 5,886 drivers employed by 288 city, exempted village, and local school districts have completed the basic school bus driver education course. (See Table 1)

³
School Bus Basic Course Learner's Manual, Columbus, Ohio: Ohio Trade and Industrial Instructional Materials Laboratory, Ohio State University, 1967, page 1.

TABLE I

DRIVERS TRAINED SINCE BEGINNING OF PROGRAM

<u>Year</u>	<u>Drivers Trained</u>
1963-1964	373
1964-1965	1061
1965-1966	608
1966-1967	1002
1967-1968	1011
1968-1969	717
1969-1970	<u>1114</u>
TOTAL	5886

In the summer of 1969, twelve experimental school bus driver education programs were conducted. A pre-employment course was offered to expose people to the occupation of school bus driving. The course was designed primarily for men and women who had never driven a large vehicle such as a school bus. It was hoped that at the completion of the course, participants would be ready to take the driving and written examination for their school bus operator's license.

The purpose of the course was to be of assistance to school districts in securing both full time and substitute school bus drivers.

Evaluation of Pre-Employment Course

In September of 1969, a survey was conducted to evaluate the pre-employment bus driver education course. The primary objective of the survey was to determine the number of people that are still driving after completion of the pre-employment course. The findings are summarized in Table 2.

TABLE 2

PRE-EMPLOYMENT DRIVER EDUCATION CLASSES

Location of Class	Date	Number En-rolled	Number Com-pleted	Number Presently Driving		Number Not Driving
				Reg.	Sub.	
Columbiana County	June, 1967	33	21	20	0	1
Switzerland of Ohio	July, 1968	13	13	5	6	2
Jefferson County	July, 1968	23	21	13	2	6
Portage County	August, 1968	10	10	10	10	0
Portage County	August, 1968	9	9	5	1	3
Portage County	August, 1968	10	10	5	0	5
Portage County	February, 1969	23	23	13	0	10
Switzerland of Ohio	July, 1969	15	11	1	10	0
Edison Local	July, 1969	12	12	3	4	5
Portage County	August, 1969	11	11	7	5	1
Portage County	August, 1969	14	13	7	5	1
Columbus City	August, 1969	18	18	2	9	7
		—	—	—	—	—
TOTALS		191	172	91	52	41

1. 143 of the drivers who completed the course are still driving either on a full or part-time basis.
2. Most of the class drop-outs were due to medical reasons.

The pre-employment course has proven so successful that it will be used throughout the state to recruit and train new school bus drivers.

(See new state regulations, page 18).

The credit for the development of the pre-employment driver education course must go to Mr. Zygmunt Rataiczak who pioneered the idea and was instrumental in initiating the first pre-employment driver classes.⁴

In the spring of 1970 an advanced school bus driver education program was initiated. The program was created for those drivers who had completed the basic course. The highlight of the advanced program is the inclusion of the standard first aid course. The driver will receive a standard first aid card in addition to a certificate for completing the program.

Training manuals have been developed for the pre-employment, basic, and advanced school bus driver education courses. (See manual outline Appendix B, pages 52, 53 and 54). In addition, there are instructor guides for each of the three courses. These publications provide guidance for the instructor in class procedures, important points to be covered, and the approximate amount of time to be allotted for each unit.

Ohio has 143 certified school bus driver education instructors throughout the state. These instructors are responsible for the training of school bus drivers in the 631 school districts in the 88 counties of Ohio. People who wish to become instructors in the school bus driver education program must meet the following requirements:

⁴Zygmunt Rataiczak, District 28 Coordinator, Ohio Department of Education, Steubenville, Ohio, June 1967.

1. Have at least five years school bus driving experience.
2. Successfully complete the basic school bus driver education course.
3. Participate in an instructor training course provided by the state consultant, school bus driver education.
4. Participate in the upgrading instruction classes conducted by the state consultant, school bus driver education.

The Ohio State Board of Education in its June, 1970 board meeting adopted two new regulations that gave additional impetus to the School Bus Driver Education Program in Ohio.

The first regulation states:

Transportation personnel are responsible for seeing that all drivers meet the requirements of the laws of Ohio and Ohio Department of Education regulations before driving a bus with pupils on board.

Most school districts in Ohio give their school bus driver some preliminary instruction before allowing them to transport pupils. However, there are still many school districts that put new drivers on the bus immediately after passing their written and driving tests administered by the Ohio State Highway Patrol. Therefore, a regulation requiring preliminary training, as necessary and desirable, should do must to insure the safety of the pupils being transported.

To assist school districts meet this regulation, the pre-employment course can be used. A pre-employment manual is available and this training can be handled by local transportation supervisors or by school bus driver education instructors. (See Appendix B for course outline).

The second regulation and the most significant in terms of expansion of the driver education course states:

School bus drivers shall satisfactorily complete the State Department of Education's Basic School Bus Driver Education Program within the first year of employment as a school bus driver.

Previous to the passage of this regulation, training in Ohio was on a purely voluntary basis and relatively few school districts in Ohio availed themselves of this service. However, there has been a notable increase in the number of drivers participating in the basic course since the new regulation went into effect in September of 1970.

Previous Study (Evaluation) - Basic School Bus Driver Education Program

During the 1969-1970 school year a study was conducted to evaluate the basic course in Ohio.⁵

The purposes of the study were to:

1. Determine if the purposes and objectives of the course were being accomplished.
2. Determine if there were areas where changes should be made in the program. (Example: Cut in classroom time).
3. Determine if more emphasis should be placed on certain phases of the program. (Example: More time on accident prevention).

Two questionnaires were developed to serve as a basis for evaluating the basic course. One questionnaire was to be sent to transportation supervisors of schools where basic courses had been conducted and the second

⁵ Whisman, Robert W., Evaluation - Ohio Basic School Bus Driver Course, Trade and Industrial Education Service, Ohio Department of Education, Columbus, Ohio, 1960-1970.

questionnaire to school bus drivers who had completed the basic course within the past year.

The response to the questionnaire is shown in Table 3.

TABLE 3

<u>To Whom Sent</u>	<u>QUESTIONNAIRE RETURNS</u>		
	<u>Questionnaires Mailed</u>	<u>Questionnaires Returned</u>	<u>Percentage of Return</u>
Supervisors	75	68	91%
Bus Drivers	226	147	65%

Findings of the Study (Supervisors Questionnaire)

On the basis of the questionnaires from the transportation supervisors, it appeared that the overall objectives of the basic course goals and objectives were being met.

The school transportation supervisors indicated that they would like to have the drivers attend an advanced training course. The supervisors were almost unanimous in their belief that school bus drivers were more aware of their duties and responsibilities after completion of the course.

Sixty-two of the 68 transportation supervisors responding to the questionnaire believed that the basic course should be required by the Ohio State Department of Education. School bus drivers who had completed the basic course were more efficient in driving skills and related duties according to the supervisors. In addition, the supervisors believed that bus drivers had a better understanding of the mechanical functions of a school bus.

A vast majority of the transportation supervisors indicated that the bus drivers had a favorable change in attitude toward the occupation of school bus driving as a result of participating in the course. Forty-nine or 72% of the supervisors indicated that adequate training was given in all areas of school bus operation.

Findings of the Study (Bus Driver Questionnaire)

The results of the driver survey indicated that the overall purposes and objectives of the basic school bus driver education course are being met.

The school bus drivers in Ohio who have completed the basic school bus driver education course are more aware of their duties and responsibilities. The drivers indicated that there has been improvement in their school bus driving techniques.

A vast majority of the school bus drivers surveyed indicated that the basic course does in fact provide adequate training in school bus operation and related duties. The basic course also enables the school bus drivers to have a better understanding of the mechanical functions of the vehicle.

The survey strongly indicates that school bus drivers are anxious to upgrade themselves as evidenced by the fact that 118 drivers reported they would like to participate in an advanced course.

The one area in which sufficient information was not received was in accident prevention. Of the forty-five drivers who had accidents, twenty-five were prior to completion of the basic course. Nine drivers had accidents after completing the basic course. There was not enough response to this question to arrive at a definite conclusion.

There were ten school bus drivers that had suggestions for changes in the basic course. However, there were no suggestions made pertaining to the contents of an advanced manual.

According to the transportation supervisors surveyed there has been no significant reduction in bus maintenance expense after completion of the basic course.

Another area of weakness in the basic course was that of accident prevention. However, on the basis of this study and school bus accident reports, it would be most difficult to eliminate accidents through the school bus driver education program because most school bus accidents, as with all accidents, are caused by carelessness. It would seem that more emphasis should be placed on accident prevention in the program in the hope that some progress can be made in this area.

Recommendation for changes in the basic course were made by ten supervisors. The supervisors had no suggestions for contents of an advanced manual.

Recommendations

As a result of this study, the following changes have been made in the basic school bus driver education program:

1. A new basic manual should be published leaving out three chapters that were in the basic course manual. The chapters being deleted are covered in a new pre-employment course. The chapters deleted were: (1) The School Bus Driver, (2) School Bus Orientation, and (3) Driving Fundamentals.
2. More time should be spent on first aid. The chapter on first aid that is now in our advanced course has been placed in the new basic manual. The entire first aid course will be given as part of the advanced course.
3. The number of classroom hours has been reduced from eighteen to twelve hours. The remaining six hours is divided among the drivers in the class for individual driving instruction.

4. A concentrated effort is being made to get audio-visual aids to supplement the course work.
5. More emphasis is being placed on accident prevention and bus inspection and maintenance.

CHAPTER IV

HISTORY AND CURRENT STATUS
OF SCHOOL BUS DRIVER EDUCATION IN THE UNITED STATESHistory of School Transportation and School Bus Driver Education

Transporting students to and from the school they attend as a function of school operation has a history now spread over a full century. The expenditure of public funds for transporting students was first legalized by the Massachusetts legislature in 1869. But the concept of public involvement in transporting students developed slowly. Its origin was at a time when the major means of transportation available was horseback or horse-drawn conveyances. It was also at a time when the tendency was to establish and operate a large number of small schools and to situate a school within walking distance of any child who wished to attend. Any child not within such range was free to make some kind of boarding arrangement that permitted his attendance or to simply not bother to attend school at all.

The reluctance to follow the lead of Massachusetts is illustrated by the fact that by 1900 only slightly more than one-third of the states had authorized the use of public funds to pay for or support the cost of transporting students. It was not until the advent and practical use of motor vehicles and the development of a network of hard-surface roads that programs for transporting students became an important part of public education in the United States.

Noble (1940) has documented the early history and rapid growth of student transportation. For the school year 1919-1920, the first year for which national totals were estimated, the U.S. Office of Education (USOE) reported that 356,000 students, approximately 1.7 percent of the public elementary- and secondary- school students enrolled that year, were transported at public expense. By 1925-1926 the number had more than tripled, with about 1,100,000 students being transported. This rapid growth has continued with substantial increases in the number transported each year. By the 1966-1967 school year approximately 17.1 million students were daily school bus passengers, nearly two of every five enrolled in school.

"The basis for transporting students, both for the earliest efforts and at present, is the belief that all children, regardless of where they live, should have access to adequate and appropriate educational opportunities. While the major developmental stage of the transportation of students was limited almost exclusively to rural areas, the provision of programs and transportation for handicapped children and those involved in other special programs has resulted in its extension into even the largest cities." ⁶

The historical account by Mr. Isenberg gives some insight into the development of school transportation in the United States. Unfortunately, there has been very little written about the school bus driver and school bus driver education. Therefore, a very limited amount of historical data are available.

⁶ Isenberg, Robert M., Student Transportation, Encyclopedia of Educational Research, Fourth Edition, Collier-MacMillan Limited, London, 1969, pages 1493-1494.

Mr. J. Pope Baird, Florida State Director of Pupil Transportation, has provided some historical information concerning the school bus driver education program at the national level.

"During World War II, Dr. C. D. Hutchins, Director of Transportation of the State of Ohio, accepted a position with the Federal Government, perhaps with the War Production Board, with the specific assignment of School Transportation. Soon thereafter, a committee met and drew up a booklet entitled, I believe, School Transportation During War Time. Dr. Morphot of Florida and Dr. Meadows of Alabama served on the committee, though I do not have the full roster of this committee. However, in the committee report there must have been a determination to do something about school bus driver training. The late Dr. N. F. Noffsinger and Amos F. Neyhart, connected with the AAA in Washington, were assigned the task of training school bus driver instructors. The first such program conducted was at the Marion Hotel, Ocala, Florida, the week of February 8-12, 1943. The second program was conducted at the University of Alabama, Tuscaloosa, Alabama, during the week of February 15, 1943. I recall very well Dr. Noffsinger's introduction of this subject by asking this question of the conferees: "What does the bus driver need to know?" I was then associated with the Alabama State Department of Education and Dr. A. R. Meadows and I represented the department at this first conference. There were two or three highway patrolmen in attendance, one or two classroom teachers, and perhaps twelve to eighteen Supervisors of Transportation and Chief Mechanics who would return to their respective counties and establish school bus driver training programs.

"When the Department of Education attempted to make the program effective, it soon became clear that the Supervisors and Chief Mechanics who attended the course were, in fact, not instructors and therefore, the instruction of school bus drivers was soon left to personnel employed at the state level. The third course, conducted by the late Dr. Noffsinger and Mr. Neyhart, was conducted in Georgia. Perhaps the course was held in Atlanta, though I do not know much about the location."⁷

⁷ Baird, Pope, J., Letter - History of Pupil Transportation in the United States, Transportation Section, Florida State Department of Education, Tallahassee, Florida, February, 1971.

Current Status of School Bus Driver Education in the United States

A national survey of the 50 states and the District of Columbia was conducted to determine the current status of school bus driver education in the United States (Appendix A pages 48, 49, and 50).

Prior to the attempt made in Washington in 1943 to establish school bus driver education programs, five states had established programs on their own initiative.

In 1938 New York State developed the first school bus driver education program and since that time 32 additional states have established programs. Through the establishment of these programs, 403,807 school bus drivers have received training. In the past year (1969-1970) 95,726 drivers received training throughout the United States.

There has been no particular pattern to the development of school bus driver education throughout the United States. However, once the school bus driver education program began to develop throughout the country, no more than three years have elapsed between the starting of new programs. Of the 33 states that have school bus driver education programs, 19 or 58% have had a program for at least ten years. Table 4 shows the years and the number of states starting school bus driver education programs.

TABLE 4YEARS IN WHICH SCHOOL BUS DRIVER
EDUCATION PROGRAMS WERE STARTED

<u>Year</u>	<u>Number of Programs</u>
1938	1
1939	1
1942	1
1943	2
1946	1
1948	4
1949	3
1952	1
1957	2
1958	1
1959	1
1961	1
1962	1
1963	2
1964	2
1968	3
1969	3
1970	3

School bus driver education programs have developed over a span of 33 years. The first was in New York State in 1938 and the most recent were California, Nebraska, and Wisconsin in 1970.

Tables 5, 6, and 7 show the states that have school bus driver education programs, the number of years in operation, and the year started.

TABLE 5

STATES HAVING PROGRAMS FROM 25 TO 33 YEARS

<u>State</u>	<u>Years in Operation</u>	<u>Year Started</u>
New York	33	1938
Indiana	32	1939
New Mexico	29	1942
Alabama	28	1943
North Carolina	28	1943
Arkansas	25	1946

TABLE 6

STATES HAVING PROGRAMS FROM 12 TO 23 YEARS

<u>State</u>	<u>Years in Operation</u>	<u>Year Started</u>
Kansas	23	1948
Michigan	23	1948
Tennessee	23	1948
Washington	23	1948
Mississippi	22	1949
Oklahoma	22	1949
West Virginia	22	1949
South Carolina	19	1952
Texas	14	1957
Vermont	14	1957
Florida	13	1958
New Jersey	12	1959

TABLE 7

STATES HAVING PROGRAMS 10 OR FEWER YEARS

<u>State</u>	<u>Years in Operation</u>	<u>Year Started</u>
North Dakota	10	1961
Oregon	9	1962
Illinois	8	1963
Nevada	8	1963
Kentucky	7	1964
Ohio	7	1964
Georgia	3	1968

TABLE 7 (cont.)

<u>State</u>	<u>Years in Operation</u>	<u>Year Started</u>
Missouri	3	1968
South Dakota	3	1968
Arizona	2	1969
Delaware	2	1969
Maryland	2	1969
California	1	1970
Nebraska	1	1970
Wisconsin	1	1970

There are 18 states that do not currently have school bus driver education programs. However, there are strong indications that 11 of these will have programs within the next 5 years. See Table 8 for the states that do not have school bus driver education programs.

TABLE 8

STATES THAT DO NOT HAVE
SCHOOL BUS DRIVER EDUCATION PROGRAMS - 1970

Alaska	Massachusetts
Colorado	Minnesota
Connecticut	Montana
District of Columbia	New Hampshire
Hawaii	Pennsylvania
Idaho	Rhode Island
Iowa	Utah
Louisiana	Virginia
Maine	Wyoming

People throughout the United States recognize the importance of driver education and are working to improve the instruction given to school bus drivers. However, there are still seven states which have no plans for formal school bus driver education programs. Due

to a lack of time, personnel and funds these states are not likely to initiate programs in the immediate future.

The school bus driver education courses that now exist vary considerably in the type of training given and length of courses offered. Three states offer pre-employment courses only, ten states offer only in-service courses, and twenty states offer both pre-employment and in-service courses.

The length of pre-employment courses vary from three hours to forty hours while in-service courses vary from a minimum of two hours to a maximum of forty-eight hours. Training manuals are used in school bus driver education courses in 29 of the 33 states which operate programs.

Tables 9, 10 and 11 show the states that offer the pre-employment courses, in-service courses or both pre-employment and in-service and indicate those using training manuals.

TABLE 9

STATES THAT OFFER ONLY-PRE-EMPLOYMENT TRAINING

<u>State</u>	<u>Hour of Course</u>	<u>Training Manuals</u>
Delaware	8	Yes
New Jersey	16	Yes
North Carolina	14	Yes
South Carolina	18	Yes

TABLE 10

STATES THAT OFFER ONLY IN-SERVICE TRAINING

<u>State</u>	<u>Hour of Course</u>	<u>Training Manuals</u>
Indiana	4	Yes
Maryland	2	No
Missouri	12	No
Nebraska	8-10	Yes
New York	30	Yes
North Dakota	3	Yes
Oklahoma	25	Yes
South Dakota	8	Yes
Tennessee	10	Yes
Texas	8	Yes
Wisconsin	12	Yes

TABLE 11STATES THAT OFFER BOTH
PRE-EMPLOYMENT AND IN-SERVICE TRAINING

<u>State</u>	<u>Hours Pre-Employment</u>	<u>Hours In-Service</u>	<u>Training Manuals</u>
Alabama	12-15	12	No
Arizona	40	14	Yes
Arkansas	4	4	Yes
Florida	8	8	Yes
Georgia	20	12	Yes
Illinois	3-4	2	Yes
Kentucky	15	15	Yes
Michigan	12	12	Yes
Mississippi	20	8	Yes
Nevada	10	0-10	Yes
New Mexico	27	27	Yes
Ohio	14	48	Yes
Oregon	9	6	Yes
Washington	24	4	Yes
West Virginia	24	12	Yes

School bus driver education is mandatory in fifteen states and voluntary in eighteen states. In the states that require a training program, eight have made the training mandatory by state statute and seven states require training by state board of education regulation (See Table 12).

TABLE 12

STATES THAT HAVE MANDATORY SCHOOL
BUS DRIVER EDUCATION PROGRAMS

Mandated by:

<u>State</u>	<u>Law</u>	<u>State Regulation</u>
Alabama	X	
Arizona		X
Delaware	X	
Georgia		X
Indiana	X	
Michigan	X	
Mississippi		X
Nevada		X
North Carolina	X	
North Dakota	X	
Ohio		X
South Carolina	X	
Tennessee		X
Washington	X	
West Virginia		X

School bus driver education instructors are certified in 18 of the 33 states that have programs. In 12 of the 18 states that certify instructors the certificates are issued by the state department of education. Table 13 shows the states that issue certificates to school bus driver education instructors and the agency issuing the certificates.

TABLE 13

STATES THAT ISSUE CERTIFICATES
TO SCHOOL BUS DRIVER EDUCATION INSTRUCTORS

<u>State</u>	<u>Certificate Issued By</u>
Alabama	Department of Education
California	Bureau of Motor Vehicles
Florida	Department of Education
Georgia	Department of Education
Kansas	Kansas Highway Commission
Kentucky	Department of Education
Mississippi	Department of Education
Missouri	Central Missouri College
Nebraska	Nebraska Safety Council
Nevada	Department of Education
New York	Department of Education
North Carolina	Bureau of Motor Vehicles
Ohio	Department of Education
Oregon	Oregon Community Colleges
South Carolina	Department of Education
South Dakota	National Safety Council
Vermont	Bureau of Motor Vehicles
Washington	Department of Education

The state directors of pupil transportation are responsible for the school bus driver education program in 12 states. In 16 states a person other than the state director of pupil transportation is responsible for the program.

Sponsorship of the school bus driver education throughout the United States is through the state departments of education. The state department of education in 30 states is the sponsor or the co-sponsor of the program. Outside agencies cooperate with the state department of education in sponsoring the program in 14 states.

Local school districts in 7 states cooperate with the state department of education in sponsoring the school bus driver education program and in 3 states a county authority is the cooperating agency.

A college in one state and a university in another cooperate with the state department of education in sponsoring the school bus driver education program.

There are three states in which the state department of education is not directly involved with the school bus driver education program.

Ohio and Wisconsin are the only states in which the school bus driver education program is sponsored, wholly or in part, by the Division of Vocational Education, State Department of Education.

Table 14 indicates the sponsoring agents for school bus driver education programs throughout the United States.

TABLE 14

SPONSORING AGENTS FOR THE SCHOOL
BUS DRIVER EDUCATION PROGRAMS

<u>State</u>	<u>a</u>	<u>b</u>	<u>c</u>	<u>d</u>	<u>e</u>	<u>f</u>
Alabama	X					
Arizona						X
Arkansas	X		X		X	X
California	X					
Delaware	X					
Florida	X		X		X	
Georgia	X					
Illinois	X			X	X	
Indiana	X				X	X
Kansas						X
Kentucky	X		X		X	X
Maryland	X					
Michigan	X					
Mississippi	X					
Missouri	X	X			X	X

TABLE 14 (cont.)

<u>State</u>	<u>a</u>	<u>b</u>	<u>c</u>	<u>d</u>	<u>e</u>	<u>f</u>
Nebraska	X				X	X
Nevada	X		X		X	
New Jersey	X		X	X	X	
New Mexico	X					
New York	X		X		X	
North Carolina	X					X
North Dakota	X					
Ohio	X	X	X		X	
Oklahoma						X
Oregon	X					
South Carolina	X					X
South Dakota	X				X	X
Tennessee	X					
Texas	X					X
Vermont	X					
Washington	X					
West Virginia	X			X	X	X
Wisconsin	X					X

- a. State department of education
b. State university
c. Local school district
d. County authority
e. Cooperative between two agencies
f. Other

An examination of the data reveals that Ohio is the state giving the most training in terms of man hours in class. See Table 15. In the 1969-1970 school year Georgia was the state offering the most training in terms of the number of drivers participating in their courses. See Table 16.

TABLE 15

STATES OFFERING MOST MAN HOURS OF TRAINING

<u>State</u>	<u>Man Hours</u>
Ohio	62
Arizona	54
New Mexico	54
West Virginia	36
Georgia	32
Kentucky	30
Mississippi	28
Washington	28
Alabama	27
Nevada	20
Florida	16
Oregon	15
Arkansas	8
Illinois	6

TABLE 16NUMBER OF DRIVERS TRAINED
DURING THE 1969-1970 SCHOOL YEAR

<u>State</u>	<u>Drivers Trained</u>
Georgia	13,100
New Jersey	13,000
Michigan	10,000
Alabama	8,483
Illinois	8,000
Indiana	7,500
South Carolina	6,500
Mississippi	5,500
Florida	2,964
West Virginia	2,700
North Dakota	2,455
Maryland	1,800
Arkansas	1,706
Missouri	1,700
Tennessee	1,283
Kentucky	1,260

TABLE 16 (cont.)

<u>State</u>	<u>Drivers Trained</u>
Ohio	1,114
Wisconsin	1,100
Oklahoma	891
Oregon	857
Arizona	837
New York	834
Texas	750
New Mexico	725
Nevada	270
Vermont	254
South Dakota	100
California	42

CHAPTER V

SUMMARIES AND RECOMMENDATIONS

Summary of the School Bus Driver Education Program in Ohio

An analysis of the nation-wide study reveals that Ohio is one of the most recent states to establish school bus driver education. The program has been in existence for seven years. However, an examination of the data reveals that Ohio offers more training than any other state in the country.

The Ohio program is administered by a consultant located in the Trade and Industrial Education Service within the State Department of Education, Division of Vocational Education. Administration of the program, instructor training, and material development are the primary responsibilities of the consultant.

Training of school bus drivers in Ohio is a cooperative effort among three agencies. The agencies are: Ohio State University Vocational Technical Education Faculty, Ohio State Department of Education, Division of Vocational Education, and city, exempted village and local school districts.

The Ohio program consists of three courses. The pre-employment course for those who have never driven a large vehicle and desire to become school bus drivers. A basic course is provided as in-service training for individuals who are already employed as drivers. An advanced course is likewise in-service training for drivers who have a minimum of three years

school bus driving experience and have completed the basic course. There are training manuals and instructor guides for each of the three courses.

Instructors for the course hold a one year temporary vocational education teaching certificate issued by the Ohio State Department of Education.

Participation in the training courses is required of newly employed drivers according to regulations adopted by the Ohio State Board of Education. The required training rests in two regulations. First, a driver must have some preliminary training before driving a school bus with pupils on board. Secondly, the driver must, within the first year of employment, successfully complete the State Department of Education's Basic School Bus Driver Education Course.

Summary of School Bus Driver Education in the United States

The first program began in 1938 and since that time 33 or 65% of the states have developed programs and have trained 403,807 school bus drivers.

Administration of driver education programs throughout the country are almost equally divided between directors of pupil transportation and persons who hold primary responsibility for the program.

Sponsorship of the programs varies throughout the United States. However, the majority of programs are sponsored by state departments of education. This sponsorship is, in most cases, a cooperative effort between two or more agencies.

Training programs throughout the country vary in type and amount of training given. Three states give their school bus drivers only pre-employment training (before transporting pupils). Ten states have in-service training programs for their school bus drivers, and twenty states have both the pre-employment and in-service school bus driver education programs.

The length of pre-employment training courses varies from a minimum of 3 hours to a maximum of 40 hours, while in-service programs range from 2 hours to 48 hours.

Instructor certificates are issued in 18 of the 34 states that have training programs and in 12 of the states this certificate is issued by the state department of education.

Fifteen states require that bus drivers have formal training. The training was made mandatory by state statute in 7 states and by state board of education regulation in 8 states.

There are 18 states that do not have school bus driver education programs at the time of this study. However, there are strong indications that 11 more states will have programs within the next 5 years.

Recommendations - Ohio

The State of Ohio has a solid school bus driver education program. However, there are some areas in which the program could be strengthened. Recommendations for the improvement of the program are:

1. Develop a school bus driver instructor's manual.
2. Develop audio-visual materials and a film library for the school bus driver education program.
3. Recruit and train instructors for the counties in the state that do not have an instructor.
4. Develop a training manual for drivers of small vehicles.
5. Investigate feasibility of using a system of motion pictures of actual driving situations for supplementing instruction.

Recommendations - United States

School bus driver education programs throughout the United States could be strengthened and improved if the following recommendations were adopted:

1. All states should have a mandatory school bus driver education program established by state statute or state board of education regulation.
2. All states should establish formal pre-employment (before transporting pupils) and in-service school bus driver education programs.
3. All states should have training manuals and instructor guides for their school bus driver education courses.
4. All states should have school bus driver instructor certification requirements established by state departments of education.
5. All states should have one person, at the state level, whose primary responsibility is the administration of the school bus driver education program.
6. Each state should have audio-visual materials and a film library for the school bus driver education program.
7. All states should have a uniform instructor salary schedule.
8. There should be a continuous school bus driver education program in the form of school bus driver education courses, refresher courses, and workshops.

9. Each state should establish a policy for paying drivers for the time they are in training.

Recommendations for Future Study

1. Administrative and record keeping procedures for the school bus driver education program.
2. Instructional methods and types of supplemental materials used in the school bus driver education program.
3. Qualifications of school bus driver education instructors.
4. Salary schedules for school bus driver education instructors.
5. Sources of school bus driver instructors.
6. School bus driver education instructor training programs.

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APPENDIX A

SAMPLE LETTER OF TRANSMITTAL

SAMPLE FOLLOW-UP LETTER

SAMPLE MAIL QUESTIONNAIRE



MARTIN ESSEX
SUPERINTENDENT OF
PUBLIC INSTRUCTION

STATE OF OHIO
DEPARTMENT OF EDUCATION
COLUMBUS
43215

48

DIVISION OF
SCHOOL FINANCE
XXXXXXXXXXXXXX
DIRECTOR

Herbert D. Brum

January 29, 1971

SAMPLE COPY LETTER OF TRANSMITTAL

Our department is conducting a survey to determine the history and current status of school bus driver education throughout the United States.

We believe this study to be important because there is very little information available concerning school bus driver education particularly on the national level.

We would be very appreciative if you would complete the enclosed questionnaire and return it to us by February 12, 1971.

Please be advised that any information you send will be treated as confidential and a copy of our final report will be mailed to you at the conclusion of our study.

Also enclosed is a self-addressed, stamped envelope for your convenience.

Sincerely yours,

Robert W. Whisman
Consultant, School
Bus Driver Education

RWW:bw

Enclosures

STATE OF OHIO
DEPARTMENT OF EDUCATION
COLUMBUS
43215

49



MARTIN ESSEX
SUPERINTENDENT OF
PUBLIC INSTRUCTION

DIVISION OF
SCHOOL FINANCE
XXXXXXXXXXXXXXXXXXXX
DIRECTOR

Herbert D. Brum

February 12, 1971

SAMPLE COPY FOLLOW-UP LETTER

As of this time, we have not received the questionnaire on School Bus Driver Education that we mailed to you. We realize that you are very busy, but your response to our questionnaire is extremely important because we sent the questionnaire only to State Directors of Pupil Transportation.

Would you please complete the enclosed questionnaire and return it to us by February 26, 1971. Please be advised that any information you send will be treated as confidential and a copy of the final report will be mailed to you at the conclusion of our study.

Also enclosed is a self-addressed, stamped envelope for your convenience.

Sincerely,

Robert W. Whisman
Consultant, School
Bus Driver Education

RWW:bw

Enclosures

SAMPLE MAIL QUESTIONNAIRE

Name _____
 Position _____
 Date _____

QUESTIONNAIRE ON SCHOOL BUS DRIVER EDUCATION

Instructions

Please answer each question as it applies to your program. Even though you may answer question one with a negative (no) response, please return the questionnaire to us.

1. Does your state have a school bus driver education program? (Yes or No) Circle one.
2. If the answer to question one was no, are there any plans underway to start a program?

Comments:

3. If the answer to question one was yes, please answer the following questions.
4. How many years has the program been in operation? _____ years.
5. Who is the sponsoring agent for the program? Circle appropriate letter(s) below.
 - a. State department of education (Identify agency _____)
 - b. State university
 - c. Local school district
 - d. County authority
 - e. Cooperative effort between two agencies (_____ and _____)
 (Place letters of cooperating agencies in blanks)
 - f. Other - identify _____
6. Is the school bus driver education program a (mandatory - voluntary) program? Circle appropriate answer.
7. If the program is mandatory, was it made so by (law - state regulation)? Circle appropriate answer.
8. Are training manuals used in the school bus driver education program: (Yes or No) Circle appropriate answer.
9. Are the school bus driver education courses used for:
 - a. Pre-employment (before transporting pupils)
 - b. In-service training
 - c. Both pre-employment and in-service training
10. How many drivers have received instruction through your program? _____ drivers.
 - a. Since program began _____
 - b. 1969-70 _____
11. Are the school bus driver education instructors in your state certified? (Yes or No) Circle appropriate answer. If yes, what agency issues the certificate? _____
12. What is the length, in hours, of the school bus driver education course?
 - a. Pre-employment (before transporting pupils) _____ hours
 - b. In-service _____ hours
13. Is one person responsible for the school bus driver education program? (Yes or No)

Name _____

Address _____
14. Do you have any general comments concerning the school bus driver education program? If so, use the back of this page for your comments.

Return questionnaire to:
 Harford L. Combs, Chief
 Pupil Transportation
 603 State Office Building
 65 South Front Street
 Columbus, Ohio 43215

APPENDIX B

PRE-EMPLOYMENT COURSE OUTLINE

BASIC COURSE OUTLINE

ADVANCED COURSE OUTLINE

PRE-EMPLOYMENT COURSE

A. School Bus Driver Education - Pre-Employment Manual

	<u>Unit</u>	<u>Time</u>
I	THE SCHOOL BUS DRIVER	30 minutes
II	LAWS AND REGULATIONS	90 minutes
III	MOTOR VEHICLE TRAFFIC LAWS (Digest)	45 minutes
IV	SCHOOL BUS ORIENTATION	90 minutes
V	DRIVING FUNDAMENTALS	<u>105 minutes</u>

6 hours

B. ON-THE-BUS INSTRUCTION

30 hours

TOTAL

36 hours

BASIC COURSE

A. School Bus Driver Education - School Bus Basic Learner's Manual

<u>Unit</u>		
I	INTRODUCTION TO BUS DRIVER EDUCATION	20 minutes
II	PUBLIC RELATIONS	90 minutes
III	LAWS AND REGULATIONS	70 minutes
IV	MOTOR VEHICLE DIGEST (For Reference)	
V	BUS MAINTENANCE	60 minutes
VI	DRIVING FUNDAMENTALS	30 minutes
VII	DEFENSIVE DRIVING	30 minutes
VIII	SAFETY AND EMERGENCY PROCEDURES	120 minutes
IX	FIRST AID	120 minutes
X	THE SPECIAL CHILD	60 minutes
	PRE-TEST AND FINAL TEST	120 minutes
	ON-THE-BUS INSTRUCTION	<u>6 hours</u>
	TOTAL	18 hours

B. Practical Experience

1. Use of fuses (lighting and placement)
2. Use of fire extinguisher
3. Driving - individual instruction for correcting driving errors

C. Final Written Exam

ADVANCED COURSE

A. School Bus Driver's Manual - Advanced Driver's Course

	<u>Unit</u>	<u>Time</u>
I	PUBLIC RELATIONS (Discussion Problems)	5 hours
II	SAFETY AND EMERGENCY EVACUATION	3 hours
*III	FIRST AID	10 hours
IV	DEFENSIVE DRIVING	4 hours
V	DRIVER'S ROLE IN MAINTENANCE	<u>4 hours</u>
VI	LAWS AND REGULATIONS	<u>4 hours</u>
	TOTAL	30 hours

* The standard first aid course will be given as part of the advanced course. The first aid course will be taught by a certified first aid instructor.

APPENDIX C

SUMMARY TABLE - MAIL QUESTIONNAIRE RESPONSES
QUESTIONS ON MAIL QUESTIONNAIRE AND RESPONSES

SUMMARY TABLE -- SCHOOL BUS DRIVER EDUCATION PROGRAMS

States	1		2		3	4*		5	6	8		9	10		11		12	13
	Program Yes	No	Comments Yes	No		Sponsoring Agency	Mandatory Lap			Mandatory Lap	Pre- Employ- ment		In- Service	Basic	Drivers Trained Beginning of Program	Instructor Certificates Yes		
Alabama	X				23	X		X	X		X	8,483	X		12-15	12	X	
Alaska	X																	
Arizona	X				10	X	X		X		X	7,239	X	X	40	14	X	X
Arkansas	X				25	X	X				X	38,000	X	X	4	4	X	X
California	X				1	X						63						
Colorado	X																	
Connecticut	X				2	X			X			2,000	X	X	8	0	X	X
Delaware	X																	
District of Columbia	X				13	X			X		X	14,000	X	X	8	8	X	X
Florida	X				3	X			X		X	13,100	X	X	20	12	X	X
Georgia	X																	
Idaho	X				8	X	X		X		X	8,000	X	X	3-4	2	X	X
Illinois	X				32	X	X		X		X	7,500	X	X	0	4	X	X
Indiana	X																	
Iowa	X				23	X			X		X	5,400	X	X	15	15	X	X
Kansas	X				7	X			X		X	1,269	X	X				
Kentucky	X																	
Louisiana	X				2	X			X		X	1,800	X	X	0	2	X	X
Maine	X																	
Massachusetts	X																	
Michigan	X				23	X			X		X	10,000	X	X	12	8-12	X	X
Minnesota	X				22	X			X		X	5,500	X	X	20	8	X	X
Mississippi	X				3	X					X	1,700	X	X	0	12	X	X
Missouri	X																	
Montana	X				1	X					X	270	X	X	0	8-10	X	X
Nebraska	X				8	X			X		X	1,400	X	X	10	0-10	X	X
Nevada	X																	
New Hampshire	X																	
New Jersey	X				12	X	X		X		X	735	X	X	16	27	X	X
New Mexico	X				29	X						834	X	X	0	30	X	X
New York	X				33	X	X		X		X	13,000	X	X	14	0	X	X
North Carolina	X				38	X	X		X		X	2,455	X	X	0	3	X	X
North Dakota	X				28	X	X		X		X	5,886	X	X	14	48	X	X
Ohio	X				10	X	X		X		X	1,114	X	X	0	25	X	X
Oklahoma	X				7	X	X		X		X	857	X	X	9	6	X	X
Oregon	X				22	X			X		X							
Pennsylvania	X				9	X			X		X	6,500	X	X	18	0	X	X
Rhode Island	X											100,000	X	X	0	8	X	X
South Carolina	X				19	X			X		150	1,283	X	X	0	10	X	X
South Dakota	X				3	X			X		X	14,750	X	X	0	8	X	X
Tennessee	X				23	X			X		X	254	X	X	0		X	X
Texas	X				14	X			X		X	4,000	X	X			X	X
Utah	X				14	X			X		X		X	X			X	X
Vermont	X																	
Virginia	X				23	X			X		X	2,700	X	X	24	12	X	X
Washington	X				22	X			X		X	1,400	X	X	24	4	X	X
West Virginia	X				1	X			X		X		X	X			X	X
Wisconsin	X																	
Wyoming	X																	
Totals	33	19	16	1	200	27	3	13	13	13	20	403,807	18	14	28	5	27	22

* a. State Department of Education
 b. State University
 c. Local School District
 d. County Authority
 e. Cooperative between Two Agencies
 f. Other



1. Does your state have a school bus driver education program?

(yes or no)

<u>Yes</u>	<u>No</u>
33	18

STATES THAT DO NOT HAVE PROGRAMS

- | | |
|-------------------------|-------------------|
| 1. Alaska | 10. Massachusetts |
| 2. Colorado | 11. Minnesota |
| 3. Connecticut | 12. Montana |
| 4. District of Columbia | 13. New Hampshire |
| 5. Hawaii | 14. Pennsylvania |
| 6. Idaho | 15. Rhode Island |
| 7. Iowa | 16. Utah |
| 8. Louisiana | 17. Virginia |
| 9. Maine | 18. Wyoming |

2. If the answer to question one was no, are there any plans underway to start a program?

Comments:

Comments from the various states are listed below:

ALASKA

Need program but time and money dictate progress.

COLORADO

Yes - Contingent upon adoption of Standard #174 (pending legislation).
Failing the pending, we will request a grant under N. H. S. B.
At any rate, we plan to have a start by 1973.

CONNECTICUT

None

DISTRICT OF COLUMBIA

Yes - We just received a grant of \$11,707.00 from the National Highway Safety Bureau, U. S. Department of Transportation to enable us to start our program.

HAWAII

Yes - Please refer to attachment item #7, page 8 of Rule I.

IOWA

See letter and reverse side of this form.

IDAHO

Two pilot programs were operated in two school districts last year. Final evaluation will determine future action.

LOUISIANA

We are trying to get a school bus driver retraining program in effect through the Department of Highway Safety in conjunction with the State Department of Education.

MAINE

We now assist local school systems in such programs but no requirement for the same.

MINNESOTA

None at this time.

NEW HAMPSHIRE

None at the present.

PENNSYLVANIA

This is an area which we are exploring at the present time, and hope to implement a program of school bus driver education in the not too distant future. Would appreciate any information you might have on this.

RHODE ISLAND

Plans to obtain a grant from the National Highway Safety Bureau are underway to train and educate school bus drivers.

UTAH

State recommends but local district is responsible. Local districts do not want the state to set these standards, especially leading to a certificate. The time is not appropriate to push it, but hopefully by next year we will be able to have the authorization to set up a required program.

VIRGINIA

Since 1942 a representative of the Department of Education had met each year with school bus drivers in each school division to instruct them about state laws, state board of education regulations and good driving practices. This has not been considered a formal driver training program and has been of approximately 1 to 2 hours duration.

WYOMING

None

4. How many years has the program been in operation? _____ years

States listed in the order that the programs were started

<u>State</u>	<u>Years in Operation</u>	<u>Year Started</u>
1. New York	33	1938
2. Indiana	32	1939
3. New Mexico	29	1942
4. Alabama	28	1943
5. North Carolina	28	1943
6. Arkansas	25	1946
7. Kansas	23	1948
8. Michigan	23	1948
9. Tennessee	23	1948
10. Washington	23	1948
11. Mississippi	22	1949
12. Oklahoma	22	1949
13. West Virginia	22	1949
14. South Carolina	19	1952
15. Texas	14	1957
16. Vermont	14	1957
17. Florida	13	1958
18. New Jersey	12	1959
19. North Dakota	10	1961
20. Oregon	9	1962
21. Illinois	8	1963
22. Nevada	8	1963
23. Kentucky	7	1964
24. Ohio	7	1964
25. Georgia	3	1968
26. Missouri	3	1968
27. South Dakota	3	1968
28. Arizona	2	1969
29. Delaware	2	1969
30. Maryland	2	1969
31. California	1	1970
32. Nebraska	1	1970
33. Wisconsin	1	1970

5. Who is the sponsoring agent for the program? Circle appropriate letter(s) below.

- a. State department of education (Identify agency _____)
- b. State university
- c. Local school district
- d. County authority
- e. Cooperative effort between two agencies (_____ and _____)
(Place letters of cooperating agencies in blanks)
- f. Other - identify _____

Agencies that cooperate with the state departments of education in sponsoring the school bus driver education program.

- 1. Arizona Highway Department, Traffic Safety Division
- 2. Arkansas State Police Department
- 3. Central Missouri State College
- 4. Indiana State Police, Indiana State School Bus Committee
- 5. Kansas Highway Commission, Safety Department
- 6. Kentucky State Police, Department of Public Safety
- 7. Nebraska Safety Council, Inc.
- 8. North Carolina Department of Motor Vehicles
- 9. The Ohio State University
- 10. Oklahoma Highway Patrol
- 11. South Dakota Safety Division, State Highway Patrol
- 12. Vermont Department of Motor Vehicles
- 13. West Virginia Department of Public Safety
- 14. Wisconsin Vocational Adult Education

Agency within state education department responsible for school bus driver education.

- 1. Division of Administration and Finance
- 2. Division of Management Service
- 3. Department of Public Instruction
- 4. Division of Vocational Education
- 5. Texas Education Agency
- 6. School Administration Services
- 7. Transportation Sections (11)

States where state education department is not directly involved with school bus driver education.

- 1. Arizona State Highway Department
- 2. Kansas Highway Commission and Safety Department
- 3. North Carolina Department of Motor Vehicles

6. Is the school bus driver education program a (mandatory-voluntary) program. Circle appropriate answer.

Mandatory

Voluntary

15

18

7. If the program is mandatory, was it made so by (law-state regulation)? Circle appropriate answer.

<u>Law</u>	<u>State Regulation</u>
8	7

8. Are training manuals used in the school bus driver education program: (Yes or No). Circle appropriate answer

<u>Yes</u>	<u>No</u>
30	3

9. Are the school bus driver education courses used for:

- Pre-employment (before transporting pupils)
- In-service training
- Both pre-employment and in-service training

<u>a.</u>	<u>b.</u>	<u>c.</u>
3	10	20

10. How many drivers have received instruction through your program? _____ drivers. a. Since program began _____ b. 1969-70 _____

<u>a. Total Drivers</u>	<u>b. 1969-70</u>
412,797	88,925

11. Are the school bus driver education instructors in your state certified? (Yes or No) Circle appropriate answer. If yes, what agency issues the certificate? _____

<u>Issue Certificates</u>	<u>No Certificate</u>
18	14

Agencies issuing certificates:

- State departments of education (12)
- Vermont Bureaus of Motor Vehicles
- North Dakota - National Safety Council
- Kansas Highway Commission
- Central Missouri College
- Nebraska Safety Council.

7. North Carolina Bureau of Motor Vehicles
8. Oregon Community Colleges

In two cases two agencies are involved in the certification:

9. California Department of Motor Vehicles and State Highway Patrol

One state did not respond to this question.

12. What is the length, in hours, of the school bus driver education course?

- a. Pre-employment (before transporting pupils) _____ hours
- b. In-service _____ hours

The state and the number of hours devoted to each course is listed below.

<u>State</u>	<u>Pre-Employment Hours</u>	<u>In-Service Hours</u>
1. Alabama	12-15	12
2. Arizona	40	14
3. Arkansas	4	4
4. Delaware	8	0
5. Florida	8	8
6. Georgia	20	12
7. Illinois	3-4	2
8. Indiana	0	4
9. Kentucky	15	15
10. Maryland	0	2
11. Michigan	12	8-12
12. Mississippi	20	8
13. Missouri	0	12
14. Nebraska	0	8-10
15. Nevada	10	0-10
16. New Jersey	16	0
17. New Mexico	27	27
18. New York	0	30
19. North Carolina	14	0
20. North Dakota	0	3
21. Ohio	14	48
22. Oklahoma	0	25
23. Oregon	9	6
24. South Carolina	18	0
25. South Dakota	0	8
26. Tennessee	0	10
27. Texas	0	8
28. Washington	24	4
29. West Virginia	24	12
30. Wisconsin	0	12

The following states have programs but did not respond to this question:

- a. California
- b. Kansas
- c. Vermont

13. Is one person responsible for the school bus driver education program?
(Yes or No)

Yes

No

28

5

People responsible for school bus driver education programs

- a. State directors of pupil transportation (12)
- b. Persons other than state directors (16)
- * c. No listing made (5)

* It could be assumed that a state director is responsible for the training.

States that gave no listing:

- 1. Delaware
- 2. Illinois
- 3. Indiana
- 4. Missouri
- 5. Vermont

DIRECTORS IN CHARGE OF SCHOOL BUS DRIVER TRAINING

Mr. Lewis McGee, Consultant
School Transportation
State Department of Education
Montgomery, Alabama 36104

Mr. Jerry L. Shumway, Supervisor
Pupil Transportation
Traffic Safety Division
Arizona Highway Department
1739 West Jackson
Phoenix, Arizona 85007

Mr. J. L. Eidson
Supervisor of Pupil Transportation
State Department of Education
Little Rock, Arkansas 72201

Mr. J. Pope Baird, Director
Pupil Transportation
State Department of Education
Tallahassee, Florida 32304

Mr. John C. Maddox, Chief
Pupil Transportation Services
State Department of Education
Atlanta, Georgia 30334

Mr. Harold B. Wagner, Supervisor
School Transportation Section
Michigan Department of Education
Lansing, Michigan 48902

Mr. Joseph Caruso, Supervisor
Bureau of Special School Business
Management Services
State Education Department
Albany, New York 12224

Mr. Richard Cummins, Director
School Transportation
Texas Education Agency
Austin, Texas 78701

Mr. Louis A. Vandell, Director
Division of Pupil Transportation
State Department of Education
Frankfort, Kentucky 40601

Mr. James H. Menath, Director
Support Services
State Department of Education
Heroes Memorial Building
Carson City, Nevada 89701

Mr. J. T. Carlson, Director
Pupil Transportation
~~State Capitol Building~~
Bismark, North Dakota 58501

Mr. Roy W. Walter
State Director of Driver Education
and Transportation
State Department of Education
Charleston, West Virginia 25305

PERSONS OTHER THAN STATE DIRECTORS
IN CHARGE OF SCHOOL BUS DRIVER EDUCATION

Dr. Stanley D. McDougall
721 Capitol Mall
Sacramento, California 95814

Mr. W. F. Sumner
Maryland State Department of Education
Greater Balto Industrial Park
McCormick Road and Schilling Circle
Cockeysville, Maryland 21030

Mr. Pete Soderquist
Transportation Specialist
State Department of Education
State Capitol Building
Lincoln, Nebraska 68509

Mr. William C. Loshbough, Supervisor
School Bus Safety
State Education Building
Sante Fe, New Mexico 87501

Mr. Harold Pellegrina
Assistant Director of Highway
Safety
State Office Building
Topeka, Kansas 66612

Mr. J. M. Thatch
P. O. Box 771
Jackson, Mississippi 39205

Mr. Steve Lovett, Coordinator
Pupil Transportation
Bureau of Pupil Transportation
Department of Education
225 West State Street
Trenton, New Jersey 08600

Mr. C. S. Waters
Driver Education and Accident
Division
Motor Vehicles
1100 New Bern Avenue
Raleigh, North Carolina 27603

Mr. Robert Whisman, Consultant
 School Bus Driver Education
 State Department of Education
 608 State Departments Building
 65 South Front Street
 Columbus, Ohio 43215

Mr. Jack Sperr, Coordinator
 Pupil Transportation Services
 Oregon Board of Education
 942 Lancaster Drive, N. E.
 Salem, Oregon 97310

Captain Arlo Mortinoo
 State Office Building, #2
 Pierre, South Dakota 57501

Mr. Del Kobs, Supervisor
 Pupil Transportation
 Department of Public Instruction
 Madison, Wisconsin 73702

Mr. Robert L. Jones
 Assistant Director
 Pupil Transportation
 State Department of Education
 Room 1, State Capitol
 Oklahoma City, Oklahoma 73105

Mr. Clifford Nix, Supervisor
 Bus Driver Training and Safety
 1106 Rutledge Building
 Columbia, South Carolina 2920.

Mr. Joe Adkisson
 111-D Cordell Hull Building
 Nashville, Tennessee 37216

Mr. Clifford Boyce, Supervisor
 Traffic Safety Education
 Office of State Superintendent
 of Public Instruction
 Olympia, Washington 98501

STATES WHERE NO LISTING WAS MADE
 AND STATE DIRECTOR

Mr. Leon Hart, Supervisor
 Pupil Transportation
 State Department of Public Instruction
 P. O. Box 697
 Dover, Delaware 19901

Mr. Harry Fruits, Consultant
 School Traffic Safety Education Division
 State Department of Public Instruction
 Indianapolis, Indiana 46204

Mr. E. L. Ryan, Chief
 Education Field Services
 State Department of Education
 State Office Building
 Montpelier, Vermont 05602

Mr. Gordon Nixon, Director
 Pupil Transportation
 Office of Superintendent
 of Public Instruction
 316 South Second Street
 Springfield, Illinois 62706

Mr. Robert L. Webb, Supervisor
 Pupil Transportation
 State Department of Education
 P. O. Box 480
 Jefferson City, Missouri 65101

COMMONALITY OF WRITTEN COMMENTS - QUESTION #14

Twenty-seven states had written comments concerning school bus driver education. Below is a brief summary of the comments.

People throughout the country believe that school bus driver education is important. They have indicated that the training should be presented in a formal program including classroom work and on-the-bus instruction and should be a mandatory requirement for school bus drivers.

School bus driver education programs vary throughout the country in the amount and type of training given. The length of time that school bus driver education programs have been in existence varies from 1 year to 33 years. In some states there is activity toward establishing school bus driver education programs and revising those already in existence.

Several states are turning to the National Highway Safety Act for funding of their school bus driver education programs.

The Defensive Driving Course that is sponsored by the National Safety Council is being adjusted to meet the needs of school bus drivers and in some instances, the Defensive Driving Course is used to supplement the established school bus driver education program.

Due to a lack of staff, time and money there are many states that do not have or will not have, in the near future, school bus driver education programs.