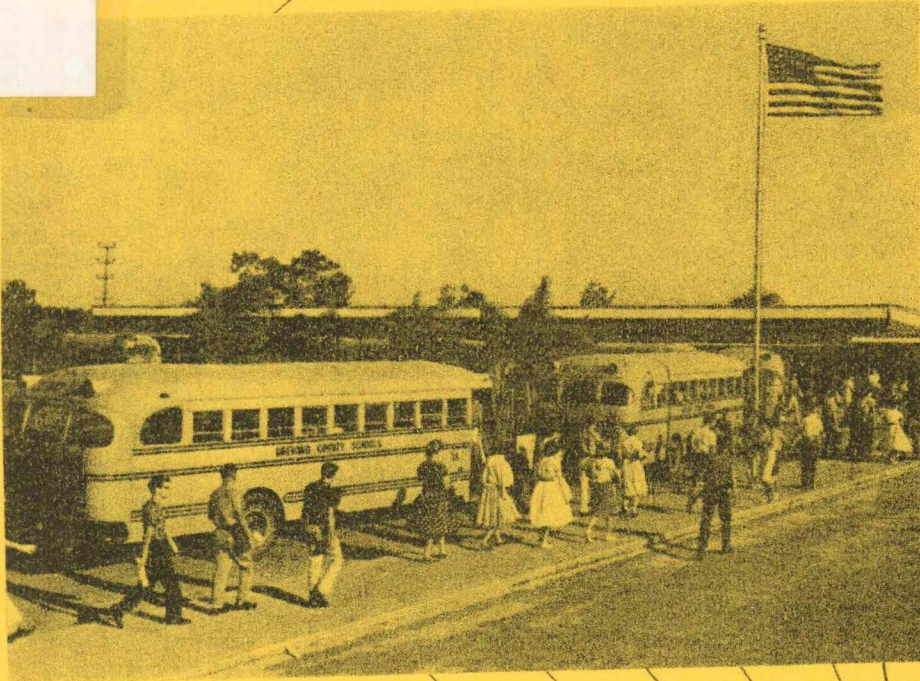


111 School Children

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1960



# TRANSPORTATION

for IOWA PUBLIC SCHOOLS

3-567



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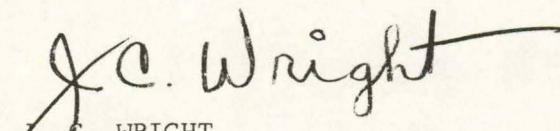
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## FOREWORD

This bulletin was prepared by the Division of Transportation of the Iowa State Department of Public Instruction. It includes a brief history of public school transportation in Iowa as well as a summary of the statistical information which is reported annually to the department in connection with the public school transportation program in the state.

An effort was made to illustrate the growth of the transportation program by comparing current data with that of the years from 1949 through the 1958-1959 school year. In a few instances complete data for 1949-1950 were not available so it was necessary to use figures covering the next earliest year in which the information was available. Certain information on school buses was available for the 1959-1960 school year, and this was used whenever possible.

We hope this report will be of interest to school administrators and that it will be of assistance to them as they plan improvements in their transportation program.

  
J. C. WRIGHT

State Superintendent of Public Instruction



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## DIVISION OF TRANSPORTATION

### Responsibilities

The Division of Transportation has the responsibility for the general supervision of public school transportation in the state. The personnel of this division are available at all times for consultative service to county and local school officials, boards of education and other interested parties. Specific responsibilities include:

1. Inspecting annually all school buses or other vehicles used as school buses. This is done in cooperation with the Iowa Highway Safety Patrol.
2. Providing schools of instruction for school bus drivers each year.
3. Developing uniform standards and regulations in the several important phases of public school transportation.
4. Processing school district applications for transportation aid.

### Chief Functions

1. To assure the efficient operation and maintenance of school transportation equipment and the protection of the health and safety of the children transported.
2. To assure the adequate construction of school transportation equipment.
3. To establish qualifications for school bus drivers and issue the Iowa School Bus Driver's Permit to applicants who meet the qualifications.
4. To establish procedures and requirements for designating the school for attendance of all pupils residing in a district wherein the school is closed.
5. To establish standards for the location of bus routes.
6. To collect data on transportation in Iowa and other states for distribution to school officials.



"The past winter was a favorable time to test the question of transportation. One morning last winter, a visitor at Marathon saw six bob loads of country boys and girls unload before the schoolhouse. It was a sight that he was glad to have gone miles to see. They were a happy, contented lot of boys and girls, and gave evidence of arriving at the schoolhouse more comfortable than some who walked."

From these early beginnings transportation service grew rapidly as the following figures attest.

Iowa School Reports  
Transportation Costs

School Year	Total Cost
1903-1904	\$14,321.65
1906-1907	25,758.48
1911-1912	51,127.60
1913-1914	72,032.44
1915-1916	265,365.95

Beginning in 1916 the Iowa School Reports include, for a number of years, together with the cost, the number of pupils transported and the number of "hacks" used to transport them.

School Year	Number of Pupils	Number of Hacks	Cost
1916-1917	17,477	997	\$474,866.00
1917-1918	20,820	1234	668,654.50
1918-1919	23,161	1339	791,257.95
1919-1920	26,986	1575	1,147,996.41
1920-1921	37,696	2212	1,844,095.33
1921-1922	43,198	2494	1,724,646.21

INTRODUCTION OF AUTO-BUSES:

Motor-driven school buses made their appearance in Iowa in 1915. During the 1919-1920 school year there were 262 auto-buses reported in operation. The number increased to 574 in the 1921-1922 school year. The rest of the fleet, about 1920, were horse drawn hacks.

The Biennial Report for the years 1916-1918 contains the following account of the appearance of "auto-buses":



"Transportation (1916-1917) is usually by wagon, although automobiles are used quite extensively by drivers at their own expense. One district purchased auto buses last year, and depended upon them entirely for transportation. They report that they were able to transport their children throughout the year, except one conveyance was not used for a single week. The district of Whiting provided part auto-truck and part wagons for transportation last year (1915-1916), but has this year purchased a sufficient number of auto buses to provide transportation for the entire district, and has offered its wagons for sale. The state paid practically \$475,000 for transportation for the year ending June 30, 1917, and an average of \$60.83 per month per driver, which was \$8.00 more than the previous year."

"Some districts provide wagons with heater attachments, but more of them depend upon proper clothing, robes and foot warmers. It has been found that the length of the ride need be no longer in a thirty-six section district than in a sixteen section district."

Transportation costs continued to increase as can be noted from the following table:

State Transportation Costs

School Year	Total Cost	School Year	Total Cost
1926-1927	\$2,046,589.39	1940-1941	\$1,649,448.13
1927-1928	2,089,725.83	1941-1942	1,735,239.11
1928-1929	2,010,824.06	1942-1943	1,538,106.61
1929-1930	2,224,012.54	1943-1944	2,029,643.30
1930-1931	2,125,353.65	1944-1945	2,380,681.54
1931-1932	1,911,576.79	1945-1946	3,201,947.45
* * * *		1946-1947	3,987,291.92
1938-1939	1,706,828.67	1947-1948	5,011,784.50
1939-1940	1,655,278.90	1948-1949	5,608,962.55

STATE AID AND STATE SUPERVISION:

The Transportation Division of the Department of Public Instruction, was created by the 51st General Assembly in 1945. It was given general supervision over the transportation program in the state public schools.

The Division was organized and in operation early in the 1945-1946 school year.

The Biennial Report, covering the school year 1946-1948, has this to say on the subject of public school transportation.



"For the first time in the history of the state some direction and semblance of order in the administration of transportation is possible. Unbridled competition, overlapping and inefficient operation of routes, together with little or no regard for pupil safety has been all too prevalent. The change will be slow and considerable tact must be exercised in bringing this situation under regulations in the interests of safety and economy. The introduction of state aid for transportation should serve to eliminate the wide difference in opportunity for education between rural and urban centers."

The appropriation for state aid was in the amount of \$2,000,000 per year beginning with the 1945-1946 school year. This was increased to \$3,000,000 per year by the 53rd General Assembly in 1949. The \$3,000,000 fund was made available for the 1948-1949 school year. The annual amount of state aid remains unchanged to the present time.

Aid was paid to transporting districts on the basis of a formula which attempted to equalize aid paid to the several districts according to: (1) Average number of pupils transported, (2) miles of bus travel per pupil per year, and (3) type of roads on which the buses traveled.

The 58th session of the General Assembly abolished the formula and stipulated that henceforth state aid should be paid at a flat rate of \$30 per pupil transported per year. However, in any case where the claim of a given high school district was in excess of \$30 per pupil for the 1957-1958 school year, the claim of that school district for each subsequent year prior to July 1, 1962, shall be on the basis of the same per pupil claim as for the 1957-1958 school year.

State aid to local districts for transporting school children has been a contributing factor to the growth of the transportation program in Iowa. This growth is illustrated by the data shown in the remainder of this report.



SUMMARY

	<u>1949-1950</u>	<u>1958-1959</u>
1. Total number of school buses in operation	3,130	4,671
2. Number of other vehicles used as school buses	212	245
3. Total number of bus routes	3,478	4,982
4. Average length of bus routes in miles	19.95	24.26
5. Total number of miles traveled daily	138,773.36	233,688.75
6. Total number of miles traveled annually	24,473,401.68	41,544,842.00
7. Total cost of school bus transportation	\$5,812,658.61	\$11,922,332.80
8. Total number of pupils transported	127,669	211,045
9. Per cent of all pupils transported	28.05	37.27
10. Average cost per pupil per year	\$57.20	\$63.29
11. Average cost per mile	\$0.237	\$0.286
12. Mileage per pupil per year	240.858	220.562
13. Total number of claims for state aid	2,300*	1,241
14. Total amount of claims	\$3,235,674.60	\$5,491,663.63
15. Total amount appropriated	\$3,000,000.00	\$3,000,000.00
16. Per cent of total aid paid	92.7	54.628

\* 1950-1951 school year



Table I and Chart I show the per cent of the total reimbursement claims paid. The decrease each year has ranged from 1.307 per cent in 1953-54 to 5.707 per cent in 1950-1951. The decrease in the 1958-59 school year from the previous year was 5.577 per cent.

From the table it will also be noted that the number of districts filing claims for reimbursement has declined by nearly forty-two per cent during the past ten years.

TABLE I

NUMBER OF DISTRICTS RECEIVING TRANSPORTATION REIMBURSEMENT AID AND PER CENT OF TOTAL AMOUNT OF CLAIMS PAID

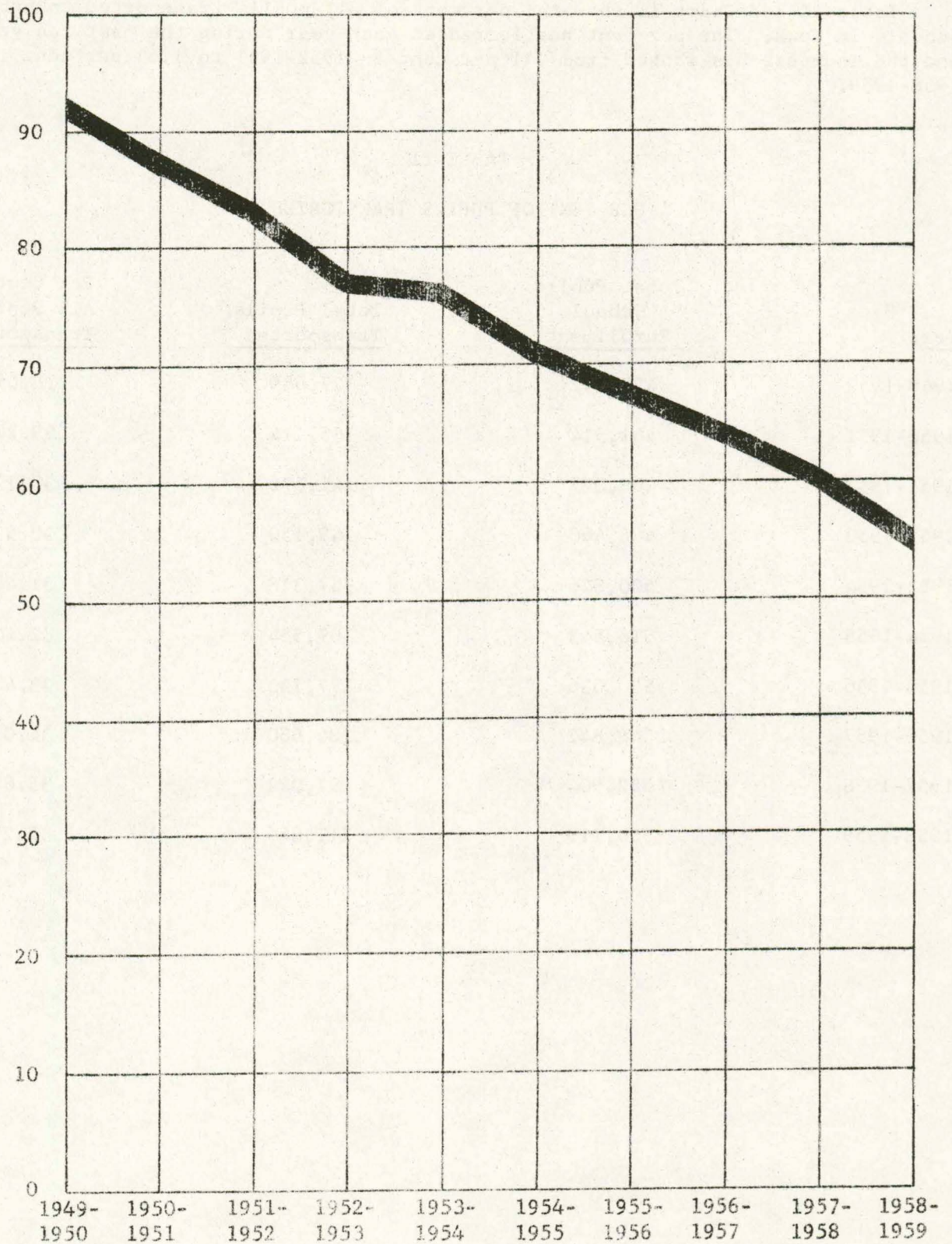
<u>Year</u>	<u>No. of Districts</u>	<u>Per Cent Paid</u>
1949-1950	No record available	92.70
1950-1951	2300	86.993
1951-1952	2117	82.696
1952-1953	2044	77.360
1953-1954	1890	76.053
1954-1955	1818	71.314
1955-1956	1764	67.458
1956-1957	1661	64.189
1957-1958	1493	60.205
1958-1959	1241	54.628



CHART I

PER CENT OF  
TOTAL REIMBURSEMENT CLAIMS PAID

Per Cent



YEAR



Table II and Chart II show the per cent of all pupils transported to public schools in Iowa. The per cent has increased each year during the past ten years, and the increase has ranged from .41 per cent in 1952-1953 to 1.63 per cent in 1958-1959.

TABLE II

PER CENT OF PUPILS TRANSPORTED

<u>Year</u>	<u>Total Public School Enrollment</u>	<u>Total Pupils Transported</u>	<u>Per Cent of All Pupils Transported</u>
1949-1950	455,132	127,669	28.05
1950-1951	461,514	135,114	29.27
1951-1952	469,887	141,576	30.12
1952-1953	488,460	149,150	30.53
1953-1954	500,846	157,318	31.41
1954-1955	516,543	167,554	32.43
1955-1956	530,036	177,135	33.41
1956-1957	542,842	184,660	34.01
1957-1958	552,904	197,091	35.64
1958-1959	566,119	211,045	37.27



CHART II

PER CENT OF ALL PUPILS TRANSPORTED

Per Cent

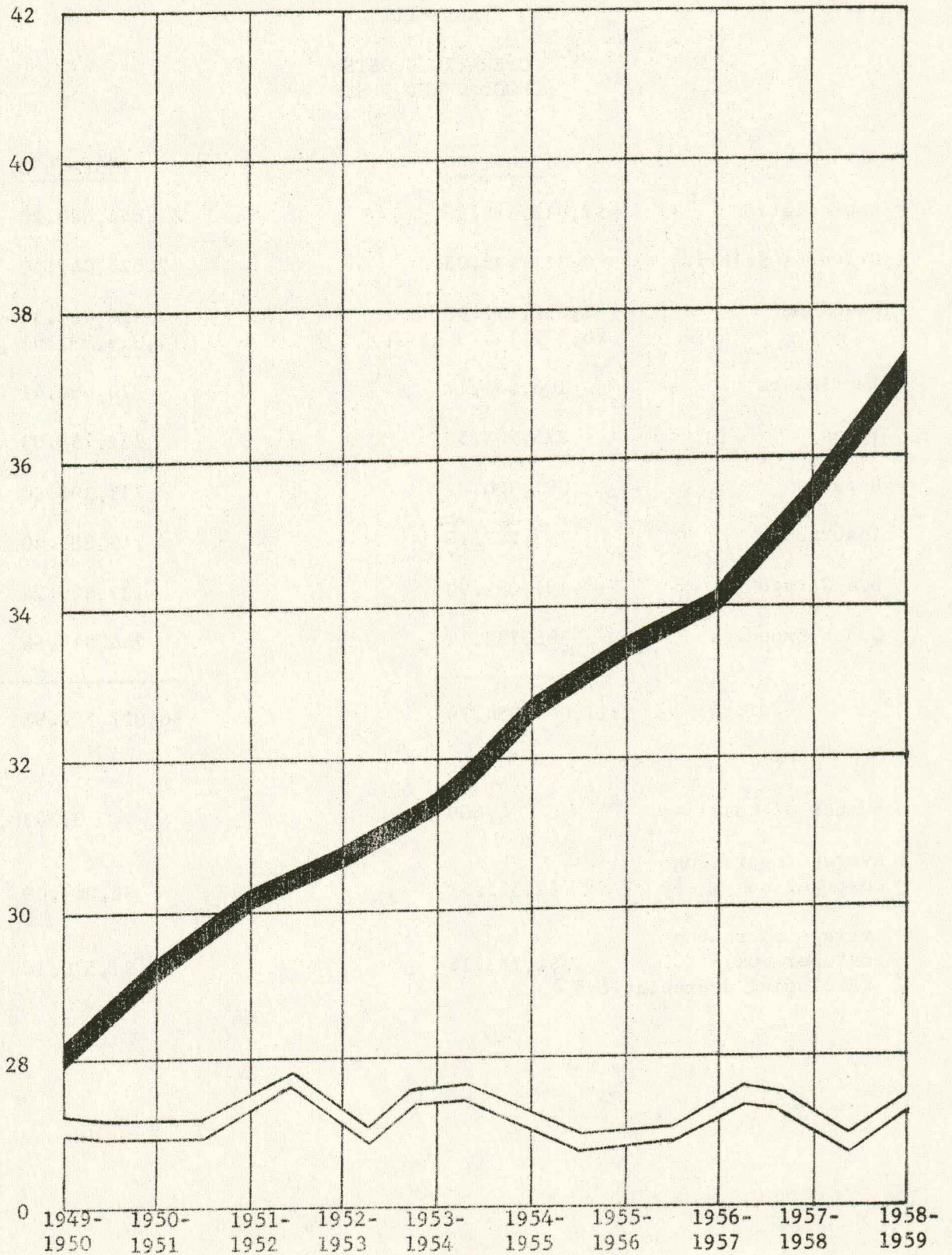




Table III shows the average operating cost per bus for the years 1952-1953 and 1958-1959. It will be noted that the average operating cost per bus increased about \$300.00 during this six-year period. Excluding depreciation, however, the increase was only \$200.00.

TABLE III  
OPERATING COSTS  
SCHOOL OWNED BUSES

	<u>1958-1959</u>	<u>1952-1953</u>
Depreciation	\$2,812,378.39	\$1,641,426.20
Driver's Salaries	4,311,495.05	2,625,042.60
Gasoline	1,632,912.60 (6,372,740.9 gals.)	926,427.31 (4,018,992.61 gals.)
Lubricants	106,638.17	70,664.41
Tires	275,965.55	232,758.03
Repairs	1,091,350.82	735,390.20
Insurance	253,227.14	213,885.40
Bus Garage	191,853.90	137,429.24
Other Expenses	368,733.17	244,519.56
	<hr/>	<hr/>
Total	\$11,044,554.79	\$6,827,592.95
Number of buses -	4,669	3,303
Average operating cost per bus -	\$2,365.51	\$2,067.09
Average operating cost per bus - (Excluding depreciation)	\$1,763.16	\$1,570.14



The number of pupils transported by school bus as well as the total number transported has increased each year. It will be noted from Table IV that the number of pupils transported by parents decreased by approximately sixty-five per cent in the ten-year period. There has been no significant change in the number transported by street car or common carrier.

TABLE IV  
NUMBER OF PUPILS  
TRANSPORTED

<u>Year</u>	<u>School Bus</u>	<u>Parent</u>	<u>Street Car</u>	<u>Comm. Carrier</u>	<u>Total</u>
1949-1950	112,325	11,638	2,468	1,238	127,669
1950-1951	120,958	9,873	3,245	1,038	135,114
1951-1952	129,502	8,198	2,355	1,521	141,576
1952-1953	137,954	7,283	2,464	1,449	149,150
1953-1954	147,238	6,045	2,608	1,427	157,318
1954-1955	157,817	5,545	2,831	1,361	167,554
1955-1956	167,590	5,174	2,817	1,554	177,135
1956-1957	175,318	5,147	2,849	1,346	184,660
1957-1958	188,147	4,718	2,873	1,353	197,091
1958-1959	202,388	4,130	3,122	1,405	211,045



CHART III

TOTAL NUMBER OF PUPILS TRANSPORTED

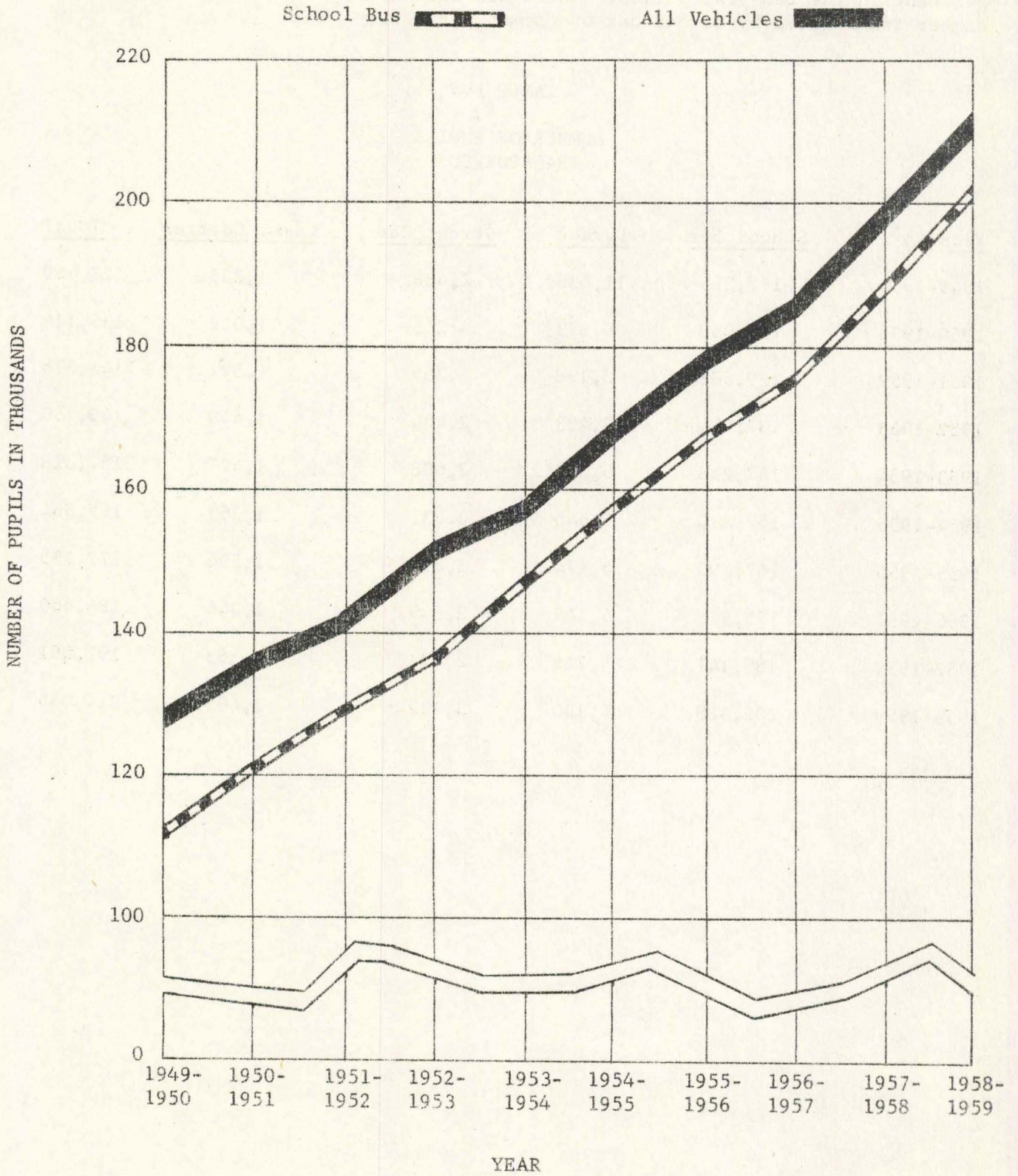




Table V shows that the average length of bus routes increased from 19.95 miles in 1949-1950 to 24.26 miles in 1958-1959, or 22 per cent. While the number of routes showed an increase of about 43 per cent in this period, the number did not keep pace with the additional one trip miles which increased by 74 per cent.

TABLE V  
AVERAGE LENGTH OF BUS ROUTES

<u>Year</u>	<u>One Trip Miles</u>	<u>No. of Routes</u>	<u>Average Length In Miles</u>
1949-1950	69,386.68	3478	19.95
1950-1951	73,942.25	3637	20.33
1951-1952	78,586.08	3727	21.09
1952-1953	84,136.39	3947	21.32
1953-1954	89,772.25	4116	21.81
1954-1955	96,387.99	4326	22.28
1955-1956	100,824.79	4481	22.50
1956-1957	106,622.78	4641	22.97
1957-1958	113,813.43	4899	23.23
1958-1959	120,852.55	4982	24.26



Table VI shows that the one trip mileage of school buses increased each year from 69,386.68 miles in 1949-1950 to 120,852.55 miles in 1958-1959. The percentage of increase was 74.

The data also reveal the improvement in Iowa roads. In 1949-1950 the buses traveled roads of which 13.7 per cent were dirt, 13.8 per cent hard surfaced, and 72.5 per cent gravel compared with only 3.1 per cent of dirt roads, 19.3 per cent hard surfaced, and 77.6 per cent gravel roads in 1958-1959.

TABLE VI  
ONE TRIP MILEAGE AND TYPE OF ROADS

<u>Year</u>	<u>Miles Dirt</u>	<u>Miles Gravel</u>	<u>Miles Hard Surfaced</u>	<u>Total</u>
1949-1950	9,508.30	50,314.83	9,563.55	69,386.68
1950-1951	8,977.25	54,820.31	10,144.69	73,942.25
1951-1952	9,080.90	58,351.86	11,420.57	78,586.08
1952-1953	8,331.93	63,891.205	11,913.25	84,136.39
1953-1954	7,287.87	69,728.98	12,755.39	89,772.25
1954-1955	6,866.05	75,656.91	13,865.03	96,387.99
1955-1956	5,618.32	79,896.17	15,310.30	100,824.79
1956-1957	5,081.2	84,163.76	17,377.82	106,622.78
1957-1958	4,523.7	89,399.19	19,890.54	113,813.43
1958-1959	3,758.7	93,787.01	23,325.84	120,852.55



It can be noted from Table VII that the yearly miles traveled by Iowa school buses increased from over 24 million miles in 1949-1950 to over 41 million miles in 1958-1959. This represents an increase of 70 per cent.

TABLE VII  
YEARLY MILES TRAVELED

<u>Year</u>	<u>School Owned Equipment</u>	<u>Privately Owned Equipment</u>	<u>Total</u>
1949-1950	20,478,249.30	3,995,152.38	24,473,401.68
1950-1951	22,014,057.71	3,916,365.67	25,930,423.38
1951-1952	25,360,568.20	2,692,595.40	28,053,163.60
1952-1953	26,815,816.10	3,057,911.20	29,873,727.30
1953-1954	28,657,665.10	3,388,021.04	32,045,686.14
1954-1955	30,562,173.04	3,280,828.00	33,843,001.04
1955-1956	32,318,535.00	3,036,704.90	35,355,239.90
1956-1957	34,324,716.76	2,835,415.95	37,160,132.71
1957-1958	No Record	No Record	39,169,436.00
1958-1959	No Record	No Record	41,544,842.00



Table VIII shows that the total cost of pupil transportation has nearly doubled since 1949-1950. Cost of school bus transportation increased by 105 per cent compared with an increase of 442 per cent in the cost of street car transportation and 156 per cent for common carrier. Cost of parent transportation decreased by 48 per cent in the same period.

TABLE VIII

TOTAL COST

<u>Year</u>	<u>School Bus</u>	<u>Parent</u>	<u>Street Car</u>	<u>Comm. Carrier</u>	<u>Total</u>
1949-1950	\$5,812,658.61	\$402,672.03	\$22,089.61	\$25,086.96	\$6,262,507.21
1950-1951	6,420,742.45	444,188.69	42,574.65	26,212.59	6,933,718.38
1951-1952	7,191,496.83	410,864.71	38,569.30	25,820.37	7,666,751.21
1952-1953	7,852,139.55	382,411.80	30,485.36	44,878.21	8,309,914.92
1953-1954	8,487,396.36	312,948.09	45,922.46	59,135.13	8,905,402.04
1954-1955	8,922,836.53	298,955.04	77,146.44	59,582.39	9,358,520.80
1955-1956	9,456,261.84	277,513.15	79,095.20	69,043.95	9,971,914.14
1956-1957	10,092,282.19	269,616.95	75,478.54	56,522.35	10,493,900.03
1957-1958	10,837,313.43	253,698.05	102,384.60	57,469.35	11,250,865.43
1958-1959	11,922,332.80	208,506.37	119,650.37	64,315.29	12,314,804.83



It will be noted from Table IX that the cost per pupil for all means of conveyance increased from \$54.96 in 1949-1950 to \$62.89 in 1958-1959, or a percentage increase of 15.3.

The cost per pupil transported by school bus increased 10.6 per cent during this period compared with increases of 38.3 per cent for parent transportation, 322.4 per cent for street car, and 144.2 per cent for common carrier transportation.

TABLE IX  
COST PER PUPIL

<u>Year</u>	<u>School Bus</u>	<u>Parent</u>	<u>Street Car</u>	<u>Common Carrier</u>	<u>Combined</u>
1949-1950	57.20	39.97	11.81	20.27	54.56
1950-1951	59.114	50.217	19.595	27.519	57.49
1951-1952	61.61	56.52	19.00	48.18	60.59
1952-1953	62.37	57.74	18.89	35.66	61.41
1953-1954	62.45	56.13	26.29	46.23	58.23
1954-1955	61.45	58.41	41.54	48.93	61.01
1955-1956	61.75	57.89	35.66	47.82	61.17
1956-1957	61.97	56.59	34.63	43.66	61.34
1957-1958	61.87	57.11	46.42	46.64	61.44
1958-1959	63.29	55.27	49.89	49.47	62.89



Table X shows that the cost per mile has increased about five cents since 1949-1950. This is not surprising, however, in view of increased salaries paid to drivers, and the rising costs of tires, other equipment, and repairs.

TABLE X  
COST PER MILE

<u>Year</u>	<u>Cost Per Mile</u>
1949-1950	.237
1950-1951	.247
1951-1952	.256
1952-1953	.271
1953-1954	.264
1954-1955	.263
1955-1956	.270
1956-1957	.271
1957-1958	.276
1958-1959	.286



TABLE XI  
 TRANSPORTATION COSTS  
 BEFORE AND AFTER REORGANIZATION

<u>District</u>	<u>Before Reorganization</u>			1958-1959 <u>After Reorganization</u>		
	Total Cost	Cost Per Pupil	Av. No. Trans.	Total Cost	Cost Per Pupil	Av. No. Trans.
1955-1956 DISTRICT NO. 1				26,739.35	60.84	439.50
School A	9,218.78	82.31	112.00			
School B	6,507.53	58.04	112.11			
School C	6,703.17	68.40	98.00			
Totals	22,429.48	69.58	322.11	26,739.35	60.84	439.50
1955-1956 DISTRICT NO. 2				26,272.35	59.40	442.27
School A	8,917.62	62.71	142.19			
School B	7,247.36	71.91	100.77			
School C	3,649.65	53.83	67.80			
Totals	19,814.63	62.81	301.76	26,272.35	59.40	442.27
1955-1956 DISTRICT NO. 3				32,247.79	53.86	598.72
School A	15,388.00	63.91	240.77			
School B	6,798.48	43.44	156.50			
School C	6,342.03	67.63	93.77			
Totals	28,528.51	58.32	491.04	32,247.79	53.86	598.72
1956-1957 DISTRICT NO. 4				32,062.19	62.04	516.77
School A	9,146.19	72.56	126.05			
School B	4,926.54	46.14	106.77			
School C	6,797.07	68.97	98.55			
Totals	20,869.80	62.56	331.37	32,062.19	62.04	516.77
TOTAL OF ALL FOUR DISTRICTS	91,642.42	63.31	1,446.28	117,321.68	59.03	1,997.26

Total costs increased . . . . . \$25,679.26

Total Transported increased . . . . . 550.98

Total cost per pupil decreased. . . . . \$4.28



Table XII and Chart IV show there are approximately thirty-six per cent more school buses now than in 1949-1950. The number of privately owned school buses decreased from 562 in 1949-1950 to only 227 in 1959-1960 which represents a drop of about sixty per cent. In the early years other vehicles used in transporting pupils were for the most part privately owned. In the past few years, however, more and more schools are purchasing station wagons which can be used very economically on kindergarten routes or as shuttle buses. These vehicles can also be used for other school purposes.

TABLE XII

VEHICLES

<u>Year</u>	<u>No. of Buses</u>		<u>No. of Other Vehicles</u>		<u>Total</u>	
	School Owned	Privately Owned	School Owned	Privately Owned	School Owned	Privately Owned
1949-1950	2568	562	0	212	2568	774
1950-1951	2822	528	0	159	2822	687
1951-1952	3373	162	9	139	3382	301
1952-1953	3303	383	7	117	3310	500
1953-1954	3497	412	8	107	3505	519
1954-1955	3685	420	8	110	3693	530
1955-1956	3929	358	20	102	3949	460
1956-1957	4109	345	14	89	4123	434
1957-1958	4279	240	76	102	4355	342
1958-1959	4451	220	118	127	4569	347
1959-1960	4693	227	172	96	4865	323



CHART IV

NUMBER OF VEHICLES USED IN TRANSPORTING PUPILS

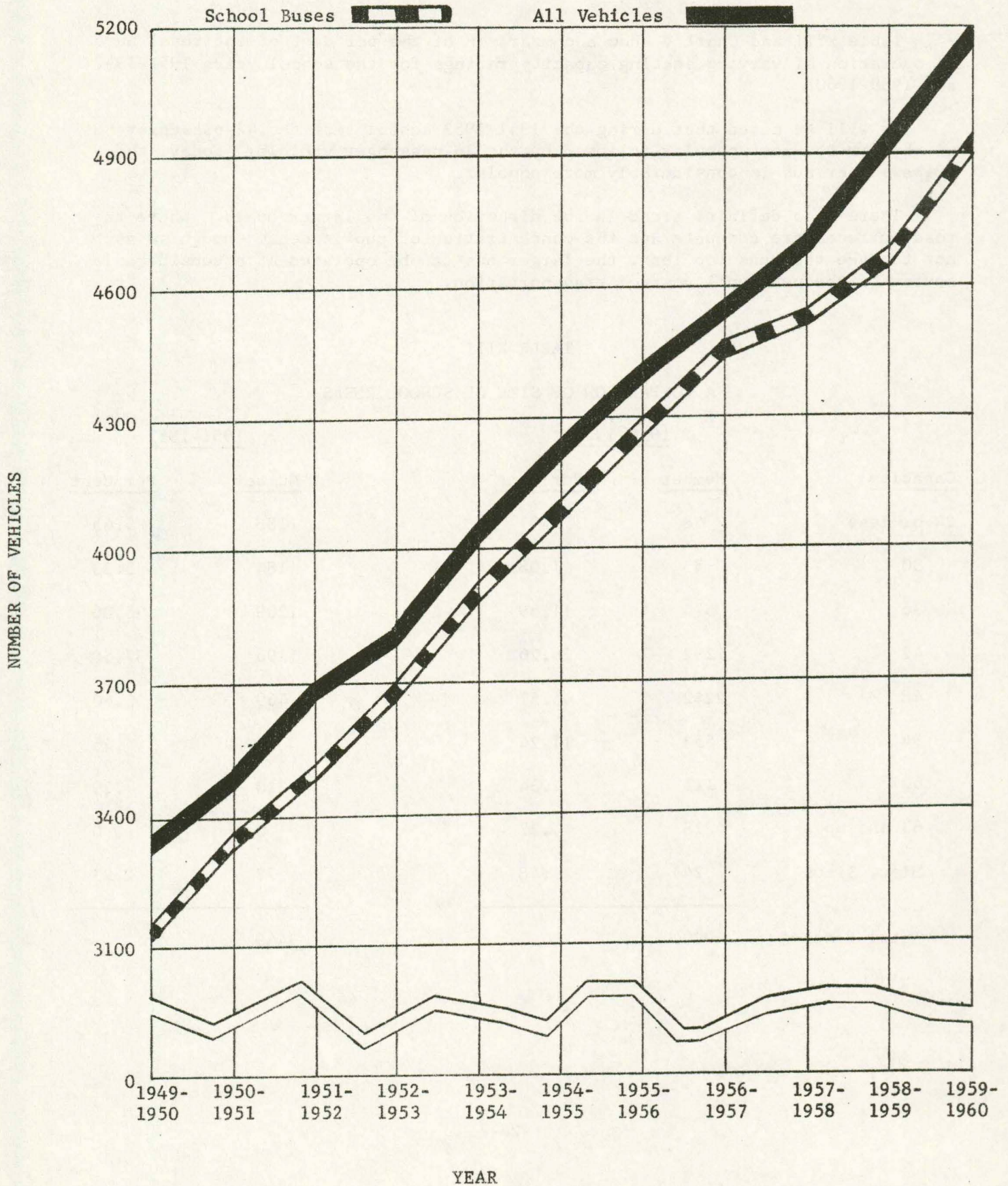




Table XIII and Chart V show a comparison of the per cent of the total buses in operation of varying seating capacity ratings for the school years 1951-1952 and 1959-1960.

It will be noted that during the 1951-1952 school year the 42-passenger bus was by far the most popular followed by the 36-passenger vehicle. Today, the 48-passenger bus is considerably more popular.

There is a definite trend in the direction of the larger buses. Where the road surfaces are adequate and the concentration of pupils dense enough so as not to make the runs too long, the larger bus can be operated at a considerable saving on the per pupil cost of transportation.

TABLE XIII  
A COMPARISON OF SIZE OF SCHOOL BUSES

<u>Capacity</u>	<u>1959-1960</u>		<u>1951-1952</u>	
	<u>Number</u>	<u>Per Cent</u>	<u>Number</u>	<u>Per Cent</u>
24 or less	48	.97	188	5.45
30	53	1.08	184	5.33
36	575	11.69	1209	35.06
42	1292	26.26	1296	37.58
48	2242	45.57	469	13.60
54	553	11.24	16	.46
60	115	2.34	10	.29
63 and up	18	.37	0	0
Misc. Sizes	24	.48	77	2.23
Total Buses	4920		3449	



CHART V

SIZE OF BUSES

Per Cent

1951-1952  
3449 Buses

1959-1960  
4920 Buses

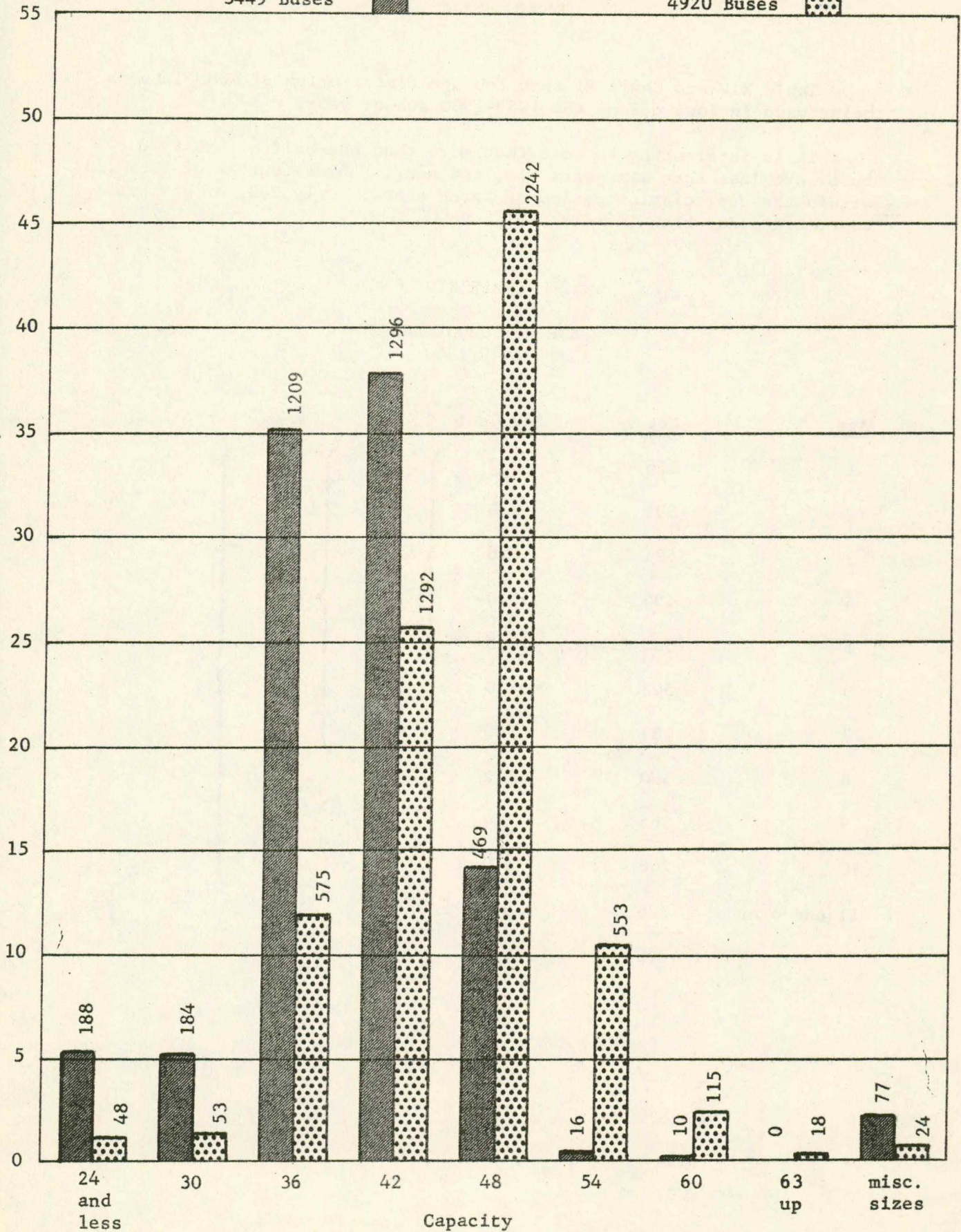




Table XIV and Chart VI show the age distribution of school buses being used in Iowa during the 1959-1960 school year.

It is interesting to note that more than one-half of the 4920 buses are less than six years old, and nearly three-fourths of them fall within the depreciation period of seven years. Only 289, or 5.9 per cent, are older than 10 years.

TABLE XIV  
AGE OF SCHOOL BUSES  
1959-1960

<u>Age</u>	<u>No.</u>	<u>Per Cent</u>			
1	526	10.7	}	}	}
2	591	12.0			
3	521	10.6	} 53.6	}	}
4	494	10.0			
5	509	10.3		} 74.5	}
6	542	11.0			
7	487	9.9			} 94.1
8	350	7.2			
9	365	7.4			
10	246	5.0			
11 and over	289	5.9			} 5.9
	<u>4920</u>				



CHART VI

AGE OF SCHOOL BUSES  
4920 Buses 1959-1960

Per Cent

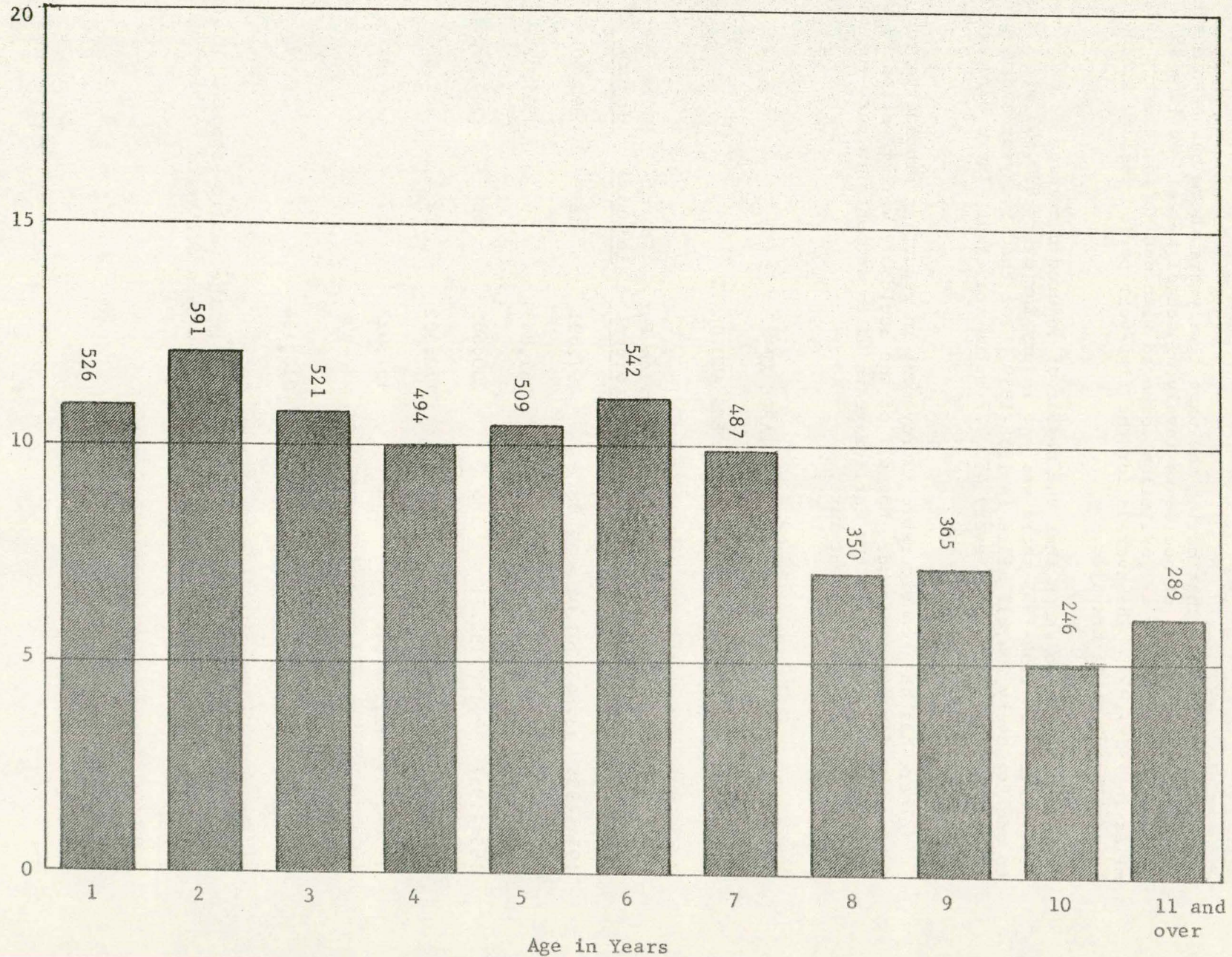




Table XV reveals that during the past five years there has been a steady increase in the number of accidents involving school buses. In 1954-1955 there was one accident every 497,691 miles compared with one accident every 151,623 miles in 1958-1959. The average for the five-year period was one accident for every 210,194 miles traveled.

The table also shows that the number of injured decreased in only one of the five years. In 1954-1955 there was one injury for every 890,605 miles compared to one for every 264,617 miles in 1958-1959. For the five year average, there was one person injured for every 450,777 miles traveled. There were six deaths in the five-year period.\*

There has been considerable improvement in reporting procedures for accidents during the five-year period. Not all of the accidents were reported to the Division of Transportation in the earlier years which accounts in part for the alarming increase in the accident rate.

TABLE XV  
SCHOOL BUS ACCIDENTS

<u>Year</u>	<u>Total Mileage</u>	<u>No. of Accidents</u>	<u>Miles Per Accident</u>	<u>No. of Injuries</u>	<u>Miles Per Injury</u>	<u>No. of Deaths*</u>
1954-1955	33,843,001.04	68	497,691	38	890,605	2
1955-1956	35,355,239.9	134	263,845	70	505,075	1
1956-1957	37,160,132.71	185	200,865	68	546,473	1
1957-1958	39,169,436	227	172,552	84	466,303	2
1958-1959	41,544,842	274	151,623	157	264,617	0
5-year average	37,414,530	178	210,194	83	450,777	1.2

\*Only one of the six fatalities was a pupil in the public schools. His death occurred while crossing the road after he had been delivered to his regular bus stop.



Table XVI reveals that of the 6,284 school bus drivers in Iowa only 4.4 per cent are women. Student drivers comprise 4.7 per cent of the total number of drivers.

TABLE XVI  
SCHOOL BUS DRIVERS 1959-1960

	<u>Number</u>	<u>Per Cent</u>
Male Drivers	6005	95.6
Female Drivers	279	4.4
Total Drivers	6284	----
Regular Drivers	4923	78.3
Substitute Drivers	1361	21.7
Student Drivers	296	4.7
Mechanic-Drivers	295	4.7



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